



**MEETING AGENDA**

**6:00 p.m., STA Board Regular  
 Wednesday, September 14, 2016  
 Suisun City Hall Council Chambers  
 701 Civic Center Drive  
 Suisun City, CA 94585**

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

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

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

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

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

**ITEM**

**BOARD/STAFF PERSON**

**1. CALL TO ORDER/ PLEDGE OF ALLEGIANCE**

**2. CONFIRM QUORUM/ STATEMENT OF CONFLICT**

Chair Richardson

An official who has a conflict must, prior to consideration of the decision; (1) publicly identify in detail the financial interest that causes the conflict; (2) recuse himself/herself from discussing and voting on the matter; (3) leave the room until after the decision has been made. Cal. Gov't Code § 87200.

**3. APPROVAL OF AGENDA**

(6:05 – 6:10 p.m.)

**4. OPPORTUNITY FOR PUBLIC COMMENT**

(6:10 – 6:15 p.m.)

**STA BOARD MEMBERS**

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

**STA BOARD ALTERNATES**

Jim McCracken	Erin Hannigan	Tom Campbell	Steve Bird	Chuck Timm	Lori Wilson	Ron Rowlett (Pending)	Jesse Malgapo
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5. **EXECUTIVE DIRECTOR’S REPORT – Pg. 7** Daryl Halls
6. **REPORT FROM THE METROPOLITAN TRANSPORTATION COMMISSION (MTC)** Jim Spering,  
MTC Commissioner  
(6:20 – 6:25 p.m.)
7. **REPORT FROM CALTRANS**  
(6:25 – 6:35 p.m.)
8. **STA PRESENTATIONS**  
(6:35 – 6:55 p.m.)
- A. **I-80/I-680/SR 12 Interchange Project Update** Janet Adams
- B. **Highway Safety Improvement Program (HSIP) Cycle 8 Grant Award for Countywide Systemic Safety Analysis Report Program (SSARP)** Anthony Adams
- C. **Priority Development Areas (PDAs) Presentations:** Robert Macaulay
1. **City of Benicia**
2. **City of Dixon**
3. **City of Rio Vista**
- D. **Directors Reports:**
1. **Planning** Robert Macaulay
2. **Projects** Janet Adams
3. **Transit and Mobility Management** Philip Kamhi/Judy Leaks/
9. **CONSENT CALENDAR**
- Recommendation:  
Approve the following consent items in one motion.  
(Note: Items under consent calendar may be removed for separate discussion.)  
(6:55 – 7:00 p.m.)
- A. **Minutes of the STA Board Meeting of July 13, 2016** Johanna Masielat  
Recommendation:  
Approve STA Board Meeting Minutes of July 13, 2016.  
**Pg. 13**
- B. **Draft Minutes of the STA Technical Advisory Committee (TAC) Meeting of August 31, 2016** Johanna Masielat  
Recommendation:  
Approve Draft STA TAC Meeting Minutes of August 31, 2016.  
**Pg. 21**
- C. **Fiscal Year (FY) 2016-17 Indirect Cost Allocation Plan (ICAP) Rate Application for Caltrans** Susan Furtado  
Recommendation:  
Approve the following:  
1. STA’s ICAP Rate Application for FY 2016-17 at 58.91%; and  
2. Authorize the Executive Director to submit the ICAP Rate Application to Caltrans.  
**Pg. 27**

- D. Revised Fiscal Year (FY) 2016-17 Transportation Development Act (TDA) Matrix - September 2016 for the Cities of Dixon, Fairfield/Suisun City, and Rio Vista** Philip Kamhi  
Recommendation:  
 Approve the Revised FY 2016-17 – September 2016 Solano TDA Matrix as shown in Attachment B for the Cities of Dixon, Fairfield/Suisun City and Rio Vista.  
**Pg. 29**
- E. Solano Intercity Taxi Scrip Program Fiscal Year (FY) 2015-16 Year End Report** Debbie McQuilkin  
Recommendation:  
 Receive and file.  
**Pg. 35**
- F. Solano County Intercity Taxi Scrip Program Identification Cards** Debbie McQuilkin  
Recommendation:  
 Approve the following:  
 1. New ADA Paratransit Low-Income Discount ID Cards; and  
 2. Procedure for point of sale exchange of ADA cards.  
**Pg. 39**
- G. Paratransit Coordinating Council (PCC) Membership Status and Appointment** Liz Niedziela  
Recommendation:  
 Reappoint Anne Payne to the PCC for a three (3) year term as a Social Service Provider.  
**Pg. 43**
- H. Regional Transportation Impact Fee (RTIF) Program Allocation and Update for Fiscal Year (FY) 2016-17** Robert Guerrero  
Recommendation:  
 Approve the following:  
 1. Updated five years (2017 to 2021) Regional Transportation Impact Fee Revenue Estimates as shown in Attachment A;  
 2. RTIF distribution for the Green Valley Overcrossing project for an amount up to the funds generated in FY 2016-17, estimated to be \$226,284.  
**Pg. 45**
- 10. ACTION FINANCIAL ITEMS**
- A. One Bay Area Grant Cycle 2 (OBAG 2) Call for Projects and Project Selection Criteria** Robert Macaulay  
 Approve the following:  
 1. Issue an OBAG 2 Call for Projects, opening on September 15th and closing on November 18th, 2016, for a total amount of \$4,646,003 of CMAQ funds with funds to be distributed on a competitive basis;

2. Programming \$2.75 million in CMAQ funds to sustain the Solano Safe Routes to School and Solano Mobility/Rideshare Programs; and
3. Approve the OBAG 2 Evaluation Criteria as specified in Attachment D.

(7:00 – 7:15 p.m.)

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**B. Selection of Option for Allocation of OBAG 2 Surface Transportation Program (STP) Funding**

Anthony Adams

Recommendation:

Approve the following:

1. Option 2 for allocation of \$5,897,027 in OBAG Cycle 2 STP Funds as shown in Attachment A;
2. Program \$6.86 million in OBAG 2 STP funds to fund STA’s planning, project delivery and fund programming efforts over the five year cycle;
3. Program \$1.506 million in FAS and \$2.05 million of North Bay PCA funds to County of Solano; and
4. Authorize the STA Chair to issue a letter to MTC for reinstatement of the \$10 M North Bay PCA Program and elimination of the new PCA 2:1 match requirement.

(7:15 – 7:25 p.m.)

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**11. ACTION NON-FINANCIAL ITEMS**

**A. Legislative Update**

Robert Macaulay

Recommendation:

Approve the position:

- ✓ Transportation Funding Package (Beall-Frazier) - *support*

(7:25 – 7:30 p.m.)

**Pg. 135**

**B. Solano Priority Conservation Area (PCA) Assessment and Implementation Plan**

Drew Hart

Recommendation:

Adopt the Priority Conservation Area Assessment and Implementation Plan.

(7:30 – 7:35 p.m.)

**Pg. 147**

**C. Scope of Work for Solano Mobility Update Study for Solano Seniors, People with Disabilities**

Liz Niedziela

Recommendation:

Approve the Scope of Work for the Solano Mobility Study Update for Seniors, People with Disabilities as shown in Attachment A.

(7:35 – 7:45 p.m.)

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## 12. INFORMATIONAL ITEMS – NO DISCUSSION

- A. **Highway Safety Improvement Program (HSIP) Cycle 8 Grant Award for Countywide Systemic Safety Analysis Report Program (SSARP)**  
Pg. 159 Anthony Adams
  
- B. **Automated Bicycle and Pedestrian Counters Quarterly Report**  
Pg. 165 Ryan Dodge
  
- C. **Summary of Funding Opportunities**  
Pg. 169 Drew Hart
  
- D. **STA Board and Advisory Committee Meeting Schedule for Calendar Year 2016**  
Pg. 173 Johanna Masiclat

## 13. BOARD MEMBERS COMMENTS

## 14. ADJOURNMENT

The next regularly scheduled meeting of the STA Board is at **6:00 p.m., Wednesday, October 12, 2016**, Suisun Council Chambers.

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## MEMORANDUM

DATE: September 6, 2016  
TO: STA Board  
FROM: Daryl K. Halls  
RE: Executive Director's Report – September 2016

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

### **ABAG and MTC Releases Preferred Growth Scenario as Part of Plan Bay Area \***

On September 2, 2016, staff from the Metropolitan Transportation Commission (MTC) and Association of Bay Area Governments (ABAG) released their draft Preferred Growth Scenario and a list of proposed transportation projects as part of the Plan Bay Area planning process. Previously, MTC/ABAG had released three draft growth scenarios (Big Cities, Connected Neighborhoods, and Main Street) for public review and comment. STA provided specific comments requesting several priority Solano based transportation projects (I-80/I-680/SR 12 Interchange, Jepson Parkway, and the I-80 Express Lanes) be included with the Connected Neighborhoods scenario, in addition to the Main Street scenario. STA staff continues to track the issue and has provided updates to the Solano City County Coordinating Committee (CCCC), Solano City Managers Group, Solano Planning Directors and STA TAC as this process continues to unfold. With the recent decision to merge the staff from the two regional agencies (ABAG and MTC), it is anticipated that this Plan Bay Area process will set the stage for the next Plan Bay Area process due in 2021 (but set to start in 2018) that will also integrate the next Regional Housing Needs Assessment (RHNA) and Regional Growth Forecast.

### **STA Issues OBAG 2 Call for Projects and Sets Project Selection Criteria \***

Staff has prepared two staff reports that cover the topic of STA issuing a call for projects for the OneBayArea Grant Cycle 2 (OBAG 2) funding. OBAG 2 funds consist of federal Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ) funds that flow through the federally designated Metropolitan Planning Organization (MPO), which is MTC for the Bay Area, and then 45% of these funds are programmed by the nine Bay Area Congestion Management Agencies (CMAs). These OBAG funds also fund the STA's planning, project delivery and fund programming activities. Staff has notified all of the STA's advisory committees over the past few months regarding the upcoming OBAG 2 programming by STA and each is preparing to provide a presentation on their priorities at a Board workshop on October 12<sup>th</sup>, just prior to the STA Board meeting that day.

In August, STA staff discussed with the STA TAC three options for the allocation of STP funding as described in the related staff report, which are the most flexible and can be utilized for maintenance of local streets and roads, road safety and a range of transportation projects and programs. On August 31<sup>st</sup>, the TAC unanimously voted to recommend Option 2 to the STA Board that provides the STP funds back to the local agencies by formula, but provides each jurisdiction more flexibility for programming these funds. The CMAQ funds are recommended to be distributed through a Call for Projects that provides a wider range of entities and the advisory committees with the opportunity to identify other priorities for these funds.

**Update on PDA Plans for Benicia, Dixon and Rio Vista \***

As part of the OneBayArea Grant (OBAG) 1 funding process, STA allocated OBAG 1 funds to five cities to help plan five distinct Priority Development Areas (PDAs). This month, the cities of Benicia, Dixon and Rio Vista have been invited to provide an update of their PDA planning efforts. Investment in PDAs is one of several funding options under consideration as part of the STA Board's future allocation of OBAG 2 funds later this year.

**Adoption of Solano Priority Conservation Area Plan \***

As part of OBAG 1, MTC provided the four North Bay counties, including Solano, with Priority Conservation Area (PCA) pilot funding with each North Bay Congestion Management Agency (CMA) receiving \$1.25 million for this effort. STA funded improvements to the Suisun Valley and the implementation of a countywide PCA Plan. STA planning staff, led by Drew Hart, partnered with the County of Solano and a PCA Advisory Committee to develop this Solano PCA Plan which helps define the current PCA boundaries and serve as the basis for future investment in Solano County's PCAs.

**Scope of Work for Update of Solano Mobility Study for Solano Seniors and People with Disabilities \***

Five years ago, STA developed an initial Solano Mobility Study for Seniors and People with Disabilities. This provided a framework and initial set of priority programs that have resulted in the establishment of the Solano Mobility Call Center and Website, Countywide In-Person Americans with Disabilities Act (ADA) Assessment Program, Countywide Travel Training, the Intercity Taxi Scrip Program, and designation of STA as the Coordinated Transit Services Agency (CTSA) for Solano County. STA's Transit Program Manager, Liz Niedziela, has developed a draft scope of work for an update to this Solano Mobility Study that includes extensive public outreach in all seven cities modeled after the successful public engagement process utilized for the Seniors and Persons with Disabilities Mobility Summit held earlier this year.

**Countywide Systemic Safety Analysis Report Program (SSARP) to Assist Local Safety Projects \***

STA was successful in landing a \$555,555 Caltrans State Safety Grant that will help all seven cities and the County assemble, analyze, and prioritize safety data for various modes of transportation countywide. This data, when assembled, will assist cities and the County to identify candidate safety projects for competitive state safety grants and better quantify needed safety improvements. Last year, safety projects were identified as the second highest transportation priority (number one is maintenance of local streets and roads) based on the extensive public input process conducted by STA as part of the development of the Countywide Transportation Plan (CTP). The Report is being led by STA's Assistant Project Manager, Anthony Adams, and will be developed in partnership with local agency's traffic and public works staff and is a logical and detailed follow up to the Countywide Safety Plan developed by STA last year.

**STA Staff Update \***

STA just completed interviews for a Mobility Management Coordinator to fill the current vacancy, I am anticipating having the position filled before the end of September. We have also initiated an in-house recruitment to fill the second administrative assistant position that will be vacated when Zoe Zaldivar returns to becoming a part-time Customer Service representative with Solano Mobility, so that she can attend school. The five Solano County based high school students all successfully completed their summer internship program with STA and are heading either back to high school for their senior year or off to various colleges to continue their education.

Attachment:

- A. STA Acronyms List of Transportation Terms (Updated January 2016)

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

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



**SOLANO TRANSPORTATION AUTHORITY**  
**Board Minutes for Meeting of**  
**July 13, 2016**

**1. STA BOARD WORKSHOP – TRANSIT CORRIDOR STUDY SERVICE PLAN AND CAPITAL IMPROVEMENTS**

Prior to the Board meeting, the STA Board held a workshop which focused on issues associated with the current SolanoExpress service, the proposed service changes, a summary of public feedback, and capital priorities identified to assist the new service plans implementation.

**2. CALL TO ORDER**

Chair Richardson called the regular meeting to order at 6:00 p.m. A quorum was confirmed.

**MEMBERS**

<b>PRESENT:</b>	Norman Richardson, Chair	City of Rio Vista
	Elizabeth Patterson	City of Benicia
	Jack Batchelor	City of Dixon
	Harry Price	City of Fairfield
	Pete Sanchez	City of Suisun City
	Len Augustine	City of Vacaville
	Osby Davis	City of Vallejo

**MEMBERS**

<b>ABSENT:</b>	Jim Spering, Vice Chair	County of Solano
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**STAFF**

<b>PRESENT:</b>	Daryl Halls	Executive Director
	Bernadette Curry	Legal Counsel
	Janet Adams	Deputy Executive Director/Director of Projects
	Robert Macaulay	Director of Planning
	Johanna Masielat	Clerk of the Board/Office Manager
	Susan Furtado	Administrative Svcs. & Accounting Manager
	Joy Apilado	HR Consultant
	Liz Niedziela	Transit Program Manager – Mobility Management
	Philip Kamhi	Transit Program Manager
	Robert Guerrero	Senior Project Manager
	Anthony Adams	Assistant Project Manager
	Ryan Dodge	Associate Planner
	Drew Hart	Associate Planner
	Lloyd Nadal	Safe Routes to School (SR2S) Program Administrator
	Corey Peterson	Customer Service Representative (CSR)
	Elizabeth Sanchez	CSR

Karla Castro	High School (HS) Intern
Victoria Scott	HS Intern
Jailene Taveras	HS Intern
Jason Yee	HS Intern

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

Nathaniel Atherstone	Fairfield and Suisun Transit (FAST)
Bill Emlen	County of Solano
George Gwynn	Suisun City Resident
Vince Jacala	Caltrans District 4
John Kearns	City of Suisun City
Brian Miller	City of Fairfield
James McCracken	Rio Vista Vice Mayor and STA Board Alternate
Tim McSorley	City of Suisun City
Gerry Santiago	Caltrans District 4

**3. CONFIRM QUORUM/STATEMENT OF CONFLICT**

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

**4. APPROVAL OF AGENDA**

On a motion by Board Member Price, and a second by Board Member Patterson, the STA Board approved the agenda. (7 Ayes, 1 Absent)

**5. OPPORTUNITY FOR PUBLIC COMMENT**

George Gwynn addressed the STA Board on public rights and provisions of the Brown Act.

**6. EXECUTIVE DIRECTOR’S REPORT**

Daryl Halls provided an update on the following items:

- SolanoExpress Board Workshop
- MTC Upgrades Project Assessment for I-80/I-680/SR 12 Interchange as Part of Plan Bay Area as Interchange’s Phase 1 Construction Approaches Conclusion
- STA’s Budget for Fiscal Year (FY) 2016-17 and 2017-18
- FY 2015-16 3<sup>rd</sup> Quarter Budget Report and Final Budget Revision
- Taxi Scrip Program Remains Popular as New Fare is Implemented
- Solano’s Priority Development Area (PDA) Presentations
- Bicycle and Pedestrian Funding and Updated Priority Projects
- STA Staff Update

**7. REPORT FROM THE METROPOLITAN TRANSPORTATION COMMISSION (MTC)**

None presented.

**8. REPORT FROM CALTRANS**

**A. Status to I-80/I-680/SR 12 Interchange Project – Phase 1 Construction**

*Presented by Vince Jacala and Gerry Santiago*

**9. STA PRESENTATIONS**

**A. Priority Development Areas (PDAs) Presentations**

1. **City of Fairfield** - *Presented by Brian Miller*
2. **City of Suisun City** - *Presented by John Kearns*

**B. Directors Reports**

1. **Planning**
2. **Projects**
3. **Transit and Rideshare/Mobility Management Update**

**10. CONSENT CALENDAR**

On a motion by Board Member Batchelor, and a second by Board Member Patterson, the STA Board approved Consent Calendar Items A through I. (7 Ayes, 1 Absent)

**A. Minutes of the STA Board Meeting of June 8, 2016**

Recommendation:

Approve STA Board Meeting Minutes of June 8, 2016.

**B. Draft Minutes of the STA Technical Advisory Committee (TAC) Meeting of June 29, 2016**

Recommendation:

Approve Draft STA TAC Meeting Minutes of June 29, 2016.

**C. STA's Fiscal Year (FY) 2015-16 Third Quarter Budget Report**

Recommendation:

Receive and file.

**D. STA's Fiscal Year (FY) 2015-16 Final Budget Revisions**

Recommendation:

Adopt the STA's FY 2015-16 Final Budget Revisions as shown in Attachment A.

**E. Intercity Taxi Scrip Program FY 2015-16 Third Quarter Report**

Recommendation:

Receive and file.

**F. Revised Fiscal Year (FY) 2016-17 Transportation Development Act (TDA) Matrix - July 2016 for Solano County Transit (SolTrans) and Revised TDA Claim for STA**

Recommendation:

Approve the Revised FY 2016-17 Solano TDA Matrix as shown in Attachment B for Solano County Transit and the revised TDA Claim for STA.

**G. Updated Solano County Intercity Taxi Scrip Program Memorandum of Understanding (MOU) for Fiscal Year (FY) 2016-17 and FY 2017-18**

Recommendation:

Authorize the Executive Director to enter into the Solano County Intercity Taxi Scrip Program MOU as shown in Attachment A.

**H. Contract Amendment – Safe Routes to School (SR2S) Solano County Public Health**

Recommendation:

Authorize the Executive Director to exercise the option for extension to the agreement with Solano County Public Health to operate and deliver SR2S project and program tasks described in the SR2S budget and work scope for an amount not to exceed \$220,000 for Fiscal Year 2016-17 as shown in Attachment A.

**I. Federal Transit Administration (FTA) Section 5310 Funding for Travel Training Pass through Agreement with SolTrans**

Recommendation:

Authorize the Executive Director to execute an agreement with Solano County Transit (SolTrans) to pass through the FTA Section 5310 funds for the Countywide Travel Training Program.

**11. ACTION – FINANCIAL ITEMS**

**A. STA’s Fiscal Year (FY) 2016-17 Proposed Budget Revision and FY 2017-18 Proposed Budget**

Daryl Halls and Susan Furtado presented the proposed Budget Revision for FY 2016-17 and the FY 2017-18 Proposed Budget. They noted that the FY 2016-17 Budget Revision is balanced, with the proposed changes to the approved budget modified from \$13.87 million to \$18.42 million, an increase of \$4.55 million. They added that these changes are primarily due to the carryover funds for the continuation of projects, and new projects and programs: the Jepson Parkway Project, the I-80 Interchange Project, the Solano County Priority Development Area (PDA), the Solano Intercity Taxi Scrip/Paratransit Program, the new Solano Online Bike Map, the Transit Ridership Study, and the Safe Routes to School Capital Projects.

Daryl Halls summarized that the STA’s overall FY 2016-17 budget is \$18.42 million, an increase of \$4.55 million. He stated that the increase in the revenues and expenditures is based on a combination of the anticipated project construction activities and with new transit programs. He noted that the fiscal impact for the adjusted Salary Schedule is approximately \$49,000. The FY 2016-17 fiscal impact of the COLA policy at 1.9% for all STA employees effective July 1, 2016 is \$46,897. The FY 2017-18 Budget is balanced at \$14.28 million to reflect the carryover funds and the programming of the first year of OBAG 2 funds for the continuation of STA’s planning, project delivery, fund programming efforts and the continuation of rideshare and Safe Routes to School Programs at current levels.

Board/Public Comments:

None presented.

Recommendation:

Approve the following:

1. Adopt the STA’s FY 2016-17 Proposed Budget Revision as shown in Attachment A;
2. Approve STA’s Salary Schedule for FY 2016-17 as shown in Attachment C;
3. Adopt the STA’s FY 2017-18 Proposed Budget as shown in Attachment B; and
4. Approve the FY 2016-17 Cost of Living Adjustment of 1.9% effective July 1, 2016.

On a motion by Board Member Patterson, and a second by Board Member Price, the STA Board approved the recommendation. (7 Ayes, 1 Absent)

**B. Transportation Development Act (TDA) Article 3 Funding Recommendation for Fiscal Year (FY) 2016-17**

Drew Hart summarized the recommended allocation process of the TDA Article 3 funding for FY 2016-17. He noted that STA staff is considering several approaches, from the least involved minor update of countywide bike project lists provided by agency staff, to a more complete update of the planning document. This would also include city level bicycle plans as requested by the jurisdiction. At this point, staff is recommending a complete update of the countywide plan with city level details. He added that the recommended strategy will successfully complete three bicycle and pedestrian projects of high value as well as provide planning funds needed to assess and identify future bicycle and pedestrian infrastructure priorities while reserving funds to support future fund matching needs as projects become ready for construction.

Board/Public Comments:

None presented.

Recommendation:

Approve the following:

1. Approve \$250,000 TDA Article 3 for Countywide, Bicycle and Pedestrian Plans, and city-specific active transportation plans;
2. Approve \$100,000 TDA Article 3 for Solano County, Suisun Valley Farm to Market, Phase 1;
3. Approve \$40,000 TDA Article 3 for Suisun Valley Farm to Market, Phase 2; and
5. Approve \$50,000 TDA Article 3 for City of Fairfield, Northern Green Valley Road Crossing.

On a motion by Board Member Patterson, and a second by Board Member Price, the STA Board approved the recommendation. (7 Ayes, 1 Absent)

**12. ACTION – NON FINANCIAL ITEMS**

**A. Legislative Update**

Robert Macaulay presented staff's recommendation for approval of a support position for SB 838, and seeks input regarding the methodology beginning with FY 2017-18

In addition, Chair Richardson mentioned that STA staff has prepared a Proclamation of Appreciation for Senator Wolk to be presented by the STA Board at the Solano EDC Breakfast on July 21, 2016.

Board/Public Comments:

None presented.

Recommendation:

Approve a support position for Senate Bill 838.

On a motion by Board Member Patterson, and a second by Board Member Price, the STA Board approved the recommendation. (7 Ayes, 1 Absent)

**B. Update List of Bicycle Priority Projects**

Drew Hart reviewed the process for updating the Bicycle Priority Project Lists for FY 2016-17. He specified that the recommended Tier 1 projects are Phases 1 and 2 of the Suisun Valley Farm to Market project (Solano County), Park Road bikeway improvements (Benicia), Driftwood Drive Safe Routes to School Project (Suisun City), and update of the Countywide Bicycle Plan with support for local Bike Plans (STA). He added that at the BAC meeting on June 22, 2016, Solano County introduced a new safety project on Lake Herman Road and after discussion, the BAC recommended to move this project to the Tier 1 list.

Board/Public Comments:

Board Member Patterson reiterated Benicia staff's recommendation for the city portion of the same Lake Herman Road be added to the Tier 2 project list.

Board Member Batchelor noted that he would like STA staff to make sure that the Porter Road project gets elevated from a Tier 2 to a Tier 1 project in the next fiscal year.

Recommendation:

Approve the STA Bicycle Priority Project List for FY 2016-17 as shown in Attachment C.

On a motion by Board Member Patterson, and a second by Board Member Price, the STA Board approved the recommendation. (7 Ayes, 1 Absent)

**C. Update List of Pedestrian Priority Projects**

Ryan Dodge reviewed the process for updating the Pedestrian Priority Project Lists for FY 2016-17. He noted that the list of Tier 1 and Tier 2 pedestrian projects was unanimously approved at the June 2, 2016 PAC meeting. He added that following the PAC meeting, STA staff split one project into two phases and added one project to the Tier 2 list. He concluded by stating that the list now contains eight Tier 1 projects and eight Tier 2 projects for Fiscal Year (FY) 2016-17.

Board/Public Comments:

None presented.

Recommendation:

Approve the STA Pedestrian Priority Project List for FY 2016-17 as shown in Attachment A.

On a motion by Board Member Batchelor, and a second by Board Member Price, the STA Board approved the recommendation. (7 Ayes, 1 Absent)

**D. Comprehensive Transportation Plan (CTP) Update**

Robert Macaulay noted that the CTP Committee's final review occurred at its meeting of June 20<sup>th</sup>, and all comments received have been incorporated. He commented that following approval of the Goal Gap Analysis, staff will complete chapters on performance measures and milestones, available resources to address the identified gaps and policies to help guide the allocation of those resources.

Board/Public Comments:

None presented.

Recommendation:

Approve the following:

1. Transit and Rideshare Element
  - A. Policies as shown in Attachment A
  - B. Performance Measures and Milestones as shown in Attachment B
2. Arterials, Highways and Freeways Element
  - A. Goals as shown in Attachment C
  - B. Goal Gap Analysis as shown in Attachment D

On a motion by Board Member Price, and a second by Board Member Sanchez, the STA Board approved the recommendation. (7 Ayes, 1 Absent)

**13. INFORMATIONAL – NO DISCUSSION**

- A. Regional Transportation Impact Fee (RTIF) Update**
- B. Fiscal Year (FY) 2015-16 Abandoned Vehicle Abatement (AVA) Program Third Quarter**
- C. Summary of Funding Opportunities**
- D. STA Board and Advisory Committee Meeting Schedule for Calendar Year 2016**

**14. BOARD MEMBER COMMENTS**

None.

**15. ADJOURNMENT**

The meeting adjourned at 7:10 p.m. The next regularly scheduled meeting of the STA Board is at **6:00 p.m., Wednesday, September 14, 2016**, Suisun Council Chambers

**Attested by:**

  
Johanna Masielat **September 8, 2016**  
Johanna Masielat      **Date**  
Clerk of the Board

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**TECHNICAL ADVISORY COMMITTEE  
Draft Minutes for the meeting of  
August 31, 2016**

**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:**

Graham Wadsworth	City of Benicia
Jason Riley for Joe Leach	City of Dixon
Julie Lucido for George Hicks	City of Fairfield
Dave Melilli	City of Rio Vista
Tim McSorley	City of Suisun City
Shawn Cunningham	City of Vacaville
Alan Panganiban for David Kleinschmidt	City of Vallejo
Matt Tuggle	Solano County

**TAC Members Absent:**

Joe Leach	City of Dixon
George Hicks	City of Fairfield
David Kleinschmidt	City of Vallejo

**STA Staff and Others  
Present:**

*(In Alphabetical Order by Last Name)*

Anthony Adams	STA
Janet Adams	STA
Sean Co	Toole Design Group
Ryan Dodge	STA
Robert Guerrero	STA
Daryl Halls	STA
Drew Hart	STA
Robert Macaulay	STA
Johanna Masiclat	STA
Lloyd Nadal	STA
Gwen Owens	City of Vacaville

**2. APPROVAL OF THE AGENDA**

On a motion by Jason Riley, and a second by Shawn Cunningham, the STA TAC approved the agenda. (6 Ayes, 2 Absences – Cities of Benicia and Rio Vista)

**3. OPPORTUNITY FOR PUBLIC COMMENT**

None presented.

**4. REPORTS FROM CALTRANS, MTC AND STA STAFF**

Anthony Adams announced that staff will begin updating the Annual Pothole Report next month and due to the impact of the declining gas tax and failure of the county transportation sales tax, STA staff would like to have a larger discussion with the Project Delivery Working Group (PDWG) and TAC members regarding how to address the budget portion in the Pothole Report.

*Dave Melilli, City of Rio Vista, arrived at the meeting at 1:35 p.m.*

**5. CONSENT CALENDAR**

On a motion by Matt Tuggle, and a second by Alan Panginiban, the STA TAC approved Consent Calendar Item A through F to include an amendment to Item B, Solano TDA Matrix, as shown below in ***bold italics***. (7 Ayes, 1 Absent - City of Benicia)

**A. Minutes of the TAC Meeting of June 29, 2016**

Recommendation:

Approve TAC Meeting Minutes of June 29, 2016.

**B. Revised Fiscal Year (FY) 2016-17 Transportation Development Act (TDA) Matrix - September 2016 for the Cities of Dixon, Fairfield/Suisun City, and Rio Vista**

At the August 30, 2016 Consortium meeting, Nathaniel Atherstone, FAST, requested ***to add a footnote (#9) to the TDA Matrix (Attachment B) that indicates that the amount shown on Suisun City's TDA has a balance that has not been reflected in the TDA matrix, which should come out of the Fairfield TDA balance, or be corrected at a later date.***

Recommendation:

Forward a recommendation to the STA Board to approve the Revised FY 2016-17 – September 2016 Solano TDA Matrix as shown in the Attachment B for the Cities of Dixon, Fairfield/Suisun City and Rio Vista.

**C. Intercity Taxi Scrip Program FY 2015-16 Quarter 3 Report**

Recommendation:

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

**D. Scope of Work for Solano Mobility Update Study for Solano Seniors, People with Disabilities**

Recommendation:

Forward a recommendation to the STA Board to approve the Scope of Work for the Solano Mobility Study Update for Seniors and People with Disabilities.

**Pg.**

**E. Solano Intercity Taxi Scrip Program Fiscal Year (FY) 2015-16 Year End Report**

Recommendation:

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

**Pg.**

**F. Solano County Intercity Taxi Scrip Program Identification Cards**

Recommendation:

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

1. New ADA Paratransit Low-Income Discount ID Cards; and
2. Procedure for point of sale exchange of ADA cards.

**Pg.**

**6. ACTION FINANCIAL ITEMS**

*Graham Wadsworth, City of Benicia, arrived at the meeting at 1:40 p.m.*

**A. One Bay Area Grant Cycle 2 (OBAG 2) Call for Projects and Project Selection Criteria**

Robert Macaulay reviewed staff's recommendation to issue a Call for Projects that will open for eight weeks – from September 14 through November 18, 2016. He noted that a public workshop is being proposed at the STA Board meeting in October which would give STA advisory committees and members of the public an opportunity to address the Board and identify their recommended funding priorities. He concluded by stating that project applicants would have over four weeks to complete and submit their application.

After discussion, the STA TAC recommended to forward approval to the STA Board to issue an OBAG 2 Call for Projects, opening on September 15th and closing on November 18th, 2016, for a total amount of \$4,646,003 of CMAQ funds for the Cities of Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville, Vallejo and SolTrans, with funds to be distributed on a competitive basis

Matt Tuggle, County of Solano, requested STA staff convey to MTC a desire to change the recently adopted PCA match requirement for the North Bay PCA Pilot Program.

Recommendation:

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

1. Issue an OBAG 2 Call for Projects, opening on September 14<sup>th</sup> and closing on November 18, 2016; and
2. Approve the OBAG 2 Evaluation Criteria as specified in Attachment D.

On a motion by Shawn Cunningham, and a second by Jason Riley, the STA TAC unanimously approved the recommendation. (8 Ayes)

**B. Discussion of Options for Allocation of One Bay Area Grant (OBAG) 2 Surface Transportation Program (STP) Funding**

Anthony Adams reviewed the funding distribution and eligibility process of OBAG Cycle 2 in the amount of \$14M to Solano member agencies for projects and programs. He outlined three options for the call for projects for the \$5.9M in STP funds. He also reviewed the formula amount in STP funds for distribution to each city, then concluded by requesting the TAC provide a recommendation to the STA Board regarding a recommended option for allocating OBAG 2 STP funding.

After discussion, the STA TAC recommended Option 2 which would be a similar funding distribution for Solano cities as Option 1, but provides more flexibility, as it would allow STP funds to be spent on Complete Streets or Safety projects as well as Local Streets & Roads (LS&R) projects. Priority Conservation Area (PCA) and Federal Secondary Aid (FAS) funds are recommended to be allocated to Solano County with the balance of the STP funds available to the cities via formula.

Recommendation:

Forward a recommendation to the STA Board with a recommended option for allocation of OBAG Cycle 2 STP Funds.

On a motion by Jason Riley, and a second by Matt Tuggle, the STA TAC unanimously recommended Option 2 for allocation of OBAG Cycle 2 STP Funds. (8 Ayes)

**C. Regional Transportation Impact Fee (RTIF) Program Allocations for FY 2016-17**

Robert Guerrero provided an update to the revenue collection and management of RTIF submitted by the Cities of Benicia, Dixon, Rio Vista, Vacaville, Vallejo, and County of Solano in the 4<sup>th</sup> Quarter of FY 2015-16. He noted that of the agencies reporting in the 4<sup>th</sup> Quarter RTIF total revenue collected thus far for FY 2015-16 is \$354,618 bringing the total collection for the fiscal year to \$1,265,105. The grand total of RTIF collected thus far since the program began in February 2014 is \$3,022,070. He also summarized the upcoming activities for the months of September and October.

Recommendation:

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

1. Updated five years (2017 to 2021) Regional Transportation Impact Fee Revenue Estimates as shown in Attachment A; and
2. RTIF distribution for the Green Valley Overcrossing project for an amount up to the funds generated in FY 2016-17, estimated to be \$226,284.

On a motion by Dave Melilli, and a second by Julie Lucido, the STA TAC unanimously approved the recommendation. (8 Ayes)

## 7. ACTION NON FINANCIAL ITEMS

**A. Legislative Update**

Robert Macaulay reviewed two legislative bills (Transportation Funding Package (Beall-Frazier) and AB 2374 (Chiu) that STA staff is recommending support positions. He noted that both bills touch on issues that include climate change, California's Cap and Trade program, STA formula and allocation methodology and commuter benefits, are essential to preserving, strengthening – and in some cases, expanding – California's public transportation network.

After discussion, the STA TAC recommended a support position for the Transportation Funding Package (Beall-Frazier) bill, but *asked to table AB 2374 (Chiu) until the next meeting so that staff could provide additional information prior to recommending a support position to the STA Board.*

Recommendation:

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

- ✓ Transportation Funding Package (Beall-Frazier) - *support*

On a motion by Matt Tuggle, and a second by Shawn Cunningham, the STA TAC unanimously approved the recommendation as amended shown above in ***bold italics***.  
(8 Ayes)

**8. INFORMATIONAL – DISCUSSION**

**A. Updated Discussion of `Solano County Future Bridge Toll and Trade Corridor Priorities**

Janet Adams briefed the TAC on the current investment categories that the STA plans to advance within the Region. Informal discussions with the Metropolitan Transportation Commission (MTC) are expected to begin this fall. She reviewed the current bridge toll strategy for Solano County which focuses investments on I-80 as a Goods Movement or Trade Corridor and well as investment in the Managed Lanes Implementation Plan (MLIP).

**B. Highway Safety Improvement Program (HSIP) Cycle 8 Grant Award for Countywide Systemic Safety Analysis Report Program (SSARP)**

Anthony Adams noted that the STA was awarded a \$555,555 grant for a countywide safety analysis study. He reviewed the scope which would allow Solano to fill in the missing data gaps of roadway and traffic volume that would be used in conjunction with existing crash data to perform data-driven safety analysis. He reviewed the funding process and next steps for the analysis which would be available through this grant early next year.

**C. Bicycle Infrastructure Presentation**

Toole Design Group, a firm which specializes in bicycle and pedestrian transportation planning and engineering, provided an informational presentation on the state of bicycle infrastructure, including when options are most appropriate and emerging trends. The presentation covered the need for low-stress networks, who the intended users are, and what are bike infrastructure options that achieve significant use now permissible in the state of California.

**NO DISCUSSION ITEMS**

**D. Fiscal Year (FY) 2015-16 Abandoned Vehicle Abatement (AVA) Program Third Quarter Report**

**E. Summary of Funding Opportunities**

**F. Draft Meeting Minutes of STA Board & Advisory Committees**

**G. STA Board and Advisory Committee Meeting Schedule for Calendar Year 2016**

**9. FUTURE STA TAC AGENDA ITEMS**

A summary of the agenda items for August/September 2016 were presented.

**10. ADJOURNMENT**

The meeting was adjourned at 2:45 p.m.

The next regular meeting of the Technical Advisory Committee is scheduled at, **1:30 p.m. on Wednesday, September 28, 2016.**

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DATE: September 2, 2016  
TO: STA Board  
FROM: Susan Furtado, Accounting and Administrative Services Manager  
RE: Fiscal Year (FY) 2016-17 Indirect Cost Allocation Plan (ICAP) Rate Application for Caltrans

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**Background:**

In compliance with Caltrans Local Program Procedures (LPP) 04-10 and Office of Management and Budget (OMB) Circular A-87, the STA is required to submit an annual ICAP Rate Application to enable STA to charge an indirect cost allocation for federal and state funded projects. The ICAP Rate Application submitted and approved is based on the annual budget as a fixed rate with a carry-forward provision plan. A fixed rate with carry-forward provision is a rate subject to adjustment when actual expenditures for the fiscal year are audited. The difference between the estimated cost and the actual audited cost is carried forward as an adjustment to the second fiscal year following the adjusted year.

The FY 2014-15 ICAP rate is adjusted to reflect the actual and audited indirect cost expenditures using the audited financial statement and reports. The FY 2014-15 indirect cost expenditures is increased by the amount of \$202,788.26 based on actual audited administration expenditures for the fiscal year. This adjustment is reflective of the ICAP Rate exclusions under the statutory and administrative limitations in accordance with OMB Circular A-87 and the Code of Federal Regulations (CFR) Title 2 Grants and Agreements Part 225 Appendix B. This adjustment is carried forward as an increase to the FY 2016-17 ICAP Rate application.

**Discussion:**

The STA's FY 2016-17 ICAP Rate application result is at 58.91%. With the approval of this ICAP Rate, STA will be able to charge Indirect Cost to federal funds and other project funds that requires the use of the ICAP Rate, such as the Transit Mobility Management & Administration Program and the Safe Route to School (SR2S) Program. The ICAP Rate for FY 2016-17 will allow STA to get a total indirect cost reimbursement in the amount of approximately \$196,782 to be reimbursed by the Congestion Mitigation and Air Quality Program (CMAQ) fund for the Transit Mobility and the SR2S Programs.

**Fiscal Impact:**

The proposed ICAP Rate for FY 2016-17 of 45.97% will allow approximately \$196,782 of indirect cost to be reimbursed by the Transit Mobility Management & Administration Program and the Safe Routes to School Program.

**Recommendation:**

Approve the following:

1. STA's ICAP Rate Application for FY 2016-17 at 58.91%; and
2. Authorize the Executive Director to submit the ICAP Rate Application to Caltrans.

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DATE: September 2, 2016  
TO: STA Board  
FROM: Philip Kamhi, Transit Program Manager  
RE: Revised Fiscal Year (FY) 2016-17 Transportation Development Act (TDA)  
Matrix - September 2016 for the Cities of Dixon, Fairfield/Suisun City and  
Rio Vista

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**Background:**

The Transportation Development Act (TDA) was enacted in 1971 by the California Legislature to ensure a continuing statewide commitment to public transportation. This law imposes a one-quarter-cent tax on retail sales within each county for this purpose. Proceeds are returned to counties based upon the amount of taxes collected, and are apportioned within the county based on population. To obtain TDA funds, local jurisdictions must submit requests to regional transportation agencies that review the claims for consistency with TDA requirements. Solano County transit agencies submit TDA claims, first to the STA for coordination purposes, then to the Metropolitan Transportation Commission (MTC), the Regional Transportation Planning Agency (RTPA) for the nine Bay Area counties.

The Solano FY 2016-17 TDA fund estimates by jurisdiction are shown on the attached MTC Fund Estimate (Attachment A). MTC updated its FY 2016-17 fund estimate on May 25, 2016. This most recent fund estimate does not include any changes to the TDA funds for Solano County from the February 2016 estimate.

TDA funds are shared among agencies to fund joint services such as SolanoExpress intercity bus routes and Intercity Taxi Scrip Program. To clarify how the TDA funds are to be allocated each year among the local agencies and to identify the purpose of the funds, the STA works with the transit operators and prepares an annual TDA matrix. The TDA matrix is approved by the STA Board and submitted to MTC to provide MTC guidance when reviewing individual TDA claims.

The TDA Matrix is based on MTC's Fund Estimate dated May 25, 2016. STA includes FY 2015-16 Allocations and Returns that have occurred after MTC's cut-off date for the Fund Estimate (January 31, 2016). STA has been advised that SolTrans returned \$5 million in unused TDA funds to MTC after the cut-off date.

The cost share for the intercity routes per the Intercity Funding Agreement is reflected in the TDA Matrix. The intercity funding formula is based on 20% of the costs shared on population and 80% of the costs shared and on ridership by residency. Population estimates are updated annually using the Department of Finance population estimates and ridership by residency is based on on-board surveys conducted in April 2014. The intercity funding process includes a reconciliation of planned (budgeted) intercity revenues and expenditures to actual revenues and expenditures. In this cycle, FY 2014-15 audited amounts were reconciled to the estimated amounts for FY 2014-15. The reconciliation amounts and the estimated amounts for FY 2016-17 are merged to determine the cost per funding partner.

For FY 2014-15, the actual subsidies were approximately \$800,000 less than were budgeted due to lower cost and higher fare revenue. Through the reconciliation process, this difference reduces the total amount owed in FY 2016-17. The total contributions in FY 2016-17 are approximately \$460,000 greater than in FY 2015-16. This increase is due to a number of factors, including an increase operating costs and a decrease in fare revenue for FY 2016-17. Additional Regional Measure (RM) 2 funding of \$738,000 offsets some of the subsidy needed in FY 2016-17. The contributions from all of the jurisdictions have increased from FY 2015-16 to FY 2016-17.

### **Discussion:**

For FY 2016-17, the STA Board approved the TDA claims for STA, the City of Vacaville (City Coach) and Solano County Transit (SolTrans) at its June and July meetings. The following TDA matrix revisions are being brought forward for approval at this time:

#### **The City of Dixon (Readi-Ride)**

The City of Dixon requests \$340,000 in TDA funds. TDA funds in the amount of \$340,000 will be used for transit operations, as reflected in Attachment B, the revised TDA Matrix.

#### **The City of Fairfield/Suisun City (FAST)**

The City of Fairfield is requesting \$6,510,722 in TDA funds as shown in Attachment B. Consistent with prior years, the request includes both Fairfield and Suisun City's TDA funds. TDA funds in the amount of \$4,278,478 will be used for operating and the amount of \$2,232,244 will be used for capital projects. The FY 2016-17 capital funding will be used for the following projects:

- Intercity bus replacement
- Bus engine repower, rehabilitation, and engine replacement
- Vehicle security cameras
- Security cameras at the Fairfield Transportation (FTC) parking garage
- FTC interior and exterior improvements (e.g., front door and interior restroom door retrofit, exterior restroom rehabilitation)
- AVL system installation and signage
- Parking program kiosks and related equipment installation
- Data management system
- Capital salaries

#### **The City of Rio Vista (Delta Breeze)**

The City of Rio Vista requests \$254,322 in TDA funds. TDA funds in the amount of \$254,322 will be used for transit operations, as reflected in Attachment B, the revised TDA Matrix.

Amendments to the TDA claims from agencies that may be added to the TDA Matrix will be brought to the Consortium prior to consideration by the STA Board.

At the August 2016 SolanoExpress Intercity Transit Consortium, the members recommended adding footnote nine (9) to the TDA Matrix (Attachment B), which noted the Suisun Amtrak TDA balance that will need to be reconciled. Both the SolanoExpress Intercity Transit Consortium and the STA TAC approved this item, as amended at the August 2016 meetings.

### **Fiscal Impact:**

The STA Board approval of the TDA matrix provides the guidance needed by MTC to process the TDA claim submitted by the transit operators and STA.

**Recommendation:**

Approve the Revised FY 2016-17 – September 2016 Solano TDA Matrix as shown in Attachment B for the Cities of Dixon, Fairfield/Suisun City and Rio Vista.

Attachments:

- A. FY 2016-17 TDA Fund Estimate for Solano County
- B. Revised FY 2016-17 Solano TDA Matrix



**FY 2016-17 FUND ESTIMATE  
TRANSPORTATION DEVELOPMENT ACT FUNDS  
SOLANO COUNTY**

Attachment A  
Res No. 4220  
Page 9 of 17  
5/25/2016

FY2015-16 TDA Revenue Estimate		FY2016-17 TDA Revenue Estimate	
<b>FY2015-16 Generation Estimate Adjustment</b>		<b>FY2016-17 County Auditor's Generation Estimate</b>	
1. Original County Auditor Estimate (Feb, 15)	17,358,114	13. County Auditor Estimate	17,773,436
2. Revised Estimate (Feb, 15)	17,773,436	<b>FY2016-17 Planning and Administration Charges</b>	
3. Revenue Adjustment (Lines 2-1)	415,322	14. MTC Administration (0.5% of Line 13)	88,867
<b>FY2015-16 Planning and Administration Charges Adjustment</b>		15. County Administration (0.5% of Line 13)	88,867
4. MTC Administration (0.5% of Line 3)	2,077	16. MTC Planning (3.0% of Line 13)	533,203
5. County Administration (Up to 0.5% of Line 3)	2,077	17. Total Charges (Lines 14+15+16)	710,937
6. MTC Planning (3.0% of Line 3)	12,460	18. TDA Generations Less Charges (Lines 13-17)	17,062,499
7. Total Charges (Lines 4+5+6)	16,614	<b>FY2016-17 TDA Apportionment By Article</b>	
8. Adjusted Generations Less Charges (Lines 3-7)	398,708	19. Article 3.0 (2.0% of Line 18)	341,250
<b>FY2015-16 TDA Adjustment By Article</b>		20. Funds Remaining (Lines 18-19)	16,721,249
9. Article 3 Adjustment (2.0% of line 8)	7,974	21. Article 4.5 (5.0% of Line 20)	0
10. Funds Remaining (Lines 8-9)	390,734	22. TDA Article 4 (Lines 20-21)	16,721,249
11. Article 4.5 Adjustment (5.0% of Line 10)	0		
12. Article 4 Adjustment (Lines 10-11)	390,734		

**TDA APPORTIONMENT BY JURISDICTION**

Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2015	FY2014-15	6/30/2015	FY2014-16	FY2015-16	FY2015-16	FY2015-16	6/30/2016	FY2016-17	FY 2016-17
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) <sup>1</sup>	Outstanding Commitments <sup>2</sup>	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	774,067	3,926	777,993	(862,029)	0	333,276	7,974	257,214	341,250	598,464
Article 4.5										
<b>SUBTOTAL</b>	<b>774,067</b>	<b>3,926</b>	<b>777,993</b>	<b>(862,029)</b>	<b>0</b>	<b>333,276</b>	<b>7,974</b>	<b>257,214</b>	<b>341,250</b>	<b>598,464</b>
Article 4/8										
Dixon	856,366	3,219	859,586	(567,866)	0	734,437	17,573	1,043,730	745,767	1,789,497
Fairfield	2,763,699	12,241	2,775,940	(5,837,751)	0	4,251,582	101,726	1,291,497	4,355,601	5,647,098
Rio Vista	243,865	1,902	245,767	(334,129)	75,432	306,605	7,336	301,011	318,930	619,941
Solano County	913,414	4,404	917,818	(510,125)	0	741,586	17,744	1,167,023	753,163	1,920,186
Suisun City	158,218	370	158,588	(1,183,922)	0	1,103,260	26,397	104,323	1,124,528	1,228,851
Vacaville	6,367,758	28,785	6,396,543	(3,187,689)	0	3,617,620	86,557	6,913,032	3,686,482	10,599,514
Vallejo/Benicia <sup>4</sup>	2,625,978	11,206	2,637,184	(7,176,068)	0	5,575,423	133,401	1,169,941	5,736,777	6,906,718
<b>SUBTOTAL</b>	<b>13,929,299</b>	<b>62,128</b>	<b>13,991,427</b>	<b>(18,797,550)</b>	<b>75,432</b>	<b>16,330,513</b>	<b>390,734</b>	<b>11,990,557</b>	<b>16,721,249</b>	<b>28,711,806</b>
<b>GRAND TOTAL</b>	<b>\$14,703,366</b>	<b>\$66,054</b>	<b>\$14,769,419</b>	<b>(\$19,659,578)</b>	<b>\$75,432</b>	<b>\$16,663,789</b>	<b>\$398,708</b>	<b>\$12,247,771</b>	<b>\$17,062,499</b>	<b>\$29,310,270</b>

1. Balance as of 6/30/15 is from MTC FY2014-15 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 6/30/15, and FY2015-16 allocations as of 1/31/16.

3. Where applicable by local agreement, contributions from each jurisdiction will be made to support the Intercity Transit Funding Agreement.

4. Beginning in FY2012-13, the Benicia apportionment area is combined with Vallejo, and available for SolTrans to claim.

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DATE: September 1, 2016  
 TO: STA Board  
 FROM: Debbie McQuilkin, Transit Mobility Coordinator  
 RE: Solano Intercity Taxi Scrip Program Fiscal Year (FY) 2015-16 Year End Report

**Background:**

On July 12, 2013, the County of Solano, Solano Transportation Authority (STA), and Solano County’s five local transit agencies, Solano County entered into a Memorandum of Understanding (MOU) to fund a Countywide taxi-based intercity paratransit service. The service provides trips from city to city, for the current ambulatory and proposed non-ambulatory Americans with Disabilities Act (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 the program was initiated in February 2010 following the dissolution of Solano Paratransit in 2009. Vacaville transferred the lead role to the County of Solano in July 2013. On June 11, 2014, the STA Board accepted responsibility for managing the intercity taxi scrip 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 staff report provides information on the Intercity Taxi Program’s performance through the end of Fiscal Year (FY) 2015-16 (July 1, 2015 – June 30, 2016).

**Discussion:**

The STA staff has completed review of Solano Intercity Taxi Scrip operations in the Fourth Quarter of FY 2015-16. The following provides average annual program information for the previous three years through FY 2015-16, in order to provide comparable data:

<b>Solano Intercity Taxi Program</b>				
	<b>2012-2013</b>	<b>2013-2014</b>	<b>2014-2015</b>	<b>2015-16</b>
<b>Taxi Scrip Sold</b>	4,740	4,460	4,728	4,756
<b>Fare Revenue</b>	\$71,084	\$66,916	\$70,936	\$71,340
<b>Passenger Trips</b>	12,780	11,844	12,824	12,246
<b>Cost</b>	\$529,864	\$556,504	\$587,608	\$589,656
<b>Farebox Recovery Ratio</b>	13%	12%	12%	12%

The number of Taxi Scrip Booklets sold in FY 2015-16 has remained constant. This is a result of budgetary limits which limit the supply of taxi scrip available for purchase, not the actual demand for service as the booklets continue to sell out each quarter.

### **Intercity Taxi Scrip Fare Change**

On February 10, 2016, the STA Board approved modifications to the Solano Intercity Taxi Scrip Program fares effective as of July 1, 2016. This is projected to increase both the supply of taxi scrip and improve the farebox recovery ratio for the program.

The cost of scrip booklets have been increased from the current level of \$15 for \$100 worth of scrip to:

- \$40 for \$100 worth of scrip for ADA Certified Individuals
- \$20 for \$100 worth of scrip for low-income ADA Certified Individuals

On May 31, 2016, STA staff and Solano County Health and Social Services entered into an agreement to identify passengers that are eligible for the low-income discount fare. The discount fare is available for ADA certified passengers with disabilities who meet the criteria for any of the following low-income programs: Medi-Cal, Supplemental Security Income, Solano County General Assistance, CalFresh, CalWORKs, and PG&E Care.

STA staff has mailed out income verification waivers to all 278 active Solano Intercity Taxi Scrip users in an effort to reach all users that may qualify for the discount fare. As of August 30, 2016, 224 program users requested to receive the low-income discount fare. 192 have been approved for the income fare, 23 were not approved, and 9 are being reviewed.

At the August 30<sup>th</sup> SolanoExpress Intercity Transit Consortium and the August 31<sup>st</sup> STA TAC meetings, this item was unanimously recommended to be forwarded to the STA Board to receive and file.

### **Recommendation:**

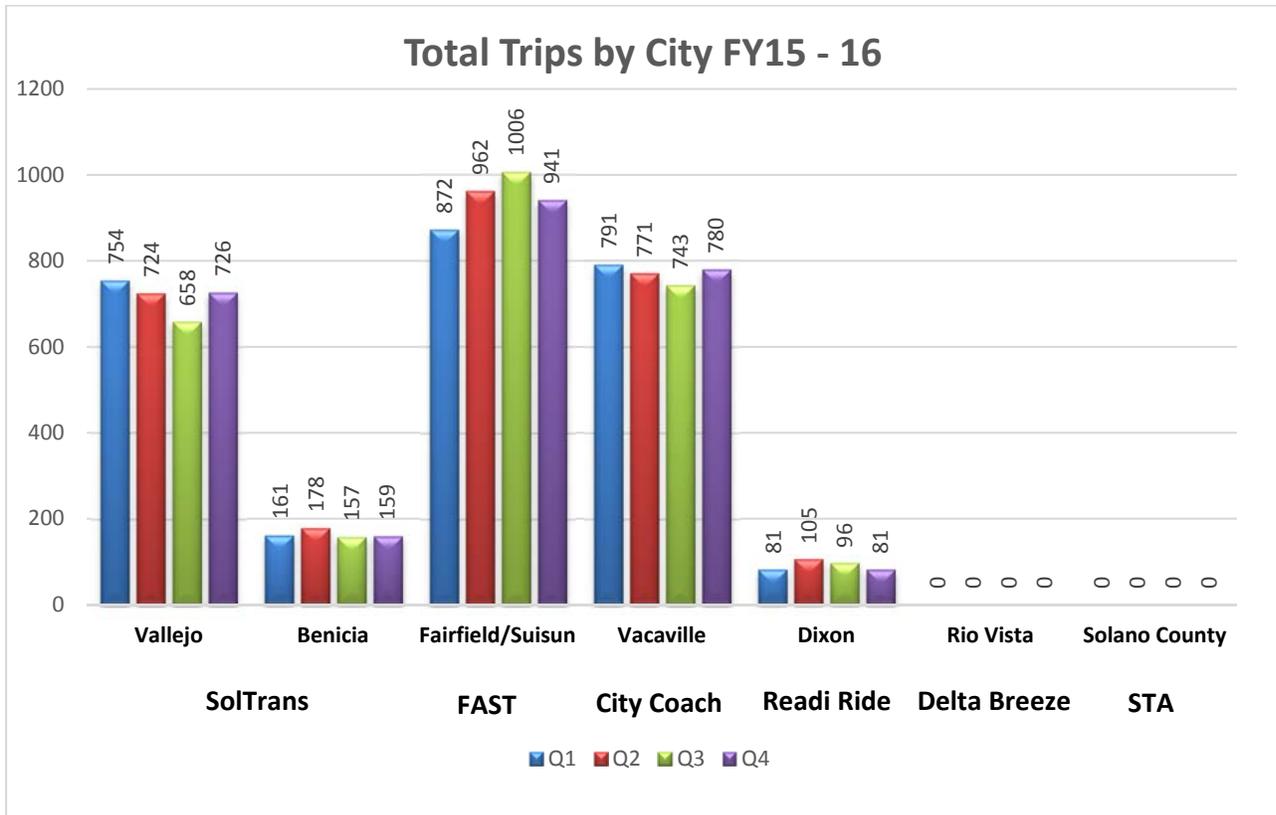
Receive and file.

Attachment:

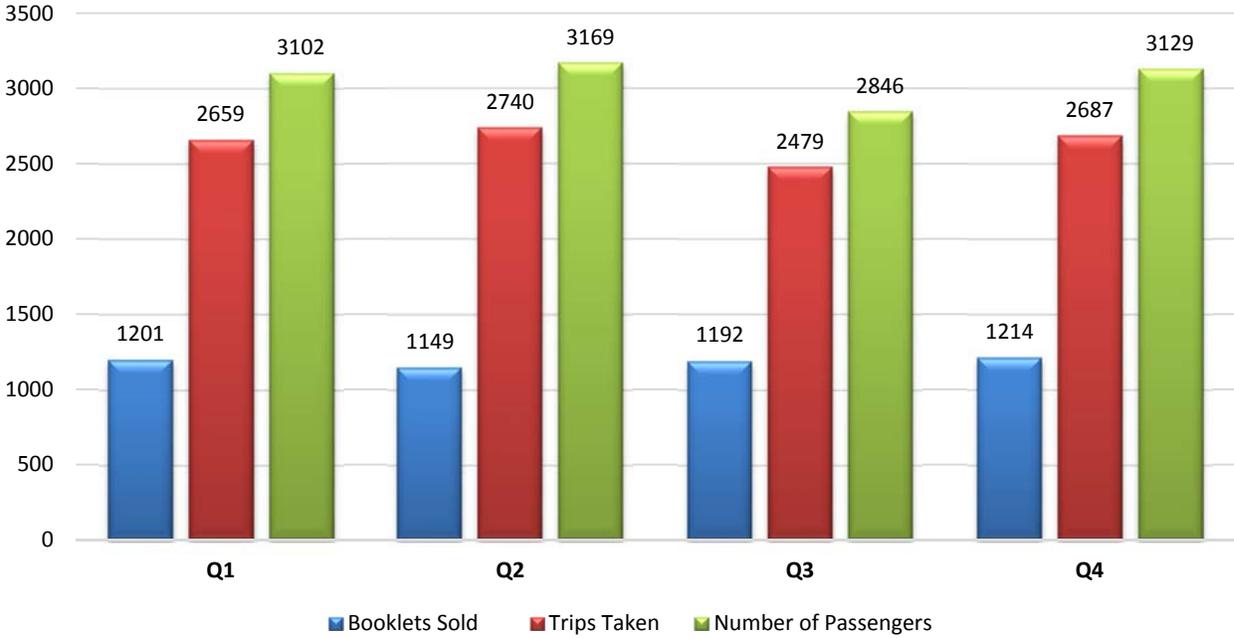
- A. Intercity Taxi Scrip FY 2015-16 Year End Data

**ATTACHMENT A**

**Solano Intercity Taxi Scrip FY 2015-16 Year End Data**



### Operator Booklets Sold, Trips Taken and Number of Passengers by Quarter for FY15 - 16





DATE: September 1, 2016  
TO: STA Board  
FROM: Debbie McQuilkin, Transit Mobility Coordinator  
RE: Solano County Intercity Taxi Scrip Program Identification Cards

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**Background:**

On February 10, 2016, the STA Board approved modifications to the Solano Intercity Taxi Scrip Program fares effective as of July 1, 2016. This is projected to increase both the supply of taxi scrip and improve the farebox recovery ratio for the program.

The cost of scrip booklets have been increased from the current level of \$15 for \$100 worth of scrip to:

- \$40 for \$100 worth of scrip for Americans with Disabilities Act (ADA) Certified Individuals
- \$20 for \$100 worth of scrip for low-income ADA Certified Individuals

On May 31, 2016, STA staff and Solano County Health and Social Services entered into an agreement to identify passengers that are eligible for the low-income discount fare. The discount fare is available for ADA certified passengers with disabilities who meet the criteria for any of the following low-income programs: Medi-Cal, Supplemental Security Income, Solano County General Assistance, CalFresh, CalWORKs, and PG&E Care.

STA staff has mailed out income verification waivers to all 278 active Solano Intercity Taxi Scrip users in an effort to reach all users that may qualify for the discount fare. As of August 11, 2016, over 200 program users requested to receive the low-income discount fare. 160 have been approved for the income fare, 20 were not approved, and 30 are being reviewed.

**Discussion:**

Currently, each Transit Operator must check a live, google spreadsheet at the point of sale in order to verify a customer's low-income eligibility. The spreadsheet is updated in real time to ensure the information is accurate. This process must be repeated for each Intercity Taxi Scrip purchase and adds an administrative burden for the transit operators, an increase in customer wait time and allows more opportunity for mistakes.

At the request of Brian McLean of Vacaville City Coach, it is recommended that new ADA Identification (ID) cards be created that will easily identify eligible, low-income individuals who purchase Intercity Taxi Scrip. Participants must exchange their old cards for the new low-income ADA card. Since the cards must be exchanged, the location for the exchange will be at each jurisdiction's point of sale. STA will initially create and provide the Transit Operators with new cards and collect the old cards once the exchange is made. After this, CARE Evaluators, STA's ADA Assessment contractor will begin issuing the new low-income eligible cards to qualifying individuals who are newly approved or are being recertified. This, however, might not work in every instance, especially with auto-renewal customers. Local operators may still be required to exchange ADA cards when this occurs.

At the August 30<sup>th</sup> SolanoExpress Intercity Transit Consortium and the August 31<sup>st</sup> STA TAC the recommendation was unanimously recommended for approval by the STA Board.

**Fiscal Impact:**

None.

**Recommendation:**

Approve the following:

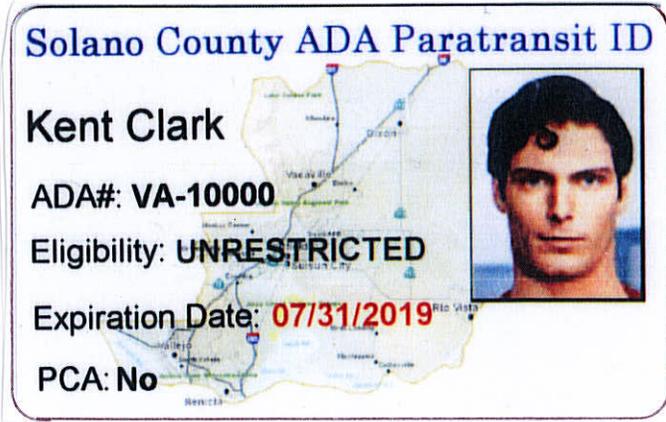
1. New ADA Paratransit Low-Income Discount ID Cards; and
2. Procedure for point of sale exchange of ADA cards.

Attachment:

- A. Sample ADA Paratransit Low-Income Discount ID Cards

**Solano County Intercity Taxi Scrip Program Identification Card  
Proposed Samples**

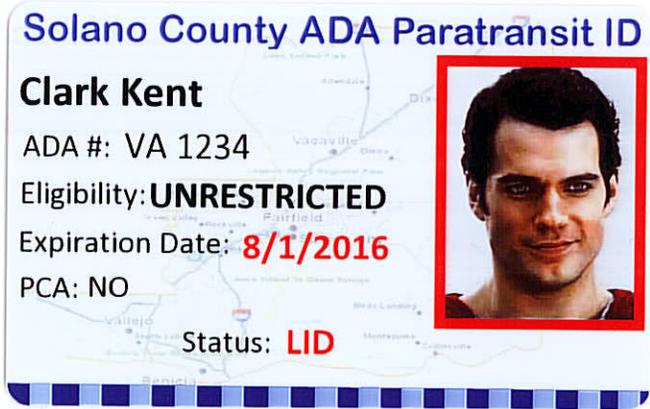
Current ADA ID Card (Non low-income):



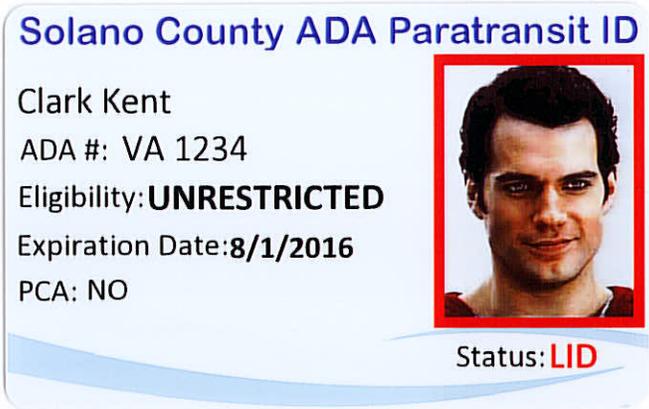
**ADA #: VA 1234**  
To obtain information on fares or to request a trip, please call the local transit agency.  
**SolTrans: 707-649-5401**  
The Solano Countywide In-Person ADA Eligibility Program is sponsored by the Solano Transportation Authority (STA), Solano County Operators, and the County of Solano.

Proposed Low-Income ID Cards (no changes to back):

1.



2.



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DATE: September 1, 2016  
TO: STA Board  
FROM: Liz Niedziela, Transit Program Manager  
RE: Paratransit Coordinating Council (PCC) Membership Status and Appointment

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**Background:**

Paratransit Coordinating Council (PCC) is a citizen's advisory committee to the Solano Transportation Authority (STA) that represents the seniors, people of disabilities and low-income residents of Solano County. The members of the PCC are volunteers from the local community and local social service agencies. The term of service on the Council shall be three years. A member may continue to serve through reappointment by the STA Board.

The Solano Transportation Authority's (STA) Paratransit Coordination Council (PCC) By-Laws stipulate that there are eleven members on the PCC. Members of the PCC include up to three (3) transit users, two (2) members-at-large, two (2) public agency representatives, and four (4) social service providers. There is currently one (1) vacancy for social service provider.

**Discussion:**

Anne Payne's PCC term expired, June 2016. Anne Payne is interested in serving on the PCC for another term of three years. Anne Payne has worked for Area Agency on Aging in Solano/Napa County and currently is employed at a Brookdale Senior Living Facility in Vacaville. She works with seniors and feels she can convey their mobility issues in order to improve current transit service and mobility programs. Ms. Payne served on the PCC from July 2013 to June 2016 and looks forward to serving again.

At the June 30, 2016 special meeting, the PCC unanimously approved to forward a recommendation to the STA Board to appoint Anne Payne to the PCC for a three (3) year term.

**Recommendation:**

Reappoint Anne Payne to the PCC for a three (3) year term as a Social Service Provider.

Attachment:

- A. PCC Membership (July 2016)

**Solano County**  
**Paratransit Coordinating Council**  
**Membership Status**  
**July 2016**

Member	Jurisdiction	Agency	Appointed	Term Expires	Chair/Vice-Chair Appointment
James Williams	Member at Large		December 2012	December 2018	
Lyll Abbott	Member at Large		July 2014	July 2017	
Richard Burnett	MTC PAC Representative		December 2012	December 2018	
Judy Nash	Public Agency - Education	Solano Community College	April 2016	April 2019	
Curtis Cole	Public Agency – Health and Social Services	Solano County Mental Health	September 2013	September 2016	
Edith Thomas	Social Service Provider	Connections 4 Life	February 2015	February 2018	
Anne Payne	Social Service Provider	Senior Living Facility	June 2013	June 2016	January 2016
Rachel Ford	Social Service Provider	Wellness/ Recovery Unit	February 2016	February 2019	
Cynthia Tanksley	Transit User		February 2015	February 2018	
Ernest Rogers	Transit User		June 2014	June 2017	January 2016
Kenneth Grover	Transit User		June 2014	June 2017	



DATE: September 2, 2016  
TO: STA Board  
FROM: Robert Guerrero, Senior Project Manager  
RE: Regional Transportation Impact Fee (RTIF) Program Allocation and Update for Fiscal Year (FY) 2016-17

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**Background:**

The STA and the County of Solano coordinates on the collection and management of the Regional Transportation Impact Fee (RTIF), a component of the County's Public Facilities Fee (PFF). The County Board of Supervisors added a \$1,500 per dwelling unit equivalent for the RTIF as part of the update to the PFF at their meeting on December 3, 2013. The RTIF collection formally began on February 3, 2014 with a five year funding horizon of 2019. The RTIF officially became 2 years old during the month of February 2016 with \$2.435 million collected for the following eligible transportation projects within their respective jurisdiction:

1. Jepson Parkway – Working Group District 1
2. Hwy 12/Church Road Project – Working Group District 2
3. Fairgrounds Drive – Working Group District 3
4. Green Valley Overcrossing – Working Group District 4
5. SR 113 Corridor – Working Group District 5
6. Benicia Bus Hub – Transit Working Group District 6
7. County Eligible Roads – County Unincorporated Working Group District 7

The eligible RTIF projects were selected and included in the 2014 RTIF Nexus Report, a requirement to calculate the maximum allowable fee that could be charged pursuant to the requirements of AB 1600. The original RTIF Nexus Report was approved on July 13, 2014 with the list of eligible projects and categories that were the result of several years of consensus building. Any project amendments and/or new projects considered for future RTIF funding require an update to the RTIF Nexus Report. The STA amended the RTIF Nexus Report on November 19, 2014 to include the Green Vallejo Overcrossing at the request of the City of Fairfield as part of Working Group District 5. This was the only amendment to the RTIF Nexus Report since the program began.

**Discussion:**

The 4th Quarter PFF Revenue Reports for FY 2015-16, which includes the RTIF revenue, have been submitted by Benicia, Dixon, Rio Vista, Fairfield, Suisun City, Vacaville, and County of Solano at the time of this report. The PFF revenue collection and reporting usually has a lag time of at least 2 months after the end of the quarter, except under circumstances of accounting differences between the cities and the County. Of the agencies reporting in (7 of 8), the 4<sup>th</sup> Quarter RTIF total revenue collected thus far for FY 2015-16 is **\$373,315** bringing the total collection for the fiscal year to **\$1,283,801**. The grand total of RTIF collected thus far since the program began in February 2014 is **\$3,040,766**.

In addition to the revenue reporting, STA staff worked with the Planning Directors group over the summer to develop new RTIF revenue estimates (Attachment A). The new RTIF estimates span from calendar year 2017 to 2021 with a total projection of \$11,671,293. The previous revenue estimate spanned from 2015 to 2019 and totaled \$10,328,987. Most relevant are the near term revenue estimate years of 2017 and 2018 since the nearer term estimates are more current than the longer term estimates. The estimated revenue projected for 2017 and 2018 totaled \$4,611,510. The previous revenue estimate for 2015 and 2016 was \$3,450,666 and the actual revenue received was \$3,040,766.

Lastly, as reported earlier this year, five out of the seven RTIF Working Groups have projects advancing and project sponsors will be receiving a RTIF disbursement for eligible project expenditures based on the STA Board's approved funding disbursement on July 8, 2015 and on February 10, 2016. Working Group District 4 is ready for an additional disbursement to fund the Green Valley Overcrossing. STA staff is recommending all RTIF revenue collected in FY 2016-17 be disbursed to the project. The latest RTIF revenue estimate for Working Group 4 through calendar year 2017 is \$226,284.

Working Group District 5 (City of Dixon and County of Solano) met in July and have selected a RTIF project to implement in combination with a Highway Safety Improvement Program Project grant request. The County of Solano also agreed to contribute a share of their 5% portion of the RTIF, as part of Working Group District 7, toward this project as well. STA staff is anticipating a detailed schedule, scope, map and cost of the project and will bring this item back for a recommendation at the December STA Board meeting. The general project consists of safety improvements to the intersections and corridors of Midway Road, Pedrick Road, Pitt School Road, and Porter Road consisting of signing, striping, and shoulder widening. These intersections are eligible for RTIF expenditures. Working Group District 5 has collected an estimated \$183,571 to contribute toward this project and Working Group District 7 (County unincorporated area) has collected an estimated \$121,760 (includes FY 2015-16 4<sup>th</sup> Quarter estimate).

STA staff anticipates the following activities for the months of September and October:

1. Reconvene RTIF Working Groups to discuss RTIF project status and requests for FY 2016-17 funding disbursements in September.
2. County and City of Dixon project selection and implementation for District 5 and District 7 in October.
3. Development of RTIF FY 2015-16 Annual Report in October with report to the STA Board in December.

**Fiscal Impact:**

None to the STA General Fund. Funding disbursements are from revenue collected for the Regional Transportation Impact Fee (RTIF) Program.

**Recommendation:**

Approve the following:

1. Updated five years (2017 to 2021) Regional Transportation Impact Fee Revenue Estimates as shown in Attachment A; and
2. RTIF distribution for the Green Valley Overcrossing project for an amount up to the funds generated in FY 2016-17, estimated to be \$226,284.

Attachment:

A. RTIF Revenue Estimate (2017-2021)

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**TABLE 1.**  
**Five-Year Projections for Solano Regional Transportation Impact Fee: District 1**

Land Use Category	Estimated Fee Revenue						Five-year Total (2017-2021)
	2016	2017	2018	2019	2020	2021	
Residential:							
Single-family	\$676,770	\$653,397	\$735,087	\$915,845	\$858,180	\$812,598	\$3,975,107
Multi-family	\$0	\$256,500	\$240,000	\$240,000	\$240,000	\$210,000	\$1,186,500
Second units	\$3,630	\$3,993	\$4,392	\$4,832	\$5,315	\$5,846	\$24,378
<i>Total Residential</i>	<i>\$680,400</i>	<i>\$913,890</i>	<i>\$979,479</i>	<i>\$1,160,677</i>	<i>\$1,103,495</i>	<i>\$1,028,444</i>	<i>\$5,185,985</i>
Non-Residential:							
Retail	\$19,857	\$29,216	\$33,418	\$29,598	\$23,868	\$14,318	\$130,417
Office	\$81	\$2,775	\$13,439	\$13,444	\$13,448	\$13,453	\$56,560
Industrial	\$3,739	\$21,552	\$4,926	\$12,744	\$7,917	\$19,047	\$66,186
Warehouse/Distribution	\$30,099	\$2,648	\$2,654	\$2,660	\$2,667	\$2,673	\$13,301
Other	\$12,432	\$40,057	\$10,011	\$10,362	\$10,730	\$11,116	\$82,276
<i>Total Non-Residential</i>	<i>\$66,208</i>	<i>\$96,248</i>	<i>\$64,448</i>	<i>\$68,807</i>	<i>\$58,630</i>	<i>\$60,607</i>	<i>\$348,740</i>
<b>TOTAL</b>	<b>\$746,608</b>	<b>\$1,010,138</b>	<b>\$1,043,927</b>	<b>\$1,229,484</b>	<b>\$1,162,124</b>	<b>\$1,089,052</b>	<b>\$5,534,724</b>

Note: District 1 contains all of Vacaville, the central part of Fairfield, and some unincorporated County areas.

**TABLE 2.**  
**Five-Year Projections for Solano Regional Transportation Impact Fee: District 2**

Land Use Category	Estimated Fee Revenue						Five-year Total (2017-2021)
	2016	2017	2018	2019	2020	2021	
Residential:							
Single-family	\$217,770	\$234,897	\$330,087	\$368,345	\$211,680	\$197,598	\$1,342,607
Multi-family	\$12,000	\$0	\$112,500	\$127,500	\$52,500	\$112,500	\$405,000
Second units	\$3,630	\$3,993	\$4,392	\$4,832	\$5,315	\$5,846	\$24,378
<i>Total Residential</i>	<i>\$233,400</i>	<i>\$238,890</i>	<i>\$446,979</i>	<i>\$500,677</i>	<i>\$269,495</i>	<i>\$315,944</i>	<i>\$1,771,985</i>
Non-Residential:							
Retail	\$36,290	\$44,694	\$63,030	\$53,480	\$21,010	\$21,010	\$203,224
Office	\$81	\$12,190	\$10,850	\$10,854	\$6,824	\$33,729	\$74,447
Industrial	\$12,583	\$57,239	\$32,051	\$32,719	\$19,092	\$34,512	\$175,613
Warehouse/Distribution	\$114	\$22,007	\$17,045	\$9,132	\$7,338	\$10,945	\$66,468
Other	\$6,359	\$6,677	\$7,011	\$7,362	\$7,730	\$8,116	\$36,896
<i>Total Non-Residential</i>	<i>\$55,427</i>	<i>\$142,808</i>	<i>\$129,987</i>	<i>\$113,546</i>	<i>\$61,994</i>	<i>\$108,312</i>	<i>\$556,648</i>
<b>TOTAL</b>	<b>\$288,827</b>	<b>\$381,698</b>	<b>\$576,966</b>	<b>\$614,223</b>	<b>\$331,489</b>	<b>\$424,256</b>	<b>\$2,328,632</b>

Note: District 2 contains all of Suisun City and Rio Vista, a small part of Fairfield, and some unincorporated County areas.

**TABLE 3.**  
**Five-Year Projections for Solano Regional Transportation Impact Fee: District 3**

Land Use Category	Estimated Fee Revenue						Five-year Total (2017-2021)
	2016	2017	2018	2019	2020	2021	
Residential:							
Single-family	\$54,270	\$105,897	\$136,587	\$123,845	\$177,180	\$167,598	\$711,107
Multi-family	\$38,130	\$0	\$83,700	\$83,700	\$130,200	\$0	\$297,600
Second units	\$1,948	\$2,143	\$2,357	\$2,593	\$2,852	\$3,137	\$13,083
<i>Total Residential</i>	<i>\$94,348</i>	<i>\$108,040</i>	<i>\$222,644</i>	<i>\$210,138</i>	<i>\$310,232</i>	<i>\$170,735</i>	<i>\$1,021,790</i>
Non-Residential:							
Retail	\$13,712	\$14,237	\$10,906	\$10,906	\$8,996	\$8,996	\$54,043
Office	\$8,722	\$1,699	\$2,013	\$2,017	\$2,022	\$2,027	\$9,778
Industrial	\$5,653	\$4,627	\$3,529	\$3,646	\$3,095	\$3,225	\$18,121
Warehouse/Distribution	\$4,038	\$786	\$792	\$798	\$805	\$812	\$3,993
Other	\$14,833	\$20,757	\$11,811	\$17,362	\$17,068	\$17,455	\$84,453
<i>Total Non-Residential</i>	<i>\$46,957</i>	<i>\$42,107</i>	<i>\$29,051</i>	<i>\$34,730</i>	<i>\$31,986</i>	<i>\$32,514</i>	<i>\$170,388</i>
<b>TOTAL</b>	<b>\$141,305</b>	<b>\$150,147</b>	<b>\$251,695</b>	<b>\$244,868</b>	<b>\$342,218</b>	<b>\$203,250</b>	<b>\$1,192,177</b>

Note: District 3 contains all of Vallejo and Benicia and some unincorporated County areas.

**TABLE 4.**  
**Five-Year Projections for Solano Regional Transportation Impact Fee: District 4**

Land Use Category	Estimated Fee Revenue						Five-year Total (2017-2021)
	2016	2017	2018	2019	2020	2021	
Residential:							
Single-family	\$151,770	\$173,397	\$169,587	\$122,345	\$124,680	\$185,598	\$775,607
Multi-family	\$306,000	\$0	\$241,500	\$289,500	\$46,500	\$0	\$577,500
Second units	\$3,630	\$3,993	\$4,392	\$4,832	\$5,315	\$5,846	\$24,378
<i>Total Residential</i>	<i>\$461,400</i>	<i>\$177,390</i>	<i>\$415,479</i>	<i>\$416,677</i>	<i>\$176,495</i>	<i>\$191,444</i>	<i>\$1,377,485</i>
Non-Residential:							
Retail	\$0	\$1,910	\$0	\$0	\$0	\$0	\$1,910
Office	\$81	\$27,254	\$90	\$94	\$99	\$104	\$27,641
Industrial	\$2,133	\$2,239	\$7,851	\$7,969	\$13,592	\$13,722	\$45,373
Warehouse/Distribution	\$114	\$3,755	\$593	\$132	\$138	\$145	\$4,764
Other	\$6,359	\$38,877	\$7,011	\$7,362	\$7,730	\$8,116	\$69,096
<i>Total Non-Residential</i>	<i>\$8,687</i>	<i>\$74,036</i>	<i>\$15,545</i>	<i>\$15,556</i>	<i>\$21,559</i>	<i>\$22,087</i>	<i>\$148,784</i>
<b>TOTAL</b>	<b>\$470,087</b>	<b>\$251,426</b>	<b>\$431,024</b>	<b>\$432,233</b>	<b>\$198,054</b>	<b>\$213,531</b>	<b>\$1,526,268</b>

Note: District 4 contains the portion of Fairfield west of Chadbourne/Abernathy Road and some unincorporated County areas.

**TABLE 5.**  
**Five-Year Projections for Solano Regional Transportation Impact Fee: District 5**

Land Use Category	Estimated Fee Revenue						Five-year Total (2017-2021)
	2016	2017	2018	2019	2020	2021	
Residential:							
Single-family	\$156,270	\$194,397	\$157,587	\$158,345	\$121,680	\$122,598	\$754,607
Multi-family	\$0	\$0	\$75,000	\$0	\$0	\$0	\$75,000
Second units	\$3,630	\$3,993	\$4,392	\$4,832	\$5,315	\$5,846	\$24,378
<i>Total Residential</i>	<i>\$159,900</i>	<i>\$198,390</i>	<i>\$236,979</i>	<i>\$163,177</i>	<i>\$126,995</i>	<i>\$128,444</i>	<i>\$853,985</i>
Non-Residential:							
Retail	\$11,460	\$11,460	\$38,200	\$19,100	\$28,650	\$28,650	\$126,060
Office	\$362	\$1,430	\$1,166	\$3,322	\$637	\$642	\$7,197
Industrial	\$2,133	\$2,239	\$5,651	\$13,469	\$13,592	\$13,722	\$48,673
Warehouse/Distribution	\$6,594	\$1,559	\$3,725	\$4,992	\$858	\$5,545	\$16,680
Other	\$10,216	\$6,677	\$7,011	\$7,362	\$7,730	\$8,116	\$36,896
<i>Total Non-Residential</i>	<i>\$30,765</i>	<i>\$23,366</i>	<i>\$55,753</i>	<i>\$48,244</i>	<i>\$51,467</i>	<i>\$56,675</i>	<i>\$235,506</i>
<b>TOTAL</b>	<b>\$190,665</b>	<b>\$221,756</b>	<b>\$292,732</b>	<b>\$211,421</b>	<b>\$178,462</b>	<b>\$185,119</b>	<b>\$1,089,490</b>

Note: District 3 contains all of Dixon and some unincorporated County areas.

**TABLE 6****Five-Year Projections for Solano Regional Transportation Impact Fee: Overall Summary**

<b>Fee Allocation</b>	<b>Estimated Fee Revenue</b>					<b>Five-year Total (2017-2021)</b>
	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	
Returned to District 1	\$909,124	\$939,534	\$1,106,535	\$1,045,912	\$980,146	\$4,981,252
Returned to District 2	\$343,528	\$519,270	\$552,801	\$298,340	\$381,830	\$2,095,769
Returned to District 3	\$135,132	\$226,525	\$220,381	\$307,997	\$182,925	\$1,072,959
Returned to District 4	\$226,284	\$387,922	\$389,010	\$178,248	\$192,178	\$1,373,642
Returned to District 5	\$199,581	\$263,459	\$190,279	\$160,615	\$166,607	\$980,541
Dedicated to Transit	\$100,758	\$129,817	\$136,611	\$110,617	\$105,760	\$583,565
Dedicated to County Roads	\$100,758	\$129,817	\$136,611	\$110,617	\$105,760	\$583,565
<b>Total</b>	<b>\$2,015,165</b>	<b>\$2,596,345</b>	<b>\$2,732,229</b>	<b>\$2,212,346</b>	<b>\$2,115,207</b>	<b>\$11,671,293</b>

## Notes:

- 1) Of all RTIF revenues, 5% is dedicated to County roads and 5% to transit projects, with the remaining 90% returned to the District where it was generated
- 2) These estimates are based on projections of future building permit activity provided by local jurisdictions; these estimates are subject to change over time as new information becomes available about the timing and location of new developments

**PFF Transportation Impact Fees**

**(Dedicated to new regional transportation improvements, called "Part B" in PFF report)**

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<b>Land Use Category</b>	<b>Fee Amount</b>
Residential (per unit):	
Single-family	\$1,500
Multi-family	\$930
Second unit/Accessory unit	\$805
Non-Residential (per 1000 square feet):	
Retail	\$382
Office	\$269
Industrial	\$110
Warehouse/Distribution	\$36
Other	\$200

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DATE: August 31, 2016  
TO: STA Board  
FROM: Robert Macaulay, Director of Planning  
RE: One Bay Area Grant Cycle 2 (OBAG 2) Call for Projects and Project Selection Criteria

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**Background:**

The Metropolitan Transportation Commission (MTC) is responsible for preparing the Bay Area's Regional Transportation Plan (RTP). This document is known as Plan Bay Area. The RTP assigns funds for various purposes including some that are programmed by the Congestion Management Agencies (CMAs) such the STA. One of the key funding programs is the One Bay Area Grant (OBAG). MTC has now set out policies and established funding amounts for the second cycle of OBAG. This covers Fiscal Years (FYs) 2017-18 through 2022-23. The OBAG 2 policies are provided as Attachment A.

One of the MTC OBAG 2 funding requirements is that the CMAs issue a unified Call for Projects. Due to the significantly reduced State Transportation Improvement Program (STIP) which provides funding for programming and project delivery and MTC's action to eliminate regional funds for ridesharing and Safe Routes to Schools, and based on the STA Board's direction to sustain these STA led efforts, \$6.86 million in Surface Transportation Program (STP) and \$2.75 million in Congestion Mitigation and Air Quality (CMAQ) is recommended to sustain these efforts over the five years of OBAG 2.

**Discussion:**

The first year of the OBAG 2 Cycle was approved by the STA Board as part of the second year at the STA's FY 2016-17 and FY 2017-18 budget in July. The OBAG 2 funds are from the Federal Fixing America's Surface Transportation (FAST) Act, and are broken into two major categories: STP and CMAQ.

- STP. These funds can be used for projects that expand capacity, for street and road maintenance, transportation safety and for planning and administration. \$1.5 million is set aside in the Federal-Aid Secondary (FAS) program for county roads, per program guidelines.
- CMAQ. These funds must be used for projects or programs that reduce congestion or the commission of air pollutants. They can cover pilot programs such as a new bus route, Safe Routes to Schools (SR2S) and mobility management purposes, as well as bicycle paths and similar active transportation facilities.

- There is an additional \$2.05 million of money available to support Priority Conservation Area (PCA) projects and programs. These funds will be programmed on a track that is parallel to, but not directly a part of, the OBAG 2 process. There are 2 issues associated with how MTC recently modified the amount available and the required match. Recommendations to adjust these with MTC is part of Agenda Item No. 10.B.

STA held a special meeting with the Technical Advisory Committee (TAC) on August 24, 2016, to discuss options for how STP funds should be allocated as part of OBAG 2.

STA staff is recommending issuing a Call for Projects that is open for eight weeks – from September 14<sup>th</sup> through November 18, 2016. On October 12<sup>th</sup>, before the STA Board meeting, a community workshop is proposed. This would give STA advisory committees and members of the public an opportunity to address the Board and identify their recommended funding priorities. Project applicants would then have over four weeks to complete and submit their application. The complete draft OBAG 2 schedule is provided as Attachment C.

As mentioned above, the STA TAC held a special meeting on August 24<sup>th</sup> to discuss the OBAG 2 call for projects and funding options. The TAC then voted at its regular meeting of August 31<sup>st</sup> to recommend that the OBAG 2 STP funds be distributed to the cities on a road based formula, and that the CMAQ funds be subject to a call for projects. The call for projects would be open to any STA member agency and to SolTrans. The projects would be a value weighted on a competitive basis, using the criteria provided in Attachment D. Attachment E is STA’s OBAG 2 Checklist for Applicants, and is a companion document to help applicants address the questions contained in Attachment D.

At its meeting of August 31, 2016, the STA TAC recommended that the STA Board issue the OBAG 2 Call for Projects for \$4,646,003 of CMAQ funds for the cities of Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville, Vallejo, SolTrans and Solano County, with funds to be distributed on a competitive basis.

**Fiscal Impact:**

Projects selected as a result of the Call for Projects are then eligible to receive funding. There is an 11.47 % non-Federal match required for OBAG 2 projects and programs.

OBAG 2 funding provides a stable baseline of funding for STA led countywide planning, projects delivery, and the SR2S and mobility management program for the five years of OBAG 2. The remaining \$14.099 million is available in STP and CMAQ for transportation projects and program consistent with the two fund sources.

**Recommendation:**

Approve the following:

1. Issue an OBAG 2 Call for Projects, opening on September 15th and closing on November 18th, 2016, for a total amount of \$4,646,003 of CMAQ funds with funds to be distributed on a competitive basis;
2. Programming \$2.75 million in CMAQ funds to sustain the Solano Safe Routes to School and Solano Mobility/Rideshare Programs; and
3. Approve the OBAG 2 Evaluation Criteria as specified in Attachment D.

Attachments:

- A. MTC Resolution 4202 (OBAG Cycle 2)
- B. OBAG Funding Comparison
- C. OBAG 2 Call for Projects Schedule
- D. OBAG 2 Evaluation Criteria
- E. OBAG 2 Checklist for Applicants

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Date: November 18, 2015  
W.I.: 1512  
Referred by: Programming & Allocations  
Revised: 07/27/16-C

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

On July 27, 2016, Attachment A, and Attachments B-1 and B-2 were revised to add additional funding and projects to the OBAG 2 framework, including \$72 million in additional Fixing America's Surface Transportation Act (FAST) funding, and to incorporate housing-related policies.

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 and July 13, 2016.

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 attachments as may be required and appropriate.

METROPOLITAN TRANSPORTATION COMMISSION



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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  
Revised: 07/27/16-C

Attachment A  
Resolution No. 4202

**OBAG 2**  
**One Bay Area Grant Program**  
**Project Selection Criteria and Programming Policy**

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**OBAG 2 – One Bay Area Grant Program  
Project Selection Criteria and Programming Policy**

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- Appendix A-2 County Program Fund Distribution
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- Appendix A-5 County Safe Routes to School (SRTS)
- Appendix A-6 Priority Conservation Area (PCA)
- Appendix A-7 CMA Call for Projects Guidance
- Appendix A-8 County PDA Investment and Growth Strategy
- Appendix A-9 Priority Conservation Area (PCA) Implementation
- Appendix A-10 Checklist for CMA and Local Jurisdiction Compliance with MTC Resolution 4202

The One Bay Area Grant Program (OBAG 2) is the second round of the federal funding program designed to support the implementation of *Plan Bay Area*, the region's first Sustainable Communities Strategy (SCS). OBAG 2 covers the five-year period from FY 2017-18 to FY 2021-22. The proposed revenue estimates, funding approach, programming policies, project guidance, and timeline for OBAG 2 are outlined in this attachment.

## BACKGROUND

The inaugural One Bay Area Grant Program (OBAG 1) was approved by the Commission in May 2012 (MTC Resolution 4035). The OBAG 1 program incorporated the following program features:

- Targeting project investments to the region's Priority Development Areas (PDAs);
- Rewarding jurisdictions that accept housing allocations through the Regional Housing Need Allocation (RHNA) process and produce housing;
- Supporting open space preservation in Priority Conservation Areas (PCAs); and
- Providing a larger and more flexible funding pot to deliver transportation projects in categories such as Transportation for Livable Communities (TLC), bicycle and pedestrian improvements, local streets and roads preservation, and planning activities, while also providing dedicated funding opportunities for Safe Routes to School activities and PCAs.

The early outcomes of the OBAG 1 program are documented in the One Bay Area Grant Report Card located at: ([http://files.mtc.ca.gov/pdf/OBAG\\_Report\\_Card.pdf](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 Block Grant Program (STP) and Congestion Mitigation and Air Quality Improvement (CMAQ) Programs. Originally, the programming capacity estimated for OBAG 2 amounted to \$790 million (down from \$827 million programmed with OBAG 1). The estimated decrease in revenues between program cycles reflects annual apportionment amounts in the federal surface transportation act (Moving Ahead for Progress in the 21<sup>st</sup> 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). Subsequent to the Commission's original adoption of OBAG 2, Congress approved the Fixing America's Surface Transportation (FAST) Act, providing an additional

estimated \$72 million during the OBAG 2 period. The revised total STP/CMAQ funding for OBAG 2 is \$862 million.

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 past years, the Surface Transportation Block Grant 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) resulted in decreases that were not anticipated when OBAG 1 was developed. For the initial OBAG 2 estimates, a 2% annual escalation rate above current federal revenues was 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 were expected to be 4% less than OBAG 1 revenues. Following the Commission's original adoption of OBAG 2, an additional \$72 million in FAST Act revenue was made available, for a total of \$862 million for OBAG 2 - an increase of 4% over the OBAG 1 funding level.

If there are significant changes in federal apportionments over the OBAG 2 time period, MTC will return to the Commission to recommend adjustments to the program. These adjustments could include increasing or decreasing funding amounts for one or more programs, postponement of projects, expansion of existing programs, development of new programs, or adjustments to subsequent programming cycles.

Upon enactment and extension of the federal surface transportation authorizations expected during the OBAG funding period, MTC will need to closely monitor any new federal programs, their eligibility rules, and how funding is distributed to the states and regions. It is anticipated that any changes to the current federal programs would likely overlap to a large extent with projects that are currently eligible for funding under 23 U.S.C., although the actual fund sources may no longer mirror the current STP and CMAQ programs. Therefore, any reference to a specific fund source in the OBAG 2 programming serves as a proxy for replacement fund sources for which MTC has discretionary project selection and programming authority.

OBAG 2 programming capacity is based on apportionment rather than obligation authority. Because obligation authority (the amount actually received) is less than the apportionment level, there is typically a carryover balance from year to year of unfunded

commitments. MTC's current negative obligation authority imbalance is \$51 million, and has held steady the past few years as a result of the region's excellent delivery record. Successful project delivery has allowed MTC to capture additional, unused obligation authority (OA) from other states, enabling the region to deliver additional projects each year. Because this negative balance has held steady, there does not appear to be a need to true-up the difference at this time. MTC staff will continue to monitor this OA shortfall throughout the OBAG 2 period and make adjustments as necessary in the next round of programming.

## **2. Support Existing Programs:**

Originally, the OBAG program was expected to face declining revenues from \$827 million in OBAG 1 to \$790 million in OBAG 2. Therefore, no new programs were introduced with OBAG 2 and the anticipated funding reduction was spread among the various transportation needs supported in OBAG 1. With the \$72 million in additional revenues from the FAST Act, funding for OBAG 2 increased to \$862 million.

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.

The OBAG 2 formula places additional emphasis on housing production and the share of affordable housing within both production and RHNA. The formula also expands the definition of affordable housing to include housing for moderate-income households in addition to low- and very low-income households. Furthermore, housing production is capped at the total RHNA allocation.

The distribution formula factors for OBAG 2 are detailed in the table below.

**OBAG 2 County Distribution Formula Factors**

	<b>Population</b>	<b>Housing RHNA</b>	<b>Housing Production</b>	<b>Housing Affordability *</b>
<b>OBAG 2</b>	<b>50%</b>	<b>20%</b>	<b>30%</b>	<b>60%</b>

\*OBAG 2 housing affordability factor includes housing at the very low, low and moderate income levels which are weighted within both housing production and RHNA allocation.

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 Requirement

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 Element Requirement

Jurisdictions (cities and counties) must have a general plan housing element adopted and certified by the California Department of Housing and Community Development (HCD) for 2014-2022 RHNA by May 31, 2015. Jurisdictions that have failed to meet this deadline must have their housing elements certified by HCD by June 30, 2016 in order to be eligible to receive OBAG 2 funding.

Furthermore, under state statute, jurisdictions are required to submit Housing Element Annual Reports by April 1 every year. All cities and counties receiving OBAG 2 funding must comply with this requirement during the entire OBAG 2 funding period or risk deprogramming of OBAG 2 funding.

The complete streets and housing requirements are not required for jurisdictions with no general plan or land use authority such as Caltrans, 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.

### Surplus Land Requirement

Cities and counties receiving funds through the County Program must adopt a surplus land resolution by the date the CMAs submit their OBAG 2 project recommendations to MTC. The resolution must verify that any disposition of surplus land undertaken by the jurisdiction complies with the State Surplus Land Act, as amended by AB 2135, 2014. MTC will issue guidance to assist cities and counties in drafting a resolution to meet this requirement. This guidance will be posted on the OBAG 2 website: <http://mtc.ca.gov/our-work/fund-invest/federal-funding/obag-2>.

This requirement shall not apply to charter cities unless and until a final court decision is rendered that charter cities are subject to the provisions of the Act. In addition, the resolution is not required for public agencies with no general plan or land use authority.

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

CMAAs will continue to report on their outreach process as part of their solicitation and selection of projects for OBAG. Each 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 CMAAs for the county programs and other funds distributed to them). MTC staff will update Attachments B-1 and B-2 as projects are selected or revised by the Commission and CMAAs and are included in the federal Transportation Improvement Program (TIP).

**GENERAL PROGRAMMING POLICIES**

The following programming policies apply to all projects funded in OBAG 2:

**1. Public Involvement.** MTC is committed to a public involvement process that is proactive and provides comprehensive information, timely public notice, public access to key decisions, and opportunities for continuing involvement. MTC provides many methods to fulfill this commitment, as outlined in the *MTC Public Participation Plan*, Resolution No. 4174. The Commission's adoption of the OBAG 2 program, including policy and procedures, meets the provisions of the *MTC Public Participation Plan*. MTC's advisory committees and the Bay Area Partnership have been consulted in the development of funding commitments and policies for this program; and opportunities to comment have been provided to other stakeholders and members of the public.

Furthermore, investments made in the OBAG 2 program must be consistent with federal Title VI requirements. Title VI prohibits discrimination on the basis of race, color, income, and national origin in programs and activities receiving federal financial assistance. Public outreach to and involvement of individuals in low income and minority communities covered under Title VI of the Civil Rights Act and the Executive Order pertaining to Environmental Justice is critical to both local and regional decisions. Additionally, when CMAAs 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<sub>2.5</sub>). 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://mtc.ca.gov/our-work/fund-invest/federal-funding/obag-2>.
- 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/](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, and 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 implementation of the best practices identified in the Air District's Planning Healthy Places guidelines.

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 to meaningfully address identified housing issues.

Community-Based Transportation Planning: A portion of this program will be dedicated to the Community-Based Transportation Planning (CBTP) grant program. These locally-led plans address the mobility needs of low-income households in the region's 35 Communities of Concern. Grant funds will be used to update CBTPs that are in many cases more than 10 years old.

Naturally Occurring Affordable Housing (NOAH): Consistent with the OBAG 2 framework and PDA Planning Program, a NOAH revolving loan fund will be established as a complement to the existing TOAH loan products for new construction. NOAH loans would be used to buy apartment buildings to create long-term affordability where displacement risk is high and to secure long-term affordability in currently subsidized units that are set to expire. NOAH investments will be made in PDAs or Transit Priority Areas.

#### **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<sub>2</sub> emissions reductions per SB375 and federal criteria pollutant reductions. Investments focus on projects and programs with effective greenhouse gas emission reduction results.

Spare the Air Youth: A portion of the Climate Initiatives program would be directed to the implementation of Spare the Air Youth program.

#### **5. 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.

##### Bay Bridge Forward Project

As part of the overall OBAG 2 framework, this project encompasses the implementation of several near-term, cost-effective operational improvements that offer travel time savings, reliability and lower costs for carpooling and bus/ferry transit use to increase person throughput and reduce congestion, incidents, and emissions in the San Francisco-Oakland Bay Bridge corridor.

## **6. 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.

## **7. 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.

### **8. Housing Production Incentive**

As part of the OBAG 2 framework, MTC will develop a challenge grant program for the production of affordable housing. The purpose of the program is to reward local jurisdictions that produce the most housing units at the very low, low, and moderate income levels.

The proposed concept for this program is to set a six year target for production of low and moderate income housing units (2015 through 2020), based on the housing unit needs identified through the Regional Housing Needs Allocation (RHNA) for 2014-22. The target for the proposed challenge grant period is approximately 80,000 low and moderate income units (35,000 very low, 22,000 low and 25,000 moderate units, for a total of 82,000 units, derived from the years of the current RHNA cycle). The units would need to be located in PDA's or in Transit Priority Areas (TPA's). Additionally, to be credited towards reaching the production targets, very low and low income units need to be deed restricted; moderate income units do not require deed restriction to be credited in the program.

At the end of the production challenge cycle, MTC will distribute grant funds to the jurisdictions that contribute the most toward reaching the regional production target. To keep the grant size large enough to serve as an incentive for housing production, the grant program would be limited to no more than the top ten producers of affordable housing units, or fewer, if the 80,000 unit target is reached by less than ten cities. Staff will provide annual progress reports on production of affordable housing units.

The funds provided would be STP/CMAQ, and would need to be used only for federally eligible transportation purposes.

## **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/](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.
  - CMAs must adopt a specific scoring methodology for funding allocation to projects within PDAs or Transit Priority Areas (TPAs) that rewards jurisdictions with the most effective housing anti-displacement policies.
  - MTC and the CMAs will conduct an analysis of the impact of this incentive-based scoring methodology on project selection and local anti-displacement and affordable housing production policy development. The findings will be used to inform future planning and funding priorities.
  - 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 July 31, 2017, with all associated project information submitted to MTC using the Fund Management System (FMS) by August 31, 2017. On a case-by-case basis and as approved in advance by MTC staff, these deadlines may be waived to allow coordination with other county-wide call for projects or programming needs. The goal is to coordinate the OBAG2 call for projects, and provide project sponsors the maximum time to deliver projects.
  - Project Programming Targets and Delivery Deadlines: CMAs must program their block grant funds over the OBAG 2 period (FY 2017-18 through FY 2021-

22). In general, the expectation is that on-going activities such as CMA planning, non-infrastructure projects and the Preliminary Engineering (PE) phase of projects would use capacity in the first year, followed by the capital phases of project in later years.

- OBAG 2 funding is subject to the provisions of the Regional Project Delivery Policy (MTC Resolution 3606, or its successor) including the deadlines for Request for Authorization (RFA) submittal and federal authorization/obligation. Additionally, the following funding deadlines apply for each county, with earlier delivery strongly encouraged:
  - At least half of the OBAG 2 funds, must be obligated (federal authorization/FTA Transfer) by January 31, 2020.
  - All remaining OBAG 2 funds must be obligated by January 31, 2023.
- ▶ Performance and Accountability Policies: Jurisdictions need to comply with the following policies, as well as other requirements noted in the document, in order to be eligible recipients of OBAG 2 funds.
  - Adopt a complete streets resolution by the date the CMAs submit their OBAG 2 project recommendations to MTC, incorporating MTC's required complete streets elements as outlined in [MTC's Complete Streets Guidance](#).

Alternatively, to recognize local jurisdiction's efforts to update their general plan circulation element to incorporate the provisions of the 2008 Complete Streets Act in response to the provisions stated in OBAG 1, a jurisdiction may adopt a significant revision to the circulation element of the general plan that complies with the Act after January 1, 2010.

For compliance, a substantial revision of the circulation element, passed after January 1, 2010, shall "...plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways for safe and convenient travel in a manner that is suitable to the rural, suburban, or urban context of the general plan," while complying with the other provisions of CA Government Code Section 65302 and Complete Streets Act of 2008.

The approach above focuses on the adoption of local complete streets resolutions, while acknowledging the jurisdictions that took efforts to update their circulation element in anticipation of future OBAG requirements.

- Jurisdictions (cities and counties) must have a general plan housing element adopted and certified by the California Department of Housing and Community Development (HCD) for 2014-2022 RHNA by May 31, 2015. Jurisdictions that have failed to meet this deadline must have their housing elements certified by HCD by June 30, 2016 in order to be eligible to receive OBAG 2 funding.

- Furthermore, under state statute, jurisdictions are required to submit Housing Element Annual Reports by April 1 every year. All cities and counties receiving OBAG 2 funding must comply with this statute during the entire OBAG 2 funding period or risk deprogramming of OBAG 2 funding.
- General law cities and counties must adopt a surplus land resolution by the date the CMAs submit their OBAG 2 project recommendations to MTC. The resolution must verify that any disposition of surplus land undertaken by the jurisdiction complies with the State Surplus Land Act, as amended by AB 2135, 2014. MTC will issue guidance to assist cities and counties in drafting a resolution to meet this requirement. This guidance will be posted on the OBAG 2 website: <http://mtc.ca.gov/our-work/fund-invest/federal-funding/obag-2>.

Charter cities do not have to adopt a surplus land resolution unless and until a final court decision is rendered that charter cities are subject to the provisions of the Act.

- 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.

CMA's 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, the methodology used for distributing funds within the county, and the specific scoring methodology used for allocating funds to projects within PDAs or TPAs that rewards local jurisdictions with the most effective housing anti-displacement policies;
- 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 CMA's (April 30 each year) throughout the OBAG 2 programming period;
- Documentation of compliance with the State's Surplus Land Act requirements, for each applicable jurisdiction (copy of adopted resolution).
- 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. CMA's 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 eligibility requirements throughout this document as well as in federal statutes and regulations. MTC staff will work with CMAs and project sponsors to resolve any eligibility issues which may arise, including air quality conformity exceptions and requirements.

### **County CMA Program**

The base OBAG 2 County program accounts for 40% of the total funding available through OBAG 2 and is distributed to each county according to the OBAG 2 county formula after accounting for the CMA Planning minimum guarantee (see Appendices A-2 and A-3). This program includes CMA planning and outreach as well as the various projects selected through each county's competitive call for projects. Projects selected through the base county program are subject to the PDA investment minimum requirements.

#### **1. CMA Planning and Outreach**

This category provides funding to the county Congestion Management Agency (CMA) or substitute agency to support programming, monitoring and outreach activities. Such efforts include, but are not limited to: county-based planning efforts for development of the RTP/Sustainable Communities Strategy (SCS); development of PDA growth strategies; development and implementation of a complete streets compliance protocol; establishing land use and travel forecasting process and procedures consistent with ABAG/MTC; ensuring the efficient and effective delivery of federal-aid local projects; and undertaking the programming of assigned funding and solicitation of projects.

The minimum funding level for the CMA planning and outreach program continues OBAG 1 commitments by escalating FY 2016-17 amounts at 2% per year. In addition, counties are guaranteed that the base funding level for the CMA's planning and outreach program will not exceed 50% of the county's total OBAG 2 County Program distribution. Actual CMA planning and outreach amounts for each county, are shown in Appendix A-3.

At their discretion, the CMAs may choose to designate additional funding from their County Program to augment their planning and outreach efforts.

All funding and activities will be administered through an interagency agreement between MTC and the respective CMA.

#### **2. Local Streets and Roads Preservation**

This category is for the preservation of local streets and roads on the federal-aid system. To be eligible for funding of any Local Streets and Roads (LSR) preservation project, the jurisdiction

must have a certified Pavement Management Program (StreetSaver® or equivalent). In addition, selected pavement projects should be based on the needs analysis resulting from the established Pavement Management Program (PMP) for the jurisdiction. This requirement ensures that streets selected for investment are cost effective. MTC is responsible for verifying the certification status of jurisdictions. The current certification status of area jurisdictions can be found at <http://www.mtc.ca.gov/services/pmp/>.

Furthermore, to support the collection and analysis of local roads asset conditions for comprehensive regional planning efforts and statewide funding advocacy, a jurisdiction must fully participate in the statewide local streets and road needs assessment survey to be eligible for OBAG 2 funding for pavement rehabilitation.

Eligibility requirements for specific project types are included below:

▶ Pavement Rehabilitation:

All pavement rehabilitation projects, including projects with pavement segments with a Pavement Condition Index (PCI) below 70, must be consistent with segments recommended for treatment within the programming cycle by the jurisdiction's PMP.

▶ Preventive Maintenance:

Only projects where pavement segments have a PCI of 70 or above are eligible for preventive maintenance. Furthermore, the local agency's PMP must demonstrate that the preventive maintenance strategy is a cost effective method of extending the service life of the pavement.

▶ Non-Pavement:

Eligible non-pavement activities and projects include rehabilitation or replacement of existing features on the roadway facility, such as bridge structures, storm drains, National Pollutant Discharge Elimination System (NPDES), curbs, gutters, culverts, medians, guardrails, safety features, signals, signage, sidewalks, ramps, complete streets elements and features that bring the facility to current standards. Jurisdictions must have a certified PMP to be eligible to receive funding for improvements to non-pavement features.

Activities that are not eligible for funding include: Air quality non-exempt projects (unless granted an exception by MTC staff), new roadways, roadway extensions, right of way acquisition for future expansion, operations, routine maintenance, spot application, enhancements that are above and beyond repair or replacement of existing assets (other than bringing roadway to current standards or implementing complete streets elements) and any pavement application not recommended by the PMP unless otherwise allowed above.

Federal-Aid Eligible Facilities: Federal-aid highways as defined in 23 U.S.C. 101(a)(6) are eligible for local streets and roads preservation funding. A federal-aid highway is a public road that is not classified as a rural minor collector or local road (residential) or lower. Project sponsors must

confirm the eligibility of their roadway through the Highway Performance Monitoring System (HPMS) prior to the application for funding.

### **3. Bicycle and Pedestrian Improvements**

This category funds a wide range of bicycle and pedestrian improvements including Class I, II and III bicycle facilities; cycle tracks; bicycle education, outreach, sharing and parking; sidewalks, ramps, pathways and pedestrian bridges; user safety and supporting facilities; and traffic signal actuation. Bicycle and pedestrian projects may be located on or off the federal-aid highway system.

Additional eligibility requirements will apply to bicycle and pedestrian projects that are funded with CMAQ funds rather than STP funds, given the more limited scope of the CMAQ funding program. According to CMAQ eligibility requirements, bicycle and pedestrian facilities must not be exclusively recreational and should reduce vehicle trips resulting in air pollution reductions. Also, the hours of operation need to be reasonable and support bicycle/pedestrian needs, particularly during commute periods. For example, the policy that a trail be closed to users before sunrise or after sunset may limit users from using the facility during the portions of peak commute hours, particularly during times of the year with shorter days.

### **4. Transportation for Livable Communities**

The purpose of Transportation for Livable Communities (TLC) projects is to support community-based transportation projects that bring new vibrancy to downtown areas, commercial cores, high-density neighborhoods, and transit corridors; enhancing their amenities and ambiance and making them places where people want to live, work and visit. The TLC program supports the RTP/SCS by investing in improvements and facilities that promote alternative transportation modes rather than the single-occupant automobile.

General project categories include the following:

- Transit station improvements such as plazas, station access, pocket parks, and bicycle parking.
- Transit expansions serving PDAs.
- Complete Streets improvements that improve bicycle and pedestrian access and encourage use of alternative modes.
- Cost-effective, technology-driven active operational management strategies for local arterials and for highways when used to augment other fund sources or match challenge grants.
- Transportation Demand Management (TDM) projects including car sharing, vanpooling traveler coordination and information, and Clipper®-related projects.
- Transit access projects connecting high density housing/jobs/mixed land use to transit, such as bicycle/pedestrian paths and bridges and safe routes to transit.
- Streetscape projects focusing on high-impact, multi-modal improvements or associated with high density housing/mixed use and transit, such as bulb outs, sidewalk widening, crosswalk enhancements, audible signal modification, mid-block crossing and signals, new striping for bicycle lanes and road diets, pedestrian street

- lighting, medians, pedestrian refuges, wayfinding signage, tree grates, bollards, permanent bicycle racks, signal modification for bicycle detection, street trees, raised planters, planters, costs associated with on-site storm water management, permeable paving, and pedestrian-scaled street furniture including bus shelters, benches, magazine racks, garbage and recycling bins.
- Mobility management and coordination projects that meet the specific needs of seniors and individuals with disabilities and enhance transportation access for populations beyond those served by one agency or organization within a community. Examples include the integration and coordination of services for individuals with disabilities, seniors, and low-income individuals; individualized travel training and trip planning activities for customers; the development and operation of one-stop transportation traveler call centers to coordinate transportation information on all travel modes and to manage eligibility requirements and arrangements for customers among supporting programs; and the operation of transportation brokerages to coordinate providers, funding agencies and passengers. Selected project sponsors may need to transfer the STP/CMAQ funds received to FTA.
  - PDA planning and implementation, including projects that incentivize local PDA transit oriented development housing (within funding eligibility limitations unless exchanged).
  - Density incentives projects and non-transportation infrastructure improvements that include density bonuses, sewer upgrade, land banking or site assembly (these projects require funding exchanges to address federal funding eligibility limitations).

Activities that are not eligible for funding include: air quality non-exempt projects (unless granted an exception by MTC staff), new roadways, roadway extensions, right of way acquisition for future expansion, operations, and routine maintenance.

### **Additional County Programs**

In addition to the base County CMA Program, OBAG 2 directs additional funds to the CMAs to distribute to eligible project types. These programs are the Safe Routes to School (SRTS) program, the Federal Aid Secondary Shares Continuation (FAS) program, and for the North Bay Counties, the Priority Conservation Area (PCA) program.

#### **1. Safe Routes to School**

Eligible projects for the Safe Routes to School (SRTS) program include infrastructure and non-infrastructure projects that facilitate reduction in vehicular travel to and from schools. It is important to note that this program is funded exclusively by the CMAQ funding program. Given the intent of the CMAQ program to reduce vehicular emissions, the OBAG 2 SRTS program is targeted towards air quality improvement rather than the health or safety of school-aged children. Despite this limitation, project eligibility under CMAQ largely overlaps with typical eligibility requirements for Safe Routes to School programs. Detailed examples of eligible projects are provided below:

Eligible Non-Infrastructure Projects

## Public Education and Outreach Activities

- Public education and outreach can help communities reduce emissions and congestion by inducing drivers to change their transportation choices
- Activities that promote new or existing transportation services, developing messages and advertising materials (including market research, focus groups, and creative), placing messages and materials, evaluating message and material dissemination and public awareness, technical assistance, programs that promote the Tax Code provision related to commute benefits, and any other activities that help forward less-polluting transportation options
- Air quality public education messages: Long-term public education and outreach can be effective in raising awareness that can lead to changes in travel behavior and ongoing emissions reductions; therefore, these activities may be funded indefinitely
- Non-construction outreach related to safe bicycle use
- Travel Demand Management (TDM) activities including traveler information services, shuttle services, carpools, vanpools, parking pricing, etc.

Eligible Infrastructure Projects

- Constructing bicycle and pedestrian facilities (paths, sidewalks, bike racks, support facilities, etc.), that are not exclusively recreational and reduce vehicle trips
- Programs for secure bicycle storage facilities and other facilities, including bicycle lanes, for the convenience and protection of bicyclists, in both public and private areas
- New construction and major reconstructions of paths, tracks, or areas solely for the use by pedestrian or other non-motorized means of transportation when economically feasible and in the public interest
- Traffic calming measures

Exclusions found to be ineligible uses of CMAQ funds

- Walking audits and other planning activities (Upon the CMA's request and availability of funds, STP funds will be provided for these purposes)
- Crossing guards, vehicle speed feedback devices, and traffic control that is primarily oriented to vehicular traffic rather than bicyclists and pedestrians
- Material incentives that lack an educational message or exceed a nominal cost

Within the SRTS program, funding is distributed among the nine Bay Area counties based on K-12 total enrollment for private and public schools as reported by the California Department of Education for FY 2013-14 (see Appendix A-5). SRTS funding distributed to CMAs based on enrollment is not subject to the PDA minimum investment requirements. However, if a CMA chooses to augment the SRTS program with additional funding from their base OBAG 2 County CMA program, this additional funding is subject to the PDA minimum investment requirements.

Before programming projects into the TIP, the CMAs shall provide the SRTS projects, recommended county program scope, budget, schedule, agency roles, and federal funding recipient(s).

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.

CMAAs 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 CMAAs 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 CMAAs 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 CMAAs 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).

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## Appendix A-1

### OBAG 2 Program Categories FY 2017-18 through FY 2019-22 July 27, 2016

#### Program Categories

Regional Program		OBAG 1		OBAG 2	
Regional Categories		Regional Distribution		% Share	Amount
		<b>\$499.3</b>		<b>476.5</b>	
1	Regional Planning Activities	2%	\$8.5	2%	9.6
2	Pavement Management Program	2%	\$9.1	2%	9.3
3	Regional PDA Planning & Implementation	4%	\$20.0	5%	20.0
4	Climate Initiatives	4%	\$22.3	5%	23.0
5	Priority Conservation Area	2%	\$9.5	4%	16.4
6	Regional Active Operational Management	37%	\$183.5	39%	179.0
7	Transit Capital Priorities	40%	\$201.4	43%	189.3
		<b>\$454.3</b>		<b>Regional Program Total: 52% 446.5</b>	

Local Categories		OBAG 1		OBAG 2	
		<b>\$45.0</b>		<b>30.0</b>	
8	Local PDA Planning (within county program for OBAG 2)	4%	\$20.0		
	Safe Routes To School (Moved to county program for OBAG 2)	5%	\$25.0		
	Federal-Aid Secondary - FAS (within county program for OBAG 2)	-	-		
	Local Housing Production Incentive	-	-		
		<b>9%</b>		<b>Local Program Total: 3% 30.0</b>	

County Program			OBAG 1			OBAG 2						
Population			Base Formula STP/CMAQ/TE *	Final Distribution Including SRTS & PDA		Base Formula **	SRTS ***	FAS ***	Final Adjusted Distribution Including SRTS & FAS ****			
<b>Counties</b>												
1	Alameda	21.2%	19.6%	\$64.1	19.7%	\$73.4	20.0%	\$69.7	\$5.3	\$1.8	19.9%	\$76.7
2	Contra Costa	14.6%	14.1%	\$46.0	14.2%	\$52.9	14.6%	\$50.8	\$4.1	\$1.3	14.6%	\$56.1
3	Marin	3.4%	3.3%	\$10.7	3.3%	\$12.3	2.6%	\$9.2	\$0.9	\$0.8	2.8%	\$10.9
4	Napa	1.9%	2.3%	\$7.4	2.3%	\$8.7	1.6%	\$5.5	\$0.5	\$1.2	2.2%	\$8.2
5	San Francisco	11.3%	12.0%	\$39.3	11.7%	\$43.5	13.4%	\$46.5	\$1.8	\$0.0	12.4%	\$48.2
6	San Mateo	10.0%	8.3%	\$27.2	8.4%	\$31.2	8.4%	\$29.3	\$2.4	\$0.9	8.4%	\$32.5
7	Santa Clara	25.2%	27.3%	\$89.3	27.2%	\$101.4	27.5%	\$95.8	\$6.9	\$1.7	26.9%	\$104.1
8	Solano	5.7%	6.0%	\$19.5	5.9%	\$22.1	5.2%	\$18.3	\$1.5	\$1.5	5.5%	\$21.2
9	Sonoma	6.6%	7.3%	\$23.8	7.2%	\$26.9	6.6%	\$22.9	\$1.7	\$3.3	7.2%	\$27.7
<b>Total:</b>				<b>\$327.4</b>		<b>\$372.4</b>		<b>\$348.0</b>	<b>\$25.0</b>	<b>\$12.5</b>	<b>45%</b>	<b>\$385.5</b>

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<b>OBAG Total:</b>	<b>OBAG 1:</b>	<b>\$827</b>	<b>OBAG 2:</b>	<b>\$862</b>
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- \* **OBAG 1:** In OBAG 1, the county CMAAs received \$327 M with \$18 M in RTIP-TE and \$309 M in STP/CMAQ. RTIP-TE funding is no longer part of OBAG 2
- \*\* **Base:** Unadjusted raw county base formula amount
- \*\*\* **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. San Francisco has no rural roads and therefore is not subject to State Statute requirements
- \*\*\*\* **OBAG2:** Final county distribution rounded to nearest \$1,000 and 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 July 27, 2016

#### OBAG 2 - County Funding Formula Distribution

County	Total County Distribution *	OBAG 2 Adjusted Base **	PDA Percentage	PDA/Anywhere Split	PDA	Anywhere
Alameda	\$76,655,000	\$69,728,000	70%	70/30	\$48,810,000	\$27,845,000
Contra Costa	\$56,136,000	\$50,846,000	70%	70/30	\$35,592,000	\$20,544,000
Marin	\$10,870,000	\$9,194,000	50%	50/50	\$4,597,000	\$6,273,000
Napa	\$8,150,000	\$5,501,000	50%	50/50	\$2,751,000	\$5,399,000
San Francisco	\$48,183,000	\$46,514,000	70%	70/30	\$32,560,000	\$15,623,000
San Mateo	\$32,545,000	\$29,339,000	70%	70/30	\$20,537,000	\$12,008,000
Santa Clara	\$104,073,000	\$95,758,000	70%	70/30	\$67,031,000	\$37,042,000
Solano	\$21,177,000	\$18,253,000	50%	50/50	\$9,127,000	\$12,050,000
Sonoma	\$27,723,000	\$22,867,000	50%	50/50	\$11,434,000	\$16,289,000
<b>Total:</b>	<b>\$385,512,000</b>	<b>\$348,000,000</b>			<b>\$232,439,000</b>	<b>\$153,073,000</b>

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\* Total county distribution including SRTS, FAS and planning adjustment

\*\* OBAG 2 adjusted base county amount subject to PDA investment - does not include SRTS, FAS or PCA. Rounded to thousands and adjusted to ensure a county's base planning activity is no more than 50% of the total distribution

## Appendix A-3

### OBAG 2 Planning & Outreach FY 2017-18 through FY 2021-22 November 18, 2015

#### OBAG 2 - County CMA Planning

County	Agency	2.0%	OBAG 2 County CMA Planning - Base *					Total
		2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	
Alameda	ACTC	\$1,034,000	\$1,055,000	\$1,076,000	\$1,097,000	\$1,119,000	\$1,142,000	\$5,489,000
Contra Costa	CCTA	\$818,000	\$834,000	\$851,000	\$868,000	\$885,000	\$904,000	\$4,342,000
Marin	TAM	\$720,000	\$734,000	\$749,000	\$764,000	\$779,000	\$796,000	\$3,822,000
Napa	NCTPA	\$720,000	\$734,000	\$749,000	\$764,000	\$779,000	\$796,000	\$3,822,000
San Francisco	SFCTA	\$753,000	\$768,000	\$783,000	\$799,000	\$815,000	\$832,000	\$3,997,000
San Mateo	SMCCAG	\$720,000	\$734,000	\$749,000	\$764,000	\$779,000	\$796,000	\$3,822,000
Santa Clara	VTA	\$1,145,000	\$1,168,000	\$1,191,000	\$1,215,000	\$1,239,000	\$1,265,000	\$6,078,000
Solano	STA	\$720,000	\$734,000	\$749,000	\$764,000	\$779,000	\$796,000	\$3,822,000
Sonoma	SCTA	\$720,000	\$734,000	\$749,000	\$764,000	\$779,000	\$796,000	\$3,822,000
<b>County CMAs Total:</b>		<b>\$7,350,000</b>	<b>\$7,495,000</b>	<b>\$7,646,000</b>	<b>\$7,799,000</b>	<b>\$7,953,000</b>	<b>\$8,123,000</b>	<b>\$39,016,000</b>

#### OBAG 2 - Regional Planning

	2.0%	OBAG 2 Regional Agency Planning - Base *					Total
	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	
<b>Regional Planning Total:</b>	<b>\$1,800,000</b>	<b>\$1,835,000</b>	<b>\$1,873,000</b>	<b>\$1,910,000</b>	<b>\$1,948,000</b>	<b>\$1,989,000</b>	<b>\$9,555,000</b>

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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 18, 2015

#### OBAG 2 - Federal-Aid Secondary (FAS)

County	FAS			Total OBAG 2 Rounded
	Regional Percentage	Annual FAS Funding *	5-Year FAS Funding	
Alameda	14.2%	\$355,761	\$1,778,805	<b>\$1,779,000</b>
Contra Costa	10.7%	\$268,441	\$1,342,205	<b>\$1,343,000</b>
Marin	6.7%	\$167,509	\$837,545	<b>\$838,000</b>
Napa	9.5%	\$237,648	\$1,188,240	<b>\$1,189,000</b>
San Francisco **	0.0%	\$0	\$0	<b>\$0</b>
San Mateo	7.1%	\$178,268	\$891,340	<b>\$892,000</b>
Santa Clara	13.6%	\$340,149	\$1,700,745	<b>\$1,701,000</b>
Solano	12.0%	\$301,159	\$1,505,795	<b>\$1,506,000</b>
Sonoma	26.1%	\$652,790	\$3,263,950	<b>\$3,264,000</b>
<b>Total:</b>	<b>100.0%</b>	<b>\$2,501,725</b>	<b>\$12,508,625</b>	<b>\$12,512,000</b>

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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 18, 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
<b>Total:</b>	<b>1,013,355</b>	<b>141,594</b>	<b>1,154,949</b>	<b>100%</b>	<b>\$25,000,000</b>

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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 18, 2015**

**OBAG 2 - Priority Conservation Area (PCA)**

<b>PCA Program</b>	<b>Total OBAG 2</b>
<b>Northbay Program</b>	
Marin	\$2,050,000
Napa	\$2,050,000
Solano	\$2,050,000
Sonoma	\$2,050,000
<b>Subtotal:</b>	<b>\$8,200,000</b>
<b>Remaining Counties Competitive Program</b>	
<b>Subtotal:</b>	<b>\$8,200,000</b>
<b>Total</b>	
<b>Total:</b>	<b>\$16,400,000</b>

## **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://mtc.ca.gov/about-mtc/public-participation/public-participation-plan> . 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://mtc.ca.gov/about-mtc/public-participation/get-language-assistance>;
- 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://mtc.ca.gov/about-mtc/public-participation/public-participation-plan>.
- 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](http://www.dot.ca.gov/hq/LocalPrograms/DBE_CRLC.html#TitleVI)
  - iii. [http://www.mtc.ca.gov/get\\_involved/rights/index.htm](http://www.mtc.ca.gov/get_involved/rights/index.htm)

## **Appendix A-8: PDA Investment & Growth Strategy**

The purpose of a PDA Investment & Growth Strategy is to ensure that CMAs have a transportation project priority-setting process for OBAG 2 funding that supports and encourages development in the region's PDAs, recognizing that the diversity of PDAs will require a range of different strategies. Some of the planning activities noted below may be appropriate for CMAs to consider for jurisdictions or areas not currently designated as PDAs if those areas are still considering future housing and job growth. Regional agencies will provide support, as needed, for the PDA Investment & Growth Strategies. From time to time, MTC shall consult with the CMAs to evaluate progress on the PDA Investment and Growth Strategy. This consultation may result in specific work elements shifting among MTC, ABAG and the CMAs. Significant modifications to the scope of activities may be formalized through future revisions to this resolution. The following are activities CMAs need to undertake in order to develop a project priority-setting process:

### **(1) Engaging Regional/Local Agencies**

- Develop or continue a process to regularly engage local planners and public works staff. Understand the needs of both groups and share information with MTC and ABAG.
- Encourage community participation throughout the development of the Investment and Growth Strategy, consistent with the OBAG 2 Call for Projects Guidance (Appendix A-7).
- The CMA governing boards must adopt the final Investment & Growth Strategy.
- Participate as a TAC member in local jurisdiction planning processes funded through the regional PDA Planning Program or as requested by jurisdictions. Partner with MTC and ABAG staff to ensure that regional policies are addressed in PDA plans. Look for opportunities to support planning processes with technical or financial assistance.

### **(2) Planning Objectives – to Inform Project Priorities**

- Keep apprised of ongoing transportation and land-use planning efforts throughout the county
- Encourage local agencies to quantify transportation infrastructure needs and costs as part of their planning processes
- Encourage and support local jurisdictions in meeting their housing objectives established through their adopted Housing Elements and RHNA.

The second round of PDA Investment & Growth Strategies will assess local jurisdiction success approving sufficient housing at all income levels. They will also, where appropriate, assist local jurisdictions in implementing local policy changes to facilitate achieving these goals<sup>1</sup>. 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.

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<sup>1</sup> 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.

MTC and ABAG staff will distribute a technical memo to guide this task by October 1, 2016, including data to identify jurisdictions' challenges (e.g. RHNA performance and current affordability) and a listing of the Bay Area's best housing policies that are intended to address a range of housing challenges. This section should identify planning costs needed to address policy changes and other barriers to creating or maintaining affordability.

### **(3) Establishing Local Funding Priorities**

Develop funding guidelines for evaluating OBAG projects that support multi-modal transportation priorities based on connections to housing, services, jobs and commercial activity. Emphasis should be placed on the following factors when developing project evaluation criteria:

- **Projects located in high impact project areas.** Favorably consider projects in high impact areas, defined as:
  - a. PDAs taking on significant housing growth in the SCS (total number of units), including RHNA allocations, as well as housing production, especially those PDAs that are delivering large numbers of very low, low and moderate income housing units,
  - b. Dense job centers in proximity to transit and housing (both current levels and those included in the SCS) especially those which are supported by reduced parking requirements and TDM programs,
  - c. Improved transportation choices for all income levels (reduces VMT), proximity to quality transit access, with an emphasis on connectivity (including safety, lighting, etc.)
- **Projects located in Communities of Concern (COC)** – favorably consider projects located in a COC as defined by MTC or as defined by CMAs or Community Based Transportation Plans.
- **PDAs with affordable housing preservation, creation strategies** and community stabilization policies – favorably consider projects in jurisdictions with affordable housing preservation, creation strategies and community stabilization policies.
- **Projects that protect public health during construction and operation** – Favorably consider projects that implement the Best Practices in the Air District's Planning Healthy Places, or projects located in jurisdictions that have demonstrated a commitment to adopt, as policies and/or enforceable ordinances, best practices to reduce emissions of and exposure to local air pollution.<sup>2</sup>
- **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.

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<sup>2</sup> Guidance and maps have been developed in partnership with BAAQMD, CMAs, ABAG, and city staff, please see: <http://www.baaqmd.gov/plans-and-climate/planning-healthy-places>.

**Process/Timeline**

CMAAs 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). CMAAs will provide a status report update every two years.

**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.

<b>Funding Amount</b>	<ul style="list-style-type: none"> <li>• \$8 million</li> </ul>
<b>Screening Criteria</b>	<ul style="list-style-type: none"> <li>• <b>PCA Designation:</b> Eligible projects must be within a designated PCA. The list of adopted PCAs can be found at: <a href="http://abag.ca.gov/priority/conservation/">http://abag.ca.gov/priority/conservation/</a>.</li> <li>• <b>Regionally Significant:</b> Indicators of regional significance include a project’s contribution to goals stated in regional habitat, agricultural or open space plans (i.e. <i>San Francisco Bay Area Upland Habitat Goals Project Report</i> at <a href="http://www.bayarealands.org/reports/">http://www.bayarealands.org/reports/</a>), 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.</li> <li>• <b>Open Space Protection In Place:</b> 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.</li> <li>• <b>Non-Federal Local Match:</b> 2:1 minimum match</li> </ul>

	<ul style="list-style-type: none"> <li>• <b>Meets Program Goals:</b> Projects that meet one of the following program goals (subject to funding eligibility—see below):             <ul style="list-style-type: none"> <li>○ Protects or enhances “resource areas” or habitats as defined in California Government Code § 65080.01(a).</li> <li>○ Provides or enhances bicycle and pedestrian access to open space / parkland resources. Notable examples are the Bay and Ridge Trail Systems.</li> <li>○ Supports the agricultural economy of the region.</li> <li>○ Includes existing and potential urban green spaces that increase habitat connectivity, improve community health, capture carbon emissions, and address stormwater.</li> </ul> </li> </ul>
<p><b>Eligible Applicants</b></p>	<ul style="list-style-type: none"> <li>• 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. <b>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).</b></li> </ul>
<p><b>Emphasis Areas / Eligible Projects</b></p>	<p><b>Eligible Projects</b></p> <ol style="list-style-type: none"> <li>1. <b>Planning Activities</b></li> <li>2. <b>Pedestrian and Bicycle Facilities/ Infrastructure:</b> 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.</li> <li>3. <b>Visual Enhancements:</b> Construction of turnouts, overlooks and viewing areas.</li> <li>4. <b>Habitat / Environmental Enhancements:</b> 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.</li> <li>5. <b>Protection (Land Acquisition or Easement) or Enhancement of Natural Resources, Open Space or Agricultural Lands:</b> Parks and</li> </ol>

	<p>open space, staging areas or environmental facilities; or natural resources, such as listed species, identified priority habitat, wildlife corridors, wildlife corridors watersheds, or agricultural soils of importance.</p> <p>6. <b>Urban Greening:</b> Existing and potential green spaces in cities that increase habitat connectivity, improve community health, capture carbon emissions, and address stormwater.</p> <p><b>Note:</b> MTC encourages PCA project applicants to partner with other agencies and programs to leverage other funds in order to maximize benefits. As such, PCA funded projects may become eligible to deliver net environmental benefits to a future Regional Advance Mitigation Planning (RAMP) program project, above any required mitigation requirements. Note that such projects may need to rely on funding exchanges with eligible non-federal funds because most land acquisition and habitat restoration projects that are not mitigation for transportation projects are not eligible for federal transportation funds. Any such funding exchange must be consistent with MTC’s fund exchange policy (MTC Resolution No. 3331).</p>
<p><b>Project Selection</b></p>	<p><b>Coastal Conservancy Partnership Program:</b> MTC will provide \$8 million of federal transportation funds which will be combined with the Coastal Conservancy’s own program funds in order to support a broader range of projects (i.e. land acquisition and easement projects) than can be accommodated with federal transportation dollars alone. The Coastal Conservancy, MTC, and ABAG staff will cooperatively manage the call for projects. This approach would harness the expertise of the Coastal Conservancy, expand the pool of eligible projects, and leverage additional resources through the Coastal Conservancy.</p>

\*The Coastal Conservancy is a state agency and the primary public land conservation funding source in the Bay Area, providing funding for many different types of land conservation projects. For more information see <http://scc.ca.gov/>.

**APPENDIX A-10: Checklist for CMA and Local Jurisdiction Compliance with MTC Resolution No. 4202**

**One Bay Area Grant (OBAG 2) Checklist for CMA Compliance with MTC Resolution No. 4202**

Federal Program Covering FY 2017-18 through FY 2021-22

The intent of this checklist is to delineate the requirements included in the OBAG 2 Grant Program (Resolution No. 4202), as adopted by MTC on November 18, 2015. This checklist must be completed by Congestion Management Agencies (CMAs) and submitted to MTC to certify compliance with the OBAG 2 requirements. MTC will not take action to program projects recommended by a CMA until a checklist demonstrating compliance has been submitted to MTC.

**CMA Call for Projects Guidance: Appendix A-7**

<b>1. Public Involvement and Outreach, Agency Coordination, and Title VI</b>	<b>YES</b>	<b>NO</b>	<b>N/A</b>
a. Has the CMA conducted countywide outreach to stakeholders and the public to solicit project ideas consistent with Appendix A-7?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Has the CMA performed agency coordination consistent with Appendix A-7?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Has the CMA fulfilled its Title VI responsibilities consistent with Appendix A-7?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Has the CMA documented the efforts undertaken for Items 1a-1c, above, and submitted these materials to MTC as an attachment to this Checklist?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**PDA Investment and Growth Strategy: Appendix A-8**

<b>2. Engage with Regional and Local Jurisdictions</b>	<b>YES</b>	<b>NO</b>	<b>N/A</b>
a. Has the CMA developed a process to regularly engage local planners and public works staff in developing a PDA Investment and Growth Strategy that supports and encourages development in the county's PDAs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Has the CMA encouraged community participation throughout the development of the Investment and Growth Strategy, consistent with the OBAG 2 Call for Projects Guidance (Appendix A-7)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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.

c. Has the CMA governing board adopted the final Investment and Growth Strategy?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Has the CMA's staff or consultant designee participated in TAC meetings established through the local jurisdiction's planning processes funded through the regional PDA planning program?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Has the CMA worked with MTC and ABAG staff to confirm that regional policies are addressed in PDA plans?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>3. Planning Objectives to Inform Project Priorities</b>	<b>YES</b>	<b>NO</b>	<b>N/A</b>
a. Has the CMA kept itself apprised of ongoing transportation and land-use planning efforts throughout the county?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Has the CMA encouraged local agencies to quantify transportation infrastructure needs and costs as part of their planning processes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Has the CMA encouraged and supported local jurisdictions in meeting their housing objectives established through their adopted Housing Elements and RHNA?			
1. Has the CMA received and reviewed information submitted to the CMA by ABAG on the progress that local jurisdictions have made in implementing their housing element objectives and identifying current local housing policies that encourage affordable housing production and/or community stabilization?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. In all updates of its PDA Investment & Growth Strategy, has the CMA assessed local jurisdiction efforts in approving sufficient housing for all income levels through the RHNA process and, where appropriate, assisted local jurisdictions in implementing local policy changes to facilitate achieving these goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Using guidance issued by MTC, has the Investment & Growth Strategy fully addressed items in C1 and C2, above?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

If "NO" or "N/A –Not Applicable" is marked in any box on the checklist, please include a statement at the end of the checklist to indicate why the item was not met. Page 2

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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.			

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If “NO” or “N/A –Not Applicable” is marked in any box on the checklist, please include a statement at the end of the checklist to indicate why the item was not met. Page 3

3. PDAs with affordable housing preservation, creation strategies and community stabilization policies.
4. Specific scoring methodology for funding allocations to projects in PDAs or TPAs that rewards jurisdictions with the most effective housing anti-displacement policies.
5. Projects that implement the Best Practices identified in the Air District's Planning Healthy Places guidelines, or projects located in jurisdictions that have demonstrated a commitment to adopt, as policies and/or enforceable ordinances, best practices to reduce emissions of and exposure to local air pollution. <sup>1</sup>
6. 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.

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b. Has the CMA submitted the documentation for item 4a to MTC as part of this Checklist?

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c. 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)?

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d. 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?

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<sup>1</sup> Guidance and maps have been developed in partnership with BAAQMD, CMAs, ABAG, and city staff, please see: <http://www.baaqmd.gov/plans-and-climate/planning-healthy-places>.

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If "NO" or "N/A –Not Applicable" is marked in any box on the checklist, please include a statement at the end of the checklist to indicate why the item was not met. Page 4

## PDA Policies

<b>5. PDA Minimum Investment Targets</b>	<b>YES</b>	<b>NO</b>	<b>N/A</b>
a. Has the CMA met its minimum PDA investment target (70% for Alameda, Contra Costa, San Francisco, San Mateo, Santa Clara and 50% for Marin, Napa, Sonoma, and Solano)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Has the CMA defined the term “proximate access,” for projects located outside of a PDA that should be counted towards the county’s minimum PDA investment target?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Has the CMA designated and mapped projects recommended for funding that are not geographically within a PDA but provide “proximate access” to a PDA, along with policy justifications for those determinations, and presented this information for public review when the CMA board acts on OBAG 2 programming decisions?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Has the CMA submitted the documentation from items 5a-c, above, to MTC as part of this Checklist?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

## Project Selection Policies

<b>6. Project Selection</b>	<b>YES</b>	<b>NO</b>	<b>N/A</b>
a. Has the CMA documented and submitted the approach used to select OBAG 2 projects including outreach, coordination, and Title VI compliance?	(See 1 & 2)		
b. Has the CMA issued a unified call for projects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Has the CMA submitted a board adopted list of projects to MTC by July 31, 2017?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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 August 31, 2017?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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If “NO” or “N/A –Not Applicable” is marked in any box on the checklist, please include a statement at the end of the checklist to indicate why the item was not met. Page 5

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- 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

- | <b>7. Ensuring Local Compliance</b>  | <b>YES</b>               | <b>NO</b>                | <b>N/A</b>               |
|--|--------------------------|--------------------------|--------------------------|
| a. Has the CMA received confirmation that local jurisdictions have met the Performance and Accountability Policies requirements related to Complete Streets, local Housing Elements, surplus lands (general law cities and counties only unless and until a final court decision is rendered that charter cities are subject to the provisions of the State Surplus Land Act), local streets and roads, and transit agency project locations as set forth in pages 18-21 of MTC Resolution 4202? <i>Note: CMAs can use the Local Jurisdiction OBAG 2 Requirement Checklist to help fulfill this requirement.</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b. Has the CMA affirmed to MTC that a jurisdiction is in compliance with the requirements of MTC Resolution 4202 prior to programming OBAG 2 funds to its projects in the TIP?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
-

<b>8. Completion of Checklist</b>	<b>YES</b>	<b>NO</b>	<b>N/A</b>
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<b>Has the CMA completed all section of this checklist?</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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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:

<b>Attachments</b>
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- 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).

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If "NO" or "N/A –Not Applicable" is marked in any box on the checklist, please include a statement at the end of the checklist to indicate why the item was not met. Page 7

## **Review and Approval of Checklist**

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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.

<b>1. Compliance with the Complete Streets Act of 2008</b>	<b>YES</b>	<b>NO</b>	<b>N/A</b>
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? <ol style="list-style-type: none"> <li>1. Adopting a Complete Streets resolution incorporating MTC’s nine required complete streets elements; or</li> <li>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.</li> </ol>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Has the jurisdiction submitted documentation of compliance with Item a. (copy of adopted resolution or circulation element) to the CMA as part of this Checklist?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Has the jurisdiction submitted a Complete Streets Checklist for any project for which the jurisdiction has applied for OBAG 2 funding?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>2. Housing Element Certification</b>	<b>YES</b>	<b>NO</b>	<b>N/A</b>
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? If not, has the jurisdiction’s Housing Element been fully certified by HCD by June 30, 2016?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Has the jurisdiction submitted the latest Annual Housing Element Report to HCD by April 1, 2016?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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If “NO” or “N/A –Not Applicable” is marked in any box on the checklist, please include a statement at the end of the checklist to indicate why the item was not met. Page 1

c. Does the jurisdiction acknowledge that the Annual Housing Element Report must be submitted to HCD each year through the end of the OBAG 2 program (FY22) in order to be eligible to receive funding?

d. Has the jurisdiction submitted documentation of compliance with Item 2 (copy of certified housing element or annual report, or letter of compliance from HCD) to the CMA as part of this Checklist?

### 3. Surplus Land Act

a. Has the jurisdiction met MTC’s Surplus Land Requirements for OBAG 2 prior to the CMA submitting its program, through adoption of a resolution demonstrating compliance with the State’s Surplus Land Act (AB 2135 amended)? Resolution requirement applies only to general law cities and counties unless and until a final court decision is rendered that charter cities must comply with the provisions of this Act.

### 4. 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)?

### 5. 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)?

If “NO” or “N/A –Not Applicable” is marked in any box on the checklist, please include a statement at the end of the checklist to indicate why the item was not met. Page 2

<b>6. Regional Project Delivery Requirements</b>	<b>YES</b>	<b>NO</b>	<b>N/A</b>
--	------------	-----------	------------

- |  |                          |                          |                          |
|--|--------------------------|--------------------------|--------------------------|
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|

<b>7. Completion of Checklist</b>	<b>YES</b>	<b>NO</b>	<b>N/A</b>
-----------------------------------	------------	-----------	------------

<b>Has the jurisdiction completed all sections of this checklist?</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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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:

<b>Attachments</b>
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- 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).
- Documentation of compliance with the State’s Surplus Land Act, such as a copy of the adopted resolution (Checklist Item 3). This requirement applies only to general law cities and counties unless and until a final court decision is rendered that charter cities must comply with the provisions of this Act.

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If “NO” or “N/A –Not Applicable” is marked in any box on the checklist, please include a statement at the end of the checklist to indicate why the item was not met. Page 3

## **Review and Approval of Checklist**

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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

**Attachment B-1**  
**MTC Resolution No. 4202**  
**OBAG 2 Regional Programs**  
**FY 2017-18 through FY 2021-22**  
**July 2016**

MTC Res. No. 4202 Attachment B-1  
 Adopted: 11/18/15-C  
 Revised: 07/27/16-C

**OBAG 2 Regional Programs Project List**

PROJECT CATEGORY AND TITLE	COUNTY	SPONSOR	TOTAL OBAG 2 STP/CMAQ
<b>OBAG 2 REGIONAL PROGRAMS</b>			
<b>1. REGIONAL PLANNING ACTIVITIES</b>			
Regional Planning	Regionwide	MTC	\$9,555,000
<b>1. REGIONAL PLANNING ACTIVITIES</b>			<b>TOTAL: \$9,555,000</b>
<b>2. PAVEMENT MANAGEMENT PROGRAM</b>			
Pavement Management Program	Regionwide	MTC	\$1,500,000
Pavement Technical Advisory Program (PTAP)	Regionwide	MTC	\$7,500,000
Statewide Local Streets and Roads (LSR) Needs Assessment	Regionwide	MTC/Caltrans	\$250,000
<b>2. PAVEMENT MANAGEMENT PROGRAM</b>			<b>TOTAL: \$9,250,000</b>
<b>3. PDA PLANNING &amp; IMPLEMENTATION</b>			
PDA Planning and Implementation	Regionwide	MTC	\$18,500,000
Community-Based Transportation Plan (CBTP) Updates	Regionwide	MTC	\$1,500,000
<b>3. PDA PLANNING &amp; IMPLEMENTATION</b>			<b>TOTAL: \$20,000,000</b>
<b>4. CLIMATE INITIATIVES</b>			
Climate Initiatives Program of Projects	TBD	TBD	\$22,000,000
Spare the Air Youth Program	Regionwide	MTC	\$1,000,000
<b>4. CLIMATE INITIATIVES</b>			<b>TOTAL: \$23,000,000</b>
<b>5. REGIONAL ACTIVE OPERATIONAL MANAGEMENT</b>			
AOM Implementation	Regionwide	MTC	\$22,500,000
511 Next Gen	Regionwide	MTC	\$39,000,000
Rideshare	Regionwide	MTC	\$10,000,000
Bay Bridge Forward	Regionwide	MTC	
Transbay Higher Capacity Bus Fleet/Increased Service Frequencies	Alameda	AC Transit	\$1,200,000
Pilot Transbay Express Bus Routes	Alameda	AC Transit	\$800,000
Eastbay Commuter Parking	Alameda	MTC	\$1,500,000
Casual Carpool in San Francisco and along I-80	SF/Alameda	MTC	\$1,000,000
Transbay Higher Capacity Bus Fleet/Increased Service Frequencies	Contra Costa	WestCat	\$2,000,000
Ferry Service Enhancement Pilot (pending exchange)	Various	WETA	\$2,500,000
Columbus Day Initiative (CDI)	Regionwide	MTC	
Freeway Performance	Regionwide	MTC	\$43,500,000
Arterial/Transit Performance	Regionwide	MTC	\$18,000,000
Connected Vehicles/Shared Mobility	Regionwide	MTC	\$5,000,000
Transportation Management System	Regionwide	MTC	
Field Equipment Devices O&M	Regionwide	MTC	\$19,000,000
Incident Management	Regionwide	MTC	\$13,000,000
<b>5. REGIONAL ACTIVE OPERATIONAL MANAGEMENT</b>			<b>TOTAL: \$179,000,000</b>
<b>6. TRANSIT CAPITAL PRIORITIES</b>			
BART Car Replacement/Expansion	Various	BART	\$150,000,000
Clipper	Regionwide	MTC	\$20,000,000
<i>Unprogrammed Balance</i>			\$19,283,000
<b>6. TRANSIT CAPITAL PRIORITIES</b>			<b>TOTAL: \$189,283,000</b>
<b>7. PRIORITY CONSERVATION AREA (PCA)</b>			
<i>Regional Peninsula, Southern and Eastern Counties PCA Program</i>			
Peninsula, Southern and Eastern Counties PCA Program	TBD	MTC/CCC	\$8,200,000
<i>Local Northbay PCA Program</i>			
Marin PCA Program	Marin	TAM	\$2,050,000
Napa PCA Program	Napa	NCTPA	\$2,050,000
Solano PCA Program	Solano	STA	\$2,050,000
Sonoma PCA Program	Sonoma	SCTA	\$2,050,000
<b>7. PRIORITY CONSERVATION AREA (PCA)</b>			<b>TOTAL: \$16,400,000</b>
<b>8. LOCAL HOUSING PRODUCTION INCENTIVE</b>			
Local Housing Production Incentive	TBD	TBD	\$30,000,000
<b>8. LOCAL HOUSING PRODUCTION INCENTIVE</b>			<b>TOTAL: \$30,000,000</b>
<b>OBAG 2 REGIONAL PROGRAMS</b>			<b>TOTAL: \$476,488,000</b>

**Attachment B-2**  
**MTC Resolution No. 4202**  
**OBAG 2 County Programs**  
**FY 2017-18 through FY 2021-22**  
**July 27, 2016**

MTC Res. No. 4202 Attachment B-2  
 Adopted: 11/18/15-C  
 Revised: 07/27/16-C

**OBAG 2 County Programs Project List**

PROJECT CATEGORY AND TITLE	COUNTY	SPONSOR	OBAG 2 STP/CMAQ
<b>OBAG 2 COUNTY PROGRAMS</b>			
<b>ALAMEDA COUNTY</b>			
<i>Specific projects TBD</i>			
Planning Activities Base	Alameda	ACTC	\$5,489,000
Federal Aid Secondary (FAS)	Alameda	Alameda County	\$1,779,000
Safe Routes To School (SRTS)	Alameda	ACTC/Various	\$5,340,000
TBD	Alameda	TBD	\$64,047,000
<b>ALAMEDA COUNTY</b>			<b>TOTAL: \$76,655,000</b>
<b>CONTRA COSTA COUNTY</b>			
<i>Specific projects TBD</i>			
Planning Activities Base	Contra Costa	CCTA	\$4,343,000
Federal Aid Secondary (FAS)	Contra Costa	Contra Costa County	\$1,343,000
Safe Routes To School (SRTS)	Contra Costa	CCTA/Various	\$4,088,000
TBD	Contra Costa	TBD	\$46,362,000
<b>CONTRA COSTA COUNTY</b>			<b>TOTAL: \$56,136,000</b>
<b>MARIN COUNTY</b>			
<i>Specific projects TBD</i>			
Planning Activities Base	Marin	TAM	\$3,822,000
Federal Aid Secondary (FAS)	Marin	Marin County	\$838,000
Safe Routes To School (SRTS)	Marin	TAM/Various	\$864,000
TBD	Marin	TBD	\$5,346,000
<b>MARIN COUNTY</b>			<b>TOTAL: \$10,870,000</b>
<b>NAPA COUNTY</b>			
<i>Specific projects TBD</i>			
Planning Activities Base	Napa	NCTPA	\$3,822,000
Federal Aid Secondary (FAS)	Napa	Napa County	\$1,189,000
Safe Routes To School (SRTS)	Napa	NCTPA/Various	\$515,000
TBD	Napa	TBD	\$2,624,000
<b>NAPA COUNTY</b>			<b>TOTAL: \$8,150,000</b>
<b>SAN FRANCISCO COUNTY</b>			
<i>Specific projects TBD</i>			
Planning Activities Base	San Francisco	SFCTA	\$3,998,000
Safe Routes To School (SRTS)	San Francisco	SFCTA/Various	\$1,797,000
TBD	San Francisco	TBD	\$42,388,000
<b>SAN FRANCISCO COUNTY</b>			<b>TOTAL: \$48,183,000</b>
<b>SAN MATEO COUNTY</b>			
<i>Specific projects TBD</i>			
Planning Activities Base	San Mateo	CCAG	\$3,822,000
Federal Aid Secondary (FAS)	San Mateo	San Mateo County	\$892,000
Safe Routes To School (SRTS)	San Mateo	CCAG/Various	\$2,394,000
TBD	San Mateo	TBD	\$25,437,000
<b>SAN MATEO COUNTY</b>			<b>TOTAL: \$32,545,000</b>
<b>SANTA CLARA COUNTY</b>			
<i>Specific projects TBD</i>			
Planning Activities Base	Santa Clara	VTA	\$6,078,000
Federal Aid Secondary (FAS)	Santa Clara	Santa Clara County	\$1,701,000
Safe Routes To School (SRTS)	Santa Clara	VTA/Various	\$6,878,000
TBD	Santa Clara	TBD	\$89,416,000
<b>SANTA CLARA COUNTY</b>			<b>TOTAL: \$104,073,000</b>
<b>SOLANO COUNTY</b>			
<i>Specific projects TBD</i>			
Planning Activities Base	Solano	STA	\$3,822,000
Federal Aid Secondary (FAS)	Solano	Solano County	\$1,506,000
Safe Routes To School (SRTS)	Solano	STA/Various	\$1,469,000
TBD	Solano	TBD	\$14,380,000
<b>SOLANO COUNTY</b>			<b>TOTAL: \$21,177,000</b>
<b>SONOMA COUNTY</b>			
<i>Specific projects TBD</i>			
Planning Activities Base	Sonoma	SCTA	\$3,822,000
Federal Aid Secondary (FAS)	Sonoma	Sonoma County	\$3,264,000
Safe Routes To School (SRTS)	Sonoma	SCTA/Various	\$1,655,000
TBD	Sonoma	TBD	\$18,982,000
<b>SONOMA COUNTY</b>			<b>TOTAL: \$27,723,000</b>
<b>OBAG 2 COUNTY PROGRAMS</b>			<b>TOTAL: \$385,512,000</b>

OBAG 2	
STP	\$14,264,000
CMAQ	\$6,913,000
<b>Total</b>	<b>\$21,177,000</b>
STP Available to Program	\$7,403,027
FAS	\$1,506,000
Remaining	\$5,897,027
CMAQ Available to Program	<b>\$4,646,003</b>
PCA	\$2,050,000
PDA Planning	\$0
GRAND TOTAL	\$23,227,000

OBAG 1	
STP	\$9,480,000
CMAQ	\$8,148,000
TE	\$1,141,000
<b>Total</b>	<b>\$18,769,000</b>
STA Allocated by Formula	\$5,863,000
PCA	\$1,250,000
PDA Planning	\$1,066,000
GRAND TOTAL	\$21,085,000

<b>MILESTONE</b>	<b>TAC</b>	<b>BOARD</b>
Available Funds Identified	8/31/16	9/14/16
Draft Evaluation Criteria Discussed with TAC	8/24/16	
Evaluation Criteria Adopted	8/31/16	9/14/16
Call for Projects Issued	8/31/16	9/14/16
Citizen Advisory Committee Meetings:		
BAC	9/1 ; 11/3	
PAC	10/6 ; 12/1	
Seniors and People with Disabilities	TBD	
PCC	9/15	
SR2S	TBD	
Board Workshop/Committee Project Presentation		10/12/16
Project Submittals Due *		11/18/16
Presentation of Submittals to STA Board (no action)		12/14/16
STA staff evaluation of projects, including one-on-one meetings with project/program sponsors	11/28/16 through 12/16/18	
Preliminary Recommendations for Project Selection and Funding		1/11/17
Additional advisory committee meetings	1/17	
Project Selection **	1/25/17	2/8/17

- \* Projects must include all STA submittal requirements, including:
- Project is a Tier 1 or Tier 2 CTP project or an RTP project already submitted by STA, or
  - Is a specific project listed in a draft or final STA plan
  - Signed cover letter
  - Completed OBAG 2 Checklist for Applicants
  - Completed MTC Complete Streets checklist
  - Completed STA Project Information Sheet

\*\* Prior to Project Selection, the City of Dixon and Solano County need to demonstrate compliance with MTC’s Complete Streets requirements; and,  
All agencies except Vallejo must adopt Surplus Land Act resolutions

	1	2 – SB 375	3 – SB 375	4 - MTC	5 - MTC	6 - STA	7 - STA	8 - STA	9 - STA	10 - STA	11 - STA	12 - STA	13 - STA	14 – STA	15 - STA	16 - STA
PROJECT NAME AND SPONSOR	Eligible? (i.e. in an STA plan or project list) Y/N	Does the project contribute to lower GHG emissions?	Does the project support the development of affordable housing?	Number of RTP Goals advanced	Does the jurisdiction implement OBAG 2 anti-displacement criteria?	Number of CTP Goals Advanced	Does the project support a regionally-significant employment center?	Does the project directly support a PDA or PCA?	Does the project support a Transit Center of Regional Significance?	Is the project located on a Route of Regional Significance?	Is the project in/supporting a Community of Concern?	Does the project address a locally-identified safety issue?	Does the project benefit multiple jurisdictions, or a large number of residents or businesses?	Can the project be delivered within the OBAG 2 time frame?	What are other committed funds?	What phase is the project currently and where will the federal funds be dedicated toward?
2013 example STA	Solano Transit Ambassador Program	Yes	No	3	n/a	8	No	Yes	Yes	No	Yes	Yes	Yes	Yes		
2013 example Suisun City	Suisun/Fairfield Train Station Improvements	Yes	No	8	n/a	16	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes		
2013 example Vallejo	Downtown Vallejo Streetscape Improvements	Yes	Yes	7	n/a	14	No	Yes	Yes	No	Yes		No	Yes		
2013 example Fairfield	West Texas Gateway Improvements	Yes	No	6	n/a	13	No	Yes	Yes	Yes	Yes	Yes	Yes	No		

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STA OBAG 2 PROJECT SUBMITTAL CHECKLIST

Agency	
Project Name and Brief Description, including project limits.	
Describe the STA Plan in which the project or program is identified.	<b>Enter information in Project Information Sheet</b>
Describe how the project reduces GHG emissions.	
How does the project support the construction of new housing? Is this housing affordable to low income households?	
How many RTP Performance Targets are advanced by this project/program? Please list them.	
Describe the anti-displacement policies the agency has in place.	
How many Solano CTP Goals are advanced by this project/program? Please list them.	
How does the project support a designated Regionally Significant Employment Center?	
Is the project located in or does the project/program directly support a PDA or PCA?	
Does the project include or directly support a Transit Facility of Regional Significance?	
Is the project located on a Route of Regional Significance?	

<p>Is the project located in or does the project/program directly support a Community of Concern?</p>	
<p>Does the project or program address a safety project or issue included in the Solano Travel Safety Plan?</p>	
<p>Does the project benefit multiple jurisdictions, or a large number of residents or businesses?</p>	
<p>What milestones have already been achieved that will make the project deliverable in the OBAG 2 timeframe?</p>	<p><b>Enter information in Project Information Sheet</b></p>
<p>What are the fund sources for the project that are already committed?</p>	<p><b>Enter information in Project Information Sheet</b></p>
<p>What phase is the project currently and where will the federal funds be dedicated toward?</p> <p>1 point- Concept with federal funds committed to multiple phases</p> <p>2 points- Concept with federal funds committed to construction</p> <p>3 points- Environmental initiated with federal funds committed to construction</p> <p>4 point- Environmental completed with federal funds committed to construction</p>	



DATE: August 31, 2016  
TO: STA Board  
FROM: Anthony Adams, Assistant Project Manager  
RE: Selection of Option for Allocation of OBAG 2 Surface Transportation Program (STP) Funding

---

**Background:**

The One Bay Area Grant (OBAG) program was originally a four-year funding program for federal transportation dollars that allocated 45% of the total federal cycle funding to be distributed by Bay Area Congestion Management Agencies (CMAs) to county projects. The Solano Transportation Authority had a total distribution of \$21.085M during OBAG Cycle 1.

With the delay in passing a federal transportation bill in 2015, OBAG Cycle 1 was extended to a five-year program Fiscal Year (FY) (FY 2011-12 through FY 2016-17), without providing any additional funding for projects. This additional year did provide extra time for OBAG projects to be delivered within the required fiscal years. This extra time was needed for a few OBAG 1 projects as delivery schedules have not been met with regularity during this funding cycle.

OBAG Cycle 2 is also a 5-year funding program with nearly identical funding availability, though some programs have moved from being regionally funded to the responsibility of CMAs and now included in the county share. Programs that were funded by the regional pot of funds during OBAG Cycle 1, but are now the responsibility of CMAs as part of the OBAG 2 Cycle are: Safe Routes to School and Rideshare. Also, because the 2016 State Transportation Improvement Program (STIP), has no funds available for distribution, over \$400,000 in Project Programming Management (PPM) funds are no longer available in future fiscal year (see Legislative Update staff report).

**Discussion:**

The total amount distributed to STA during OBAG Cycle 2 is \$23.227M. At their July 13<sup>th</sup> meeting, the STA Board approved the STA's two year budget that included the first year of OBAG 2 funding with the STA Board's objective of sustaining the funding of the STA led programs at current levels. After funding for STA's planning, programming and project delivery, SR2S, and Mobility Management activities have been dedicated to sustain these STA led efforts over the five year timeline of OBAG 2, \$14,099,030 is available for distribution to Solano member agencies for projects and programs. This amount includes \$1,506,000 in Federal Secondary Aid (FAS) and \$2,050,000 in Priority Conservation Area (PCA) funds, both of which are recommended for distribution to Solano County.

OBAG funding consists of two funding sources: Congestion Management Air Quality (CMAQ) funds and Surface Transportation Program (STP) funds. CMAQ funds can be used on projects and programs that improve air quality or reduce Green House Gas (GHG) emissions such as: bike & ped, transit, SR2S program, rideshare, etc. It is important to note that CMAQ funds cannot be used on automobile travel lanes. STP funds are much more flexible than CMAQ funds and can be used on any transportation related expense, including roadway maintenance. The total amount available is:

CMAQ Funds Available:	\$4,646,003
STP Funds Available:	\$5,897,027
PCA Funding:	\$2,050,000
FAS Funding:	\$1,506,000
Total OBAG Funds Available (for programming):	\$14,099,030

The STA staff presented to the Solano Technical Advisory Committee (TAC) three options for the call for projects for the \$5,897,027 in STP funds available. These were discussed in detail at the TAC workshop held on August 24, 2016.

Option 1: This option would keep funding distribution for OBAG 2 STP funds consistent with OBAG 1, with \$5,897,027 being available for distribution to Solano cities for Local Streets & Roads (LS&R) maintenance projects by a formula based on population, lane miles, and needs. PCA and FAS funds are recommended to be allocated to Solano County with remaining STP funds available to the cities.

Option 2: This option would be a similar funding distribution for Solano cities as Option 1, but provides more flexibility, as it would allow STP funds to be spent on Complete Streets or Safety projects as well as LS&R projects. PCA and FAS funds are recommended to be allocated to Solano County with remaining STP funds available to the cities.

Option 3: Would allow the entire STP amount of \$5,897,027 to be eligible for an open Call for Projects along with CMAQ funds, for a total open call for projects of \$10,543,030 (combined STP and CMAQ). This option means that no Solano city is guaranteed to receive OBAG 2 funds, but would allow for the highest scoring larger projects to be funded. PCA and FAS funds are recommended to be allocated to Solano County with remaining STP funds available for the competitive program.

The Metropolitan Transportation Commission (MTC) has set a project minimum of \$250,000 for OBAG 2 projects. This minimum project requirement means that the City of Dixon's originally calculated STP share, \$240k, will be adjusted to \$250k. The City of Rio Vista has a calculated STP distribution of \$81,370. As this amount is far lower than the \$250k minimum requirement, and the delivery of federal funds is cumbersome to small jurisdictions, STA will recommend a fund swap with the City of Rio Vista in the amount of \$81,370 with either TDA3 funds or Clean Air Funds.

When MTC approved Reso 4202 (an Attachment to STA Board Item No. 10.A), OBAG 2 Project Selection and Criteria and Programming Policy's, it included 2 issues of significant concern to the STA with regard to the PCA funding. First, the amount of funding for the North

Bay PCA Program dropped from \$10 M to \$8.2 M. For Solano County, this represents a drop from \$2.5 M to \$2.05 M. Secondly, and of most concern, the match requirements were modified from the traditional federal match requirements of 11.47% to 2:1. This match requirement places an extremely unreasonable burden on the opportunity to implement a project with the PCA funds. As such, staff is seeking authorization from the STA Board to have MTC address these two issues.

The formula amount in STP funds for distribution to each city can be found in Attachment A. At the August 31<sup>st</sup> TAC meeting, members unanimously approved Option 2 for STP fund distribution.

**Fiscal Impact:**

\$5,897,027 in STP funds distributed to the 7 Solano County cities. \$1,506,000 in FAS Funds and \$2,050,000 in PCA funds are recommended to be distributed to the County of Solano.

**Recommendation:**

Approve the following:

1. Option 2 for allocation of \$5,897,027 in OBAG Cycle 2 STP Funds as shown in Attachment A;
2. Program \$6.86 million in OBAG 2 STP funds to fund STA's planning, project delivery and fund programming efforts over the five year cycle;
3. Program \$1.506 million in FAS and \$2.05 million of North Bay PCA funds to County of Solano; and
4. Authorize the STA Chair to issue a letter to MTC for reinstatement of the \$10 M North Bay PCA Program and elimination of the new PCA 2:1 match requirement.

Attachment:

- A. STP LS&R Distribution Amounts by Jurisdiction

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## OBAG 2 Funding Distribution Scenarios

### Rio Vista Does not Receive LS&R Funds

	Benicia	Dixon**	Fairfield	Rio Vista*	Suisun City	Vacaville	Vallejo	CITIES TOTAL	County of Solano***
Population	27,618	15,333	109,320	7,736	28,819	94,275	118,837	394,202	23,281
%	7%	4%	28%	2%	7%	24%	30%	100%	
Lane miles	196	130	737	46	152	596	715	2,526	1151.75
%	8%	5%	29%	1.78%	6%	24%	28%	100%	
Needs	\$ 38,071,345	\$ 19,108,106	\$ 105,699,284	\$ 5,616,269	\$ 79,383,255	\$ 94,190,286	\$ 321,525,804	\$ 657,978,080	\$ 51,562,494
%	6%	3%	16%	1%	12%	14%	49%	100%	
Federal Aid Secondary	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	\$ 1,506,000
PCA Funds	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	\$ 2,050,000
Potential OBAG 2 LS&R Shares	7%	4%	24%	2%	8%	21%	36%	100%	20%
<b>Total Dist. Amount</b>	<b>\$ 402,759</b>	<b>\$ 250,000</b>	<b>\$ 1,430,851</b>	<b>\$ 81,370</b>	<b>\$ 498,014</b>	<b>\$ 1,212,297</b>	<b>\$ 2,103,708</b>	<b>\$ 5,897,027</b>	<b>\$ 3,556,000</b>

\*Rio Vista would potentially not receive federal funds, as a \$250,000 project minimum is required. It is recommended for STA to facilitate a fund swap for "local funds" for Rio Vista.

\*\*Dixon's total is calculated at \$240k, but is required to receive \$250,000 minimum in Federal Funds. This amount is contingent on Dixon satisfying Caltrans/MTC requirements.

\*\*\*Solano County is recommended to receive FAS and PCA funds.

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DATE: August 31, 2016  
TO: STA Board  
FROM: Jayne Bauer, Marketing and Legislative Program Manager  
RE: Legislative Update

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**Background:**

Each year, STA staff monitors state and federal legislation that pertains to transportation and related issues. On January 13, 2016, the STA Board approved its 2016 Legislative Priorities and Platform to provide policy guidance on transportation legislation and the STA's legislative activities during 2016.

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:**

**State Legislative Update:**

With less than two weeks to go before the Legislature concludes its 2015-16 session (August 31<sup>st</sup>), the fate of several priority bills is still pending. The bills that the STA supports, which touch on issues including climate change, California's Cap and Trade program, STA formula and allocation methodology and commuter benefits, are essential to preserving, strengthening – and in some cases, expanding – California's public transportation network.

**SB 1128 (Glazier)**

This bill would indefinitely extend the statutory authorization for the Bay Area commute benefit ordinance, which has reduced single-occupancy vehicle trips, greenhouse gas emissions and air pollution, while delivering economic benefits to employers and employees. SB 1128 is supported by the STA Board and was enrolled on August 22nd to go to the Governor for signature. STA sent a letter signed by STA Board Chair Richardson on August 23rd to the Governor requesting his signature.

Legislative bills recommended by STA staff for positions of support are as follows:

**Transportation Funding Package (Beall-Frazier)**

On August 17th, State Senator Jim Beall and State Assembly Member Jim Frazier jointly unveiled a transportation funding proposal designed to repair and maintain our state highways and local roads, improve our trade corridors, and support public transit & active transportation. The **\$7.4 billion a year transportation funding proposal**, much like the proposals that preceded it in the Extraordinary Session I on Transportation Infrastructure, includes a combination of new revenues, additional investments of Cap and Trade auction proceeds, accelerated loan repayments, return of transportation revenues to transportation purposes, Caltrans efficiencies & streamlined project delivery, accountability measures, and constitutional protections. Attachment C is a fact sheet prepared by the authors.

*Based on the 2016 STA Legislative Platform Objective #15 ("Monitor/support/seek/sponsor, as appropriate, legislative proposals in support of initiatives that increase funding for transportation, infrastructure, operations and maintenance in Solano County"), this funding package proposes*

new revenues in support of transportation priorities in Solano County. Therefore, STA staff is recommending a support position on this proposal.

AB 2374 (Chiu)

Existing law authorizes regional transportation agencies, as defined, to use the Construction Manager/General Contractor project delivery method, as specified, to design and construct certain expressways that are not on the state highway system if: (1) the expressways are developed in accordance with an expenditure plan approved by voters, (2) there is an evaluation of the traditional design-bid-build method of construction and of the Construction Manager/General Contractor method, and (3) the board of the regional transportation agency adopts the method in a public meeting. This bill would authorize regional transportation agencies also to use this authority on ramps that are not on the state highway system, as specified. The bill would also remove the requirement that the project be developed in accordance with an expenditure plan approved by voters.

*Based on the 2016 STA Legislative Platform Objective #1 (“support laws and policies that expedite project delivery”), this bill mainstreams the project delivery process and allows more control at the local and regional level. STA staff is still reviewing this bill and expects to have a recommendation at the next Board meeting.*

Federal Legislative Update:

STA submitted an application for FASTLANE federal funding for the I-80/I-680/SR 12 Interchange project and was unsuccessful in landing the competitive grant in round one of five projected annual rounds for this program. Susan Lent, STA’s federal lobbyist (with Akin Gump) continues to research and provide more information on the federal funding opportunities for STA’s priority projects. This guidance shapes the STA Board’s discussions with federal legislators and agency staff. STA Board members are scheduled to travel to Washington DC in early 2017.

At its meeting of August 30, 2016, the SolanoExpress Intercity Transit Consortium recommended support positions be taken for both the Beall-Frazier and Chiu bills. At its meeting of August 31, 2016, the STA TAC recommended support positions be taken for the Beall-Frazier bill, but asked for additional information on AB 2374 and the item was tabled until their next meeting on September 28<sup>th</sup>.

Fiscal Impact:

None.

Recommendation:

Approve the following position:

- ✓ Transportation Funding Package (Beall-Frazier) - *support*

Attachments:

- A. State Legislative Update
- B. Federal Legislative Update
- C. Transportation Funding Package (Beall-Frazier)



**SHAW/YODER/ANTWIH, inc.**  
LEGISLATIVE ADVOCACY • ASSOCIATION MANAGEMENT

September 1, 2016

TO: Board of Directors, Solano Transportation Authority

FM: Joshua W. Shaw, Partner  
Matt Robinson, Legislative Advocate

RE: **STATE LEGISLATIVE UPDATE – September 2016**

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***Legislative Update***

The Legislature adjourned the 2015-16 session early in the morning on September 1 and will return for the 2017-18 Legislative Session in December. In this report we discuss the latest on transportation funding and Cap and Trade developments, and, we highlight the most relevant bills – bills on which the Board has adopted a position – introduced in the second half of the 2015-16 Regular Session; please see ***Bills of Interest***, below.

***Joint Transportation Funding Proposal Released***

On August 24, Senator Jim Beall and Assembly Member Jim Frazier unveiled a joint transportation funding proposal designed to repair and maintain state highways and local roads, improve trade corridors, and support public transit & active transportation. The \$7.4 billion a year transportation funding proposal includes a combination of new revenues, additional investments of Cap and Trade auction proceeds, accelerated loan repayments, Caltrans efficiencies & streamlined project delivery, accountability measures, and constitutional protections.

More specifically, the proposal would:

- Eliminate the Board of Equalization’s annual adjustment of the gas excise tax, increase the gas excise tax by 17 cents and index it to the Consumer Price Index (generating \$3.6 billion annually)
- Increase the diesel excise tax by 30 cents and index it to the Consumer Price Index (generating \$900 million annually)
- Increase the incremental diesel sales tax to 5.25% and index the increment to the Consumer Price Index (generating \$216 million annually)
- Increase the vehicle registration fee by \$38 and index it to the Consumer Price Index (generating \$1.3 billion annually)
- Introduce an annual zero-emission vehicle fee of \$165 per vehicle and index it to the Consumer Price Index (generating \$16 million annually)
- Redirect vehicle weight fees that are currently allocated to transportation debt service to transportation purposes (repurposing \$1 billion over five years)
- Allocate additional Cap and Trade auction proceeds as follows:
  - +10% to the Transit and Intercity Rail Capital Program (netting \$200 million annually)
  - +5% to the Low Carbon Transit Operations Program (netting \$100 million annually)

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Sacramento, CA 95814

- Identify miscellaneous transportation revenues (netting \$149 million annually)
- Require repayment of outstanding transportation loans over two years (freeing \$746 million in one-time revenue)

The proposal would set aside \$200 million of annual revenues to counties that adopt local sales tax measures and \$80 million of annual revenues to the California Transportation Commission for the Active Transportation Program, and otherwise directs revenue on a 50-50 split between state and local agencies for transportation maintenance and rehabilitation needs.

Finally, the bill would: put into place constitutional protections that would prohibit the Legislature from borrowing or redirecting new revenues for purposes other than those specifically outlined in Article 19 of the State Constitution; create the Office of the Inspector General; and, put into place efficiency measures, such as CEQA streamlining and advanced mitigation, designed to expedite project delivery and reduce overall project costs.

As the Special Session on transportation continues, we will report to the Board any progress in moving this funding plan forward.

### ***Cap and Trade***

Currently, AB 32, the California Global Warming Solutions Act of 2006, requires the state to reduce greenhouse gas (GHG) emissions to 1990 levels by 2020. For the past two years, members of the Legislature have worked to extend AB 32 beyond 2020. On August 24, the Legislature passed SB 32 (Pavley). SB 32 would establish a statewide GHG emissions target for 2030 of 40 percent below 1990 levels. SB 32 **did not** extend and/or clarify the ability of the Air Resources Board (ARB) to implement the market-based compliance mechanism known as Cap and Trade.

On August 16, ARB held the first auction of the 2016-17 Fiscal Year under its Cap and Trade program and the results of the auction and the state's share of revenue from the allowances sold was extremely disappointing. ARB won't know for certain the revenues to the state until September 12, but early estimates indicate the state took in roughly \$8.5 million. This marks the second consecutive auction that produced far less revenue than originally anticipated. The Governor's May Revise estimated approximately \$2 billion in revenue would be collected over the four auctions held in 2016-17.

As a result of higher than expected revenues in 2014-15 and the inability of the Legislature and the Governor to reach agreement on how to spend available revenues in 2015-16 (the 40 percent not continuously appropriated), approximately \$1.4 billion in available revenue sits in the Greenhouse Gas Reduction Fund, held over from previous years. On August 31, the Governor and the Legislature announced a spending agreement that would appropriate \$900 million of the available funding to various programs, including \$135 million for the Transit and Intercity Rail Capital Program and \$10 million to Caltrans for the Active Transportation Program.

### ***Special Session Bills of Interest (Adjourns November 30)***

#### ***ABX1 1 (Alejo) Vehicle Weight Fees (Pending)***

This bill would undo the statutory scheme that requires vehicle weight fees to be 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 STA Board SUPPORTS this bill (Board Action: 7/8/15).***

**ABX1 2 (Perea) and SBX1 14 (Cannella) Public Private Partnerships (Pending)**

Existing law authorizes the Department of Transportation and regional transportation agencies to enter into Public Private Partnerships (P3s) for certain transportation projects. Existing law prohibits a P3 from being entered into on or after January 1, 2017. These bills would extend the authorizations for P3 as a method of procurement available to regional transportation agencies until January 1, 2030. **The STA Board SUPPORTS ABX1 2 and SBX1 14 (Board Action: 7/8/15).**

**ABX1 24 (Levine and Ting) Bay Area Transportation Commission (Pending)**

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 Board OPPOSES ABX1 24 (Board Action: 10/15/15).**

**SBX1 1 (Beall) and ABX1 26 (Frazier) Transportation Funding (Pending)**

As discussed in detail above, these bills would increase several taxes and fees to address issues of deferred maintenance on state highways and local streets and roads, as well as provide new funding for public transit. Specifically, this bill would increase both the gasoline and diesel excise taxes by 17 and 30 cents, respectively; increase the vehicle registration fee by \$38; create a new \$165 vehicle registration fee applicable to zero-emission motor vehicles; increase Cap and Trade funding for transit; increase the rate of sales tax on diesel by another 3.5% for the State Transit Assistance Program, limit the borrowing of weight-fee revenues, and repay outstanding transportation loans. As a result, transportation funding would increase by approximately \$7.4 billion per year. **The STA Board SUPPORTS these bills (Board Action: 7/8/15).**

**Regular Session Bills of Interest**

**ACA 4 (Frazier) Lower-Voter Threshold for Transportation Taxes (Failed)**

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 516 (Mullin) Temporary License Plates (Signed by Governor)**

This bill would, beginning January 1, 2018, 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 (Failed)**

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 1591 (Frazier) Transportation Funding (Failed)**

This bill would increase several taxes and fees beginning in 2016, to address issues of deferred maintenance on state highways and local streets and roads, freight corridor improvements, and transit and intercity rail needs. Specifically, this bill would increase both the gasoline and diesel excise taxes by 22.5 and 30 cents, respectively; increase the vehicle registration fee; dedicate additional shares of Cap and Trade revenues to transit; redirect truck weight fees; and repay outstanding transportation loans.

As a result, transportation funding would increase by approximately \$7 billion per year. ***The STA Board SUPPORTS this bill (Board Action: 2/10/16).***

**AB 2170 (Frazier) Trade Corridors Improvement Fund (Sent to Governor)**

This bill would require revenues apportioned to the state from the National Highway Freight Program established by the federal Fixing America's Surface Transportation Act (FAST Act) to be allocated to the Trade Corridors Improvement Fund for trade corridor improvement projects approved pursuant to the Trade Corridors Improvement Program, established under the Highway Safety, Traffic Reduction, Air Quality, and Port Security Act of 2006 (Proposition 1B). ***The STA Board SUPPORTS this bill (Board Action: 4/13/16).***

**AB 2742 (Nazarian) Public Private Partnerships (Failed)**

Existing law authorizes the Department of Transportation and regional transportation agencies to enter into Public Private Partnerships (P3s) for certain transportation projects. Existing law prohibits a P3 from being entered into on or after January 1, 2017. This bill would extend the P3 authorization until January 1, 2030. ***The STA Board SUPPORTS this bill (Board Action 5/11/16).***

**SB 838 (Committee on Budget and Fiscal Review) State Transit Assistance Fix (Sent to Governor)**

This bill would make various policy changes related to transportation; of most importance is the bill's provision that would direct the State Controller's Office to temporarily return to the long-understood methodology for allocating any unallocated funding from the State Transit Assistance (STA) program for Fiscal Year (FY) 2015-16, for all funds to be allocated in FY 2016-17 and possibly through FY 2017-18. ***The STA Board SUPPORTS this bill.***

**SB 824 (Beall) Low Carbon Transit Operations Program (Sent to Governor)**

This bill would create greater flexibility in the Low Carbon Transit Operations Program (LCTOP), funded by Cap and Trade revenue, to allow, among other things, a recipient transit agency to: retain its funding share over multiple years for use in a subsequent fiscal year; use funding for operations over multiple years; shift to a programmatic DAC requirement, and, loan and/or transfer its funding share with other recipient transit agencies within its region. This bill would also allow a recipient transit agency to apply for a Letter of No Prejudice. ***The STA Board SUPPORTS this bill (Board Action: 5/11/16).***

**SB 1128 (Glazer) Bay Area Commute Benefit Policy (Sent to Governor)**

Current law authorizes, until January 1, 2017, the Metropolitan Transportation Commission and the Bay Area Quality Management District to jointly adopt and enforce an ordinance requiring employers to take a more active role in providing commute benefits to their employees, with the goal of attracting new riders to public transit; and, delivering air quality benefits, traffic congestion relief and additional fare revenue to help sustain and grow quality public transit service. Under this ordinance, impacted employers were required to offer their employees one of a series of commute benefits. This bill would indefinitely extend the statutory authorization for the Bay Area commute benefit ordinance. ***The STA Board SUPPORTS this bill (Board Action: 4/13/16).***

M E M O R A N D U M

September 1, 2016

**To:** Solano Transportation Authority  
**From:** Akin Gump Strauss Hauer & Feld LLP  
**Re:** July/August Report

In July we drafted a strategy memo that addressed how STA can pursue and advocate for federal funding for its transportation priorities. We also discussed plans for Washington advocacy meetings.

**Fiscal Year 2017 Appropriations**

Congress will return to Washington on September 6 after a long recess during which time both parties held their presidential candidate nominating conventions. Once Congress returns, it will have four weeks to complete work on legislation to fund the federal government before the current fiscal year ends on September 30. Congress will not be able to complete work on the 12 appropriations bills before October 1 so will be forced to pass a Continuing Resolution (CR), funding the federal government at current levels until after Election Day. Members of both political parties want to wrap up work quickly to return to their districts to campaign before the elections.

Leadership of the House and Senate Appropriations Committees would like to extend funding until shortly after Election Day and then return to Washington in November and pass an omnibus appropriations bill to fund the federal government for the remainder of fiscal year 2017. Conservative members of Congress object to that approach and are urging Republican leadership to pass a CR through next year based on their view that members of Congress in a lame duck session will be more likely to agree to higher funding levels and more liberal policies. The House and Senate leaders have not made a decision on the length of the CR and are expected to listen to the different viewpoints before reaching a decision. Democratic members favor passing a short term CR and completing work on the fiscal year 2017 legislation before year end.

**Climate Change and National Environmental Policy Act Review**

On August 1, the Council on Environmental Quality issued final guidance instructing agencies to review climate impacts of infrastructure projects under the National Environmental Policy Act (NEPA). Agencies are also expected to examine how climate change effects, such as sea level rise and flooding, might impact projects located in vulnerable areas.

Solano Transportation Authority  
September 1, 2016  
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Under the guidance, federal agencies will be required to consider the extent to which a proposed action and its reasonable alternatives would contribute to climate change, through GHG emissions, and take into account the ways in which a changing climate may impact the proposed action and any alternative actions, change the action's environmental effects over the lifetime of those effects, and alter the overall environmental implications of such actions.

**Proposed Rule - National Performance Management Measures to Assess Performance of the National Highway System, Freight Movement on the Interstate System, and the Congestion Mitigation and Air Quality Improvement Program**

On April 22, the Federal Highway Administration issued a proposed rule to establish national performance management measures to assess the performance of the National Highway System, Freight Movement on the Interstate System, and the Congestion Mitigation and Air Quality Improvement Program, as required by MAP-21 and the FAST Act. The proposed measure would include travel time reliability, delay hours, peak-hour congestion, freight movement, as well as on-road mobile source emissions. Under the proposed rule, State DOTs and MPOs would be expected to use the information and data generated as a result of the new regulations to make better informed transportation planning and programming decisions.

Within one year of the effective date of the rule, State DOTs would be required to establish 2-year and 4-year performance targets where their respective geographic boundary contains portions of the transportation network or project that are applicable to the measure. MPOs would have 180 days from when the State DOT establishes a target to establish a corresponding target within their metropolitan planning area. MPOs would be required to establish 4-year targets for all applicable measures. MPOs would also be required to establish 2-year targets for the Performance of the NHS, Traffic Congestion, and On-Road Mobile Source Emissions measures.

Six Republican Senators, including Senate Environment and Public Works Committee Chairman James Inhofe (R-OK), disputed the FHWA's authority to promulgate a rule requiring an assessment of GHG emissions, because carbon dioxide is not listed as an air pollutant under 23 USC Section 149. Additionally, 23 industry associations, including the American Highway Users Alliance, American Council of Engineering Companies, American Petroleum Institute, American Road and Transportation Builders Association, American Trucking Associations, Associated General Contractors of America, National Association of Manufacturers and the U.S. Chamber of Commerce, filed comments also objecting that DOT lacks the authority to issue the rule. The associations argued that the proposal would subject highway planners and engineers to

Solano Transportation Authority  
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Page 3

new and burdensome regulations without reducing GHG emissions. The American Association of State Highway and Transportation Officials (AASHTO) raised similar concerns.

### **Final Rule – Transit Asset Management - State of Good Repair**

On July 26, the Federal Transit Administration (FTA) published a final rule for Transit Asset Management (TAM) as required under MAP-21. The rule requires FTA grantees to develop asset management plans for their public transportation assets within two years and requires preliminary state-of-good-repair performance targets by January 2017. TAM plans must include an asset inventory, condition assessments of inventoried assets, including vehicles, facilities, equipment, and other infrastructure and a prioritized list of investments to improve the state of good repair of capital assets. The final rule also establishes state good repair standards and annual reporting requirements to the National Transit Database.

FTA stated in the rule that it expects transit agencies to work toward improvements in the state of good repair of their assets by improving maintenance practices and decision-making in capital asset maintenance and replacement. The rule states that this may be accomplished through proactive replacement of capital assets. As an example, the rule states that rather than operating older, unreliable buses, some transit providers may now establish a consistent replacement age for their buses that will prevent costly in-service breakdowns. The rule states that some providers may need additional funding to more effectively maintain their capital assets and suggests that assembling a quantitative asset inventory and condition assessments will better equip transit providers illustrate how much money is needed to bring their systems into a state of good repair.

### **Final Rule - Bus Testing, Safety, Reliability**

On August 1, FTA issued a final rule, effective October 12, establishing minimum performance standards, a standardized scoring system, and a pass-fail new pass/fail standard for buses and modified vans that are subject to FTA's bus testing program, as mandated by Section 20014 of MAP-21. The rule is intended to better inform local transit agencies as they evaluate and purchase buses.

The pass/fail standard and scoring system address: structural integrity, safety, maintainability, reliability, fuel economy, emissions, noise, and performance. Under the rule, recipients of FTA grants are prohibited from using FTA financial assistance to procure new buses that have not met the minimum performance standards. The rule also requires bus manufacturers to provide country-of-origin information for test unit bus components, in lieu of applying Buy America U.S. content requirements to all buses submitted for testing.

Solano Transportation Authority  
September 1, 2016  
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### **Final Rule – Transit Safety**

On August 11, FTA issued a final rule for the Public Transportation Safety Program, establishing procedural rules for FTA to administer a comprehensive safety program to improve the safety of federally-funded public transportation systems. The final rule adopts the Safety Management System (SMS) approach to safety as the basis of the FTA safety program and will be effective as of September 12.

The rule sets procedural rules for FTA to issue directives and advisories to the public transportation industry and to promulgate future safety regulations. It also lays out rules for FTA to inspect, investigate, audit, examine and test transit agencies' facilities, equipment, rolling stock and operations.

The rule establishes requirements for transit agencies in noncompliance with transit safety law and facing enforcement actions, including: requiring more frequent oversight or reporting requirements; mandating that Federal funds be spent to correct safety deficiencies before funds are spent on other projects; withholding up to 25 percent of a grantee's funding under the Urbanized Area Formula Program; and imposing restrictions or prohibitions on a transit agency's operations if FTA determines that an unsafe practice or condition creates a substantial risk of death or personal injury.

FTA will conduct a webinar on September 1 to explain the new rule to stakeholders.

## **Frazier – Beall Transportation Funding Package**

- A \$7.4 billion annual funding package to repair and maintain our state and local roads, improve our trade corridors, and support public transit and active transportation.
- A \$706 million repayment of outstanding transportation loans for state and local roads.
- Eliminates the BOE “true up” that causes funding uncertainty and is responsible for drastic cuts to regional transportation projects.
- Indexes transportation taxes and fees to the California CPI to keep pace with inflation.
- Reforms and accountability for state and local governments to protect taxpayers.
- Streamlines transportation project delivery to help complete projects quicker and cheaper.
- Protects transportation revenue from being diverted for non-transportation purposes.\*
- Helps local governments raise revenue at home to meet the needs of their communities.\*

### **New Annual Funding**

- **State** -- \$2.9 billion annually for maintenance and rehabilitation of the state highway system.
- **Locals** -- \$2.5 billion annually for maintenance and rehabilitation of local streets and roads.
- **Regions** -- \$534 million annually to help restore the cuts to the State Transportation Improvement Program (STIP).
- **Transit** -- \$516 million annually for transit capital projects and operations.
- **Freight** -- \$900 million annually for goods movement.
- **Active Transportation** -- \$80 million annually, with up to \$150 million possible through Caltrans efficiencies, for bicycle and pedestrian projects.
- Constitutional Amendment to help locals raise funding at home by lowering the voter threshold for transportation tax measures to 55 percent.\*

### **Reforms and Accountability**

- Restores the independence of the California Transportation Commission (CTC).
- Creates the Office of Transportation Inspector General to oversee all state spending on transportation.
- Increases CTC oversight and approval of the State Highway Operations and Protection (SHOPP) program.
- Requires local governments to report streets and roads projects to the CTC and continue their own funding commitments to the local system.

### **Streamlining Project Delivery**

- Permanently extends existing CEQA exemption for improvements in the existing roadway.
- Permanently extends existing federal NEPA delegation for Caltrans.
- Creates an Advance Mitigation program for transportation projects to help plan ahead for needed environmental mitigation.

### **New Annual Funding Sources**

- Gasoline Excise Tax -- \$2.5 billion (17 cents per gallon increase)
- End the BOE “true up” -- \$1.1 billion
- Diesel Excise Tax -- \$900 million (30 cents per gallon increase)
- Vehicle Registration Fee -- \$1.3 billion (\$38 per year increase)
- Zero Emission Vehicle Registration Fee -- \$16 million (\$165 per year starting in 2nd year)
- Truck Weight Fees -- \$1 billion (Return to transportation over five years)
- Diesel Sales Tax -- \$216 million (3.5% increase)
- Cap and Trade -- \$300 million (from unallocated C&T funds)
- Miscellaneous transportation revenues -- \$149 million

### **Keeping Promises and Protecting Revenues**

- One-time repayment of outstanding loans from transportation programs over two years. (\$706 million)
- Return of truck weight fees to transportation projects over five years. (\$1 billion)
- Constitutional amendment to ensure new funding cannot be diverted for non-transportation uses.

*\*These provisions will be in companion bills.*

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DATE: September 1, 2016  
TO: STA Board  
FROM: Drew Hart, Associate Planner  
RE: Solano Priority Conservation Area (PCA) Assessment and Implementation Plan

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**Background:**

The Association of Bay Area Governments (ABAG) initially began designating regional Priority Conservation Areas (PCA) in 2007. PCAs are locally identified areas for conservation which provide important agricultural, natural resource, historical, scenic, cultural, recreational, and/or ecological values and ecosystem functions. To date, Solano County has six (6) ABAG designated PCA's:

<u>PCA</u>	<u>Sponsor Agency</u>
• Vacaville-Fairfield-Solano Greenbelt and Cement Hill	City of Fairfield
• Blue Ridge Hills (Vaca Mountains)	Solano County
• Western Hills (including part of the Vallejo Lakes Property)	Solano County
• Tri City and County Cooperative Planning Area	Solano County
• Bay Trail and Ridge Trail	ABAG
• Suisun Valley	Solano County

In the fall of 2012, the Metropolitan Transportation Commission (MTC) created a \$10 million regional PCA Pilot Program with \$5 million specifically dedicated to the four North Bay Counties of Marin County, Napa County, Solano County, and Sonoma County. This pilot was developed in response to a request from STA, the County of Solano and the Napa County Transportation and Planning Agency (now Napa Valley Transportation Authority). The funding was included as part of the OneBayArea Grant (OBAG) Program via Surface Transportation Program (STP) funds. In follow up, the North Bay MTC Commissioners and Congestion Management Agency (CMA) Directors met on February 28, 2013 and agreed to distribute \$1.25 million to each North Bay county to fund their PCA priorities.

On March 13, 2013, the STA Board approved a \$1.175 million fund allocation for the County of Solano for the Suisun Valley Farm to Market Phase 1 Project. Additionally \$75,000 was approved by the STA Board on September 11, 2013 for the development of a Solano PCA Assessment and Implementation Plan to identify the project opportunities within each PCA as well as identify any potential new PCA projects. To accomplish the work, a consultant was selected and a Stakeholder Committee formed.

The Solano PCA Assessment and Implementation Plan culminates the two-year effort to understand and implement the ABAG guidelines and to identify transportation projects to enhance the open space and agricultural land in Solano County. The most noteworthy section of the Plan is the Next Steps section, which contains two important features: a prioritized list of improvement projects within PCAs, and identification of areas which ought to be considered for future PCA designation.

The City County Coordinating Council (4Cs) has reviewed the Draft Solano PCA Assessment and Implementation Plan. Once the Plan is adopted, it will guide the allocation of future PCA funds and other investments which support PCA projects. MTC has indicated its continued support for the PCA program which is demonstrated by the increase of program funds in the approaching OBAG 2 cycle. STA expects to receive \$2.05 million dedicated to PCA projects in Solano County, which will be guided by the priorities outlined in the Solano PCA Assessment and Implementation Plan.

**Discussion:**

At the June 8, 2016 STA Board Meeting, the Board approved the Draft PCA Plan to be released for a 30-day public comment period. During that time period STA received one comment letter (Attachment B) from the Delta Stewardship Council. The comments generally requested future consideration for additional PCA designations in the Suisun Marsh and the Cache Slough Complex when ABAG provides new designation opportunities. STA staff communicated with the Delta Stewardship Council, and it was decided that future designation endeavors would specifically consider the Council's requests, however no action was needed at this time.

**Fiscal Impact:**

None

**Recommendation:**

Adopt the Priority Conservation Area Assessment and Implementation Plan.

Attachments:

- A. Solano PCA Plan Introduction Chapter (full plan viewable on STA website)
- B. Delta Stewardship Council Comment Letter



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# DELTA STEWARDSHIP COUNCIL

*A California State Agency*

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July 8, 2016

Norman Richardson, Chair  
Solano Transportation Authority  
One Harbor Center, Suite 130  
Suisun City, CA 94585  
nrichardson@ci.rio-vista.ca.us

**Chair**  
Randy Fiorini

**Members**  
Aja Brown  
Frank C. Damrell, Jr.  
Patrick Johnston  
Mary Piepho  
Susan Tatayon  
Ken Weinberg

**Executive Officer**  
Jessica R. Pearson

## **RE: Draft Solano Priority Conservation Area Assessment and Implementation Plan**

Dear Chairman Richardson:

Thank you for the opportunity to comment on Solano Transportation Authority's (STA) draft Solano Priority Conservation Area (PCA) Assessment and Implementation Plan hereafter referred to as the Solano PCA Assessment Plan. We are encouraged by STA and Solano County's leadership efforts to plan for PCAs at a regional scale, and are interested in working with you in future phases of PCA planning processes.

The Association of Bay Area Governments (ABAG) established the PCA program to identify open spaces within the Bay Area region that provide regionally important agricultural, natural resource, scenic, recreation, and ecological value – particularly those areas that were also at risk for urbanization. These areas could be designated as PCAs and subsequently be eligible for grant funding to implement certain projects that support various goals such as watershed health, agricultural sustainability, and public access. Funded through the Metropolitan Transportation Commission's (MTC) One Bay Area Grant Program (OBAG), STA drafted the Solano PCA Assessment Plan to affirm existing designated PCAs and identify potential new areas that could be adopted as PCAs in the future - along with potential projects within those areas that could be eligible for OBAG or other funding.

As you may know, the Delta Stewardship Council (Council) is an independent State agency with responsibility for ensuring the long-term management and sustainability of the Delta and Suisun Marsh. The Council plays an important coordination role, working with partner agencies to foster collaboration between local, State, and Federal interests in the Delta and Suisun Marsh. This letter was prepared solely with this coordination perspective in mind and we hope the following comments are useful to the STA in your ongoing planning processes.

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*"Coequal goals" means the two goals of providing a more reliable water supply for California and protecting, restoring, and enhancing the Delta ecosystem. The coequal goals shall be achieved in a manner that protects and enhances the unique cultural, recreational, natural resource, and agricultural values of the Delta as an evolving place."*

*– CA Water Code §85054*

In 2013 the Council adopted a legally enforceable management plan for the Delta and Suisun Marsh called the Delta Plan. The Delta Plan seeks to achieve the coequal goals of protecting and enhancing the Delta ecosystem and providing for a more reliable water supply for California, in a manner that protects and enhances the Delta as an evolving place. The Delta Plan has 14 regulatory policies with which State and local agencies are required to comply if they are determined to have a “covered action” under the Delta Plan. Additionally, the Delta Plan has 73 non-regulatory recommendations with which we encourage entities to follow.

The Delta and Suisun Marsh offer diverse outdoor recreational experiences such as fishing, boating, birdwatching, hunting, and hiking. The Council encourages protecting and improving existing recreational opportunities while seeking ways to provide new, and better coordinated, opportunities. As such the Delta Plan has multiple recommendations for encouraging recreation in the Delta and Suisun Marsh, including Delta Plan Recommendation **DP R12** which calls for encouraging partnerships with State and local agencies, local landowners and business people to expand recreation and tourism. Delta Plan Recommendation **DP R11** calls for using the California State Parks’ Recreation Proposal for the Sacramento-San Joaquin Delta and Suisun Marsh as a guide for providing new and protecting existing recreation opportunities. Additionally, Delta Plan Recommendation **DP R14** calls for creating nature-based recreation opportunities like wildlife viewing, angling, and hunting.

### **Comments on the Solano PCA Assessment Plan**

We would like for STA to consider including Suisun Marsh as a proposed PCA during future PCA assessment processes. The Suisun Marsh is a truly unique place in California, being the largest contiguous brackish wetland on the west coast. It is important habitat for numerous native wildlife species including delta smelt, longfin smelt, Sacramento splittail, salt marsh harvest mouse, Ridgway’s rail, and black rail, and is critical habitat for native special-status plants like Suisun thistle, Suisun aster, soft bird’s beak, Delta tule pea, and Mason’s Lilaeopsis. The extensive managed wetlands located throughout Suisun Marsh serve as important habitat for migratory waterfowl along the Pacific Flyway.

The Solano PCA Assessment Plan explains that although it was acknowledged that Suisun Marsh represents an area of high conservation value, one of the reasons it was dropped from consideration as a proposed PCA is that “strong protections already exist” for the region. Council staff agrees that there are strong restrictions against development in Suisun Marsh. Suisun Marsh is protected from urban development through the Suisun Marsh Protection Plan (SMPP) developed and administered by the San Francisco Bay Conservation and Development Commission. Furthermore, the Delta Plan also has a regulatory policy (Delta Plan Policy **DP P1**, refer to California Code of Regulations [CCR] Section 5010) limiting urban development to areas that have been designated by city or county general plans for residential, commercial, and industrial development as of adoption of the Delta Plan. Since the Suisun City and Solano County general plans have been developed consistent with the SMPP, no areas within the Suisun Marsh are designated for these types of development.

However, we want to point out there is a definite need in the Suisun Marsh for habitat preservation and restoration, due to the wide variety of special-status native flora and fauna that depend on Suisun Marsh, as well as a huge value in enhancing recreation and public access to the unique place that is the Suisun Marsh.

The current draft Solano PCA Assessment Plan stated that “no clear projects” exist in the Suisun Marsh for which to apply funding if the region was designated a PCA. We would like to highlight a project that could benefit greatly from having this region designated in the future as a PCA. The Hill Slough Restoration Project, located just south of Suisun City, will reconnect tidal flows to a portion of the Hill Slough Wildlife Area managed by the California Department of Fish and Wildlife (CDFW) to restore valuable tidal marsh habitat. This project is currently being implemented pursuant to the Governor’s 2014 Drought Executive Order which included a call to restore habitat on CDFW property in order to mitigate for the impacts of the drought on native wildlife. The project has hit multiple roadblocks including the need to raise utility lines as well as increasing the elevation of a stretch of Grizzly Island Road. This county road is an extremely crucial transportation corridor for much of Suisun Marsh and is quite vulnerable to flooding, but could be subject to more frequent flooding with the reintroduction of tidal flows to adjoining parcels - if left as is.

Addressing those particular two infrastructure protection needs constitutes well more than half of the expected budget for the Hill Slough Restoration Project and hence represents a major financial challenge. Partnership with the STA and the PCA process would enable opportunities for CDFW to get some support for the costs related to raising Grizzly Island Road. The benefits of raising the road would first allow a much needed habitat restoration project to proceed, benefitting special status species like longfin smelt and Ridgway’s rail, and increase the reliability of an important transportation pathway in Suisun Marsh.

Additionally, there are multiple opportunities for partnership to promote recreation and public access within the Hill Slough Restoration Project area. CDFW’s restoration plan for the Hill Slough Restoration Project includes levee-top trails so the public can hike around and access better viewing points to observe marsh wildlife. California State Parks’ *Recreation Proposal for the Sacramento-San Joaquin Delta and Suisun Marsh* has recommendations for improving environmental interpretations of wildlife areas and ecological reserves in Suisun Marsh, as well as creating an auto route based Delta/Suisun Marsh Birding Trail. Designation of the Suisun Marsh as a PCA would open up opportunities for funds that can be used to implement these public access improvements and enhancements to visitor experience.

There are several other planned projects in the Suisun Marsh to restore and enhance habitat, but the Hill Slough Restoration Project emerged as a clear case of how PCA designation for Suisun Marsh could clearly help enable habitat restoration to proceed, improve transportation within a region, and facilitate public access and nature-based recreation to an area quickly and easily accessible from several urban cores in Solano County.

Norman Richardson, Chair  
Solano Transportation Authority  
July 8, 2016  
Page 4

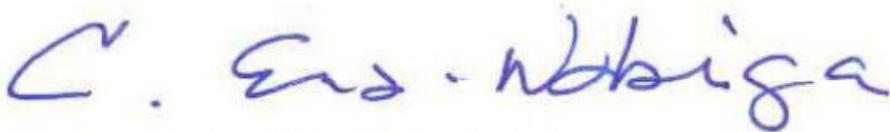
Additionally, we would like to inform you that the board of our sister agency, the Delta Conservancy, recently approved funding for an effort to develop a regional restoration strategy for the Cache Slough Complex (i.e., a region encompassing areas in and around Lindsay Slough, Cache Slough, Haas Slough, Barker Slough, Calhoun Cut) that will identify potential areas for habitat projects that would be eligible for funding by the Conservancy's Proposition 1 grant program or other funding sources. This regional restoration strategy will be developed through a stakeholder planning process that will include local agencies like Solano County, Solano County Water Agency, Yolo County, and Reclamation District 2068, along with State and federal agencies and consultants. This restoration strategy will take into consideration important land use issues such as local and regional agricultural sustainability and flood protection. We encourage you to coordinate with Delta Conservancy staff to evaluate whether the results of this planning process could be relevant to future PCA assessments.

### Conclusion

We encourage you to consider including Suisun Marsh and potentially areas within the Cache Slough Complex as proposed new PCAs when conducting future PCA assessments, so these areas can be eligible when ABAG reopens the process for incorporating new PCAs. We hope our comments are constructive and provide valuable input to STA staff as you finalize the Solano PCA Assessment Plan. If you have any questions or concerns about our comments, I encourage you to please contact:

Jessica Davenport [Jessica.Davenport@deltacouncil.ca.gov](mailto:Jessica.Davenport@deltacouncil.ca.gov) or  
Daniel Huang [Daniel.huang@deltacouncil.ca.gov](mailto:Daniel.huang@deltacouncil.ca.gov).

Sincerely,



Cassandra Enos-Nobriga  
Deputy Executive Offer  
Delta Stewardship Council

cc Greg Martinelli, California Department of Fish and Wildlife  
Campbell Ingram, Delta Conservancy  
Steve Chappell, Suisun Resource Conservation District



DATE: September 1, 2016  
TO: STA Board  
FROM: Liz Niedziela, Transit Program Manager  
RE: Scope of Work for Solano Mobility Update Study for Solano Seniors and People with Disabilities

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**Background:**

By 2050, people age 65 and older are expected to comprise 20% of the total U.S. population. In Solano County, people age 65 and older are expected to comprise 21% of the total Solano County population in 2040, ten years sooner than U.S. It is important to maintain and improve their quality of life, Solano seniors and people with disabilities need mobility and access to community resources such as employment, retail, medical, services, recreational, spiritual as well as to congregate with family and friends.

Solano Transportation Authority (STA) serves as the Congestion Management Agency for Solano County and is responsible for countywide transportation planning. In September 2014, Metropolitan Transportation Commission (MTC) designated STA as the Consolidated Transportation Services Agency (CTSA) for Solano County. As a CTSA, STA works to identify and facilitate implementation of various Mobility Management Programs and Services to support Mobility for Solano County Seniors, People with Disabilities and Low Income.

Five Community Based Transportation Plans (CBTP) and two Seniors and People with Disabilities Studies were conducted by STA in the past ten years; these focused on outreaching to local communities to identify the transportation needs of the low-income population followed by identifying and prioritizing solutions. Some of the priority projects from these studies have been implemented. Some of the highlighted strategies that addressed the transportation gaps from the CBTPs include bus shelter replacements for Solano County Transit (SolTrans) and Fairfield and Suisun Transit (FAST), Saturday service for SolanoExpress Route 30 and Dixon Redit-Ride, service to Solano Community College in Vallejo, Volunteer Driver Program, and Taxi Scrip Programs. The 2011 Solano Transportation Study for Seniors and People with Disabilities Plan led to the Solano Mobility Management Plan and the implementation of Solano Mobility Programs which include the Solano Mobility Call Center, Countywide In Person ADA Assessment Program, Travel Training, Senior Safe Driving Information, Intercity Taxi Scrip Program and designation of STA as a CTSA for Solano County.

In May 2016, STA in collaboration with Senior Coalition, Solano County and MTC conducted the Solano Seniors and People with Disabilities Transportation Summit III. The purpose for Summit III was to learn about the progress since the last two summits, identify new and continuing transportation gaps and develop next steps. One of the next steps identified is to update the 2011 Solano Transportation Study for Seniors and People with Disabilities Plan.

**Discussion:**

In order to identify and address the mobility needs of the rapidly growing seniors and disabled population in Solano County, STA will be updating of the 2011 Solano Transportation Study for Seniors and People with Disabilities Plan. A more current outreach and study of stakeholder groups will be done to address the changes in these groups, the community, and the differing strategies available now and in the future. This Study will involve significant public outreach in an effort to invite Solano County seniors and people with disabilities and stakeholders. One of the strategies is for STA to conduct seven (7) mini summits, one in each of the cities, and utilize the same tools in Summit III which include: surveys, comment cards, live voting on priorities and open forum to present transportation issues and strategies.

MTC staff recently met with STA and discussed the opportunity to update the CBTPs in Solano County. A tentative schedule to do this is anticipated to start in the beginning of 2017. STA staff plans to begin the planning and outreach for Solano Mobility Study Update for Seniors and People with Disabilities this fall.

STA staff developed a scope of work for review and comments (Attachment A). The low income component will be expanded at a later date after requirements and funding from MTC have been established for the update CBTPs.

At the July's Paratransit Coordinating Council meeting and the August meetings of the Consolidated Transportation Services Agency Advisory Committee, SolanoExpress Intercity Transit Consortium and the STA TAC this item was unanimously recommended for approval. The scope of work will be presented to the Solano Seniors and People with Disabilities Transportation Advisory Committee on September 15<sup>th</sup>. If there are any significant edits, STA staff will bring the Solano Mobility Study Update for Seniors and People with Disabilities' scope of work back to the STA Board for approval.

**Fiscal Impact:**

The Study will be funded with regional paratransit State Transit Assistance Fund (STAF) in an amount not to exceed \$158,000.

**Recommendation:**

Approve the Scope of Work for the Solano Mobility Study Update for Seniors and People with Disabilities as shown in Attachment A.

Attachment:

- A. Scope of Work for Solano Mobility Study Update for Seniors and People with Disabilities

**DRAFT**  
**SCOPE OF WORK**  
**for**  
**Solano**  
**Solano Mobility Study Update**  
**for Seniors and People with Disabilities**

**Purpose:**

To maintain and improve their quality of life, Solano seniors and people with disabilities need mobility and access to community resources such as employment, retail, medical, services, recreational, spiritual as well as to congregate with family and friends. Through extensive outreach, this study will identify existing mobility resources, mobility challenges and gaps, identify and prioritize strategies to address them to create a short and long-term mobility plan for Solano Seniors and People with Disabilities.

The Solano Transportation Authority (STA) is nearing completion of the most recent update of the Solano Comprehensive Transportation Plan (CTP). The CTP provides the basis for a long range, multi-modal transportation plan for Highways and Local Roads, Transit, and Active Modes in Solano County. One of the approved policies of the nearly completed CTP's Transit Element is to update the Solano Transportation Study for Seniors and People with Disabilities at least every six years. As the last version of this study was completed in 2011, it is time to update it.

An update of the Solano Transportation Study for Seniors and People with Disabilities will also provide input for Solano County transit operators' short and long-range transit plans, implementation plans for future paratransit and mobility services, and help prioritize new funding revenues and programs for senior and people with disabilities' mobility services.

**Tasks:**

- 1. Confirm Project Goals and Finalize Scope of Services and Work Plan**
- 2. Identify Existing and Planned Mobility Services for Solano Seniors or People with Disabilities**
  - Inventory existing public transit services (fixed-route, paratransit, taxi, and related programs) that serve Seniors and People with Disabilities and planned services as identified in Short Range Transit Plans and other planning documents as well as outreach to transit operators.
  - Inventory and survey non-profit and private organizations that offer mobility to Solano Seniors and People with disabilities such as senior centers, senior and people with disabilities programs, non-profit groups, volunteer programs, health groups, taxi services, private businesses, web-based services, and others.
  - Identify and analyze emerging technology and transportation services and their impact on mobility for Solano Seniors and People with Disabilities.

### **3. Identify Existing and Projected Mobility Needs of Senior and People with Disabilities through Quantitative and Qualitative Methods**

- Review and compile all current data concerning Solano seniors and people with disabilities including, but not limited to, the following: the 2010 U.S. Census and follow-up survey data, regional transportation studies on seniors and people with disabilities needs, Solano Transit Ridership Surveys, Mobility Management Study, Short Range Transit Plans, Solano Senior Coalition studies, 2016 Senior Summit data, and other studies.
- Summarize progress of implementation and resources available since the 2011 Solano Transportation Study for Senior and People with Disabilities.
- Partner and collect information from senior centers as well as public, private and non-profit organizations specializing in senior and disabled issues.
- Conduct outreach throughout the county such as events, surveys and other methods to identify existing and projected mobility needs of Seniors and People with Disabilities.

### **4. Public Outreach**

- Develop and implement an outreach plan that will capture the diversity of Solano's seniors and disabled communities in terms of socio-economics, ethnicity, veteran status, age and ability spectrum, etc.
- Seek input from each city's community members through surveys, interviews, meetings, on-line, and/or other means on the topics of mobility services used, transportation challenges and needs for seniors and people with disabilities.
- Partner with other organizations to streamline the collection of input.
- Seek input and present findings from approximately seven community events and /or mini Summits throughout Solano County (ideally in each city) that represent seniors and people with disabilities population.
- Organize and facilitate public meetings and prepare meeting summaries
- Seek input from and present findings to the STA's Consolidated Transportation Services Agency (CTSA), Solano Senior and People with Disabilities Transportation Advisory Committee (SSPwDTAC), Paratransit Coordinating Committee (PCC), other STA committees and the STA Board.

### **5. Prioritize Senior and People with Disabilities' Mobility Needs and Strategies**

- Identify Seniors and People with Disabilities Stakeholders and create Stakeholder Working Group
- Meet with Stakeholders and inform them of existing and projected demand for mobility services and existing and planned services
- Identify potential solutions including those that may be traditional (transit service modifications, bus stop improvements, taxi services, etc.) and recently emerging (vehicle/van/bike sharing programs, travel training, smart-phone based mobility services, etc.)
- Prioritize needs and preliminary potential solutions
- Identify cost and implementation issues associated with solutions
- Work with Stakeholders to create initial draft of re-prioritized needs and solutions

**6. Draft Study will be available for review on STA’s website and presented to CTSA, Solano Seniors and People with Disabilities Advisory Committee, Paratransit Coordinating Council, SolanoExpress Intercity Transit Consortium and STA Board.**

- Present the services inventory and demand data.
- Present stakeholders and public outreach process
- Present the prioritized mobility needs and strategies
- Present the 25 year Implementation Plan, with five year increments which will include a funding plan

**7. Final Study**

- Finalize the report incorporating input from public review of draft study
- Prepare the report for electronic and hard copy distribution.

DRAFT

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DATE: August 31, 2016  
TO: STA Board  
FROM: Anthony Adams, Assistant Project Manager  
RE: Highway Safety Improvement Program (HSIP) Cycle 8 Grant Award for  
Countywide Systemic Safety Analysis Report Program (SSARP)

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**Background:**

The Highway Safety Improvement Program (HSIP) is a bi-annual funding program for local safety projects. Every two years, a call for projects is released with jurisdictions applying based on accident data. If a particular location has a high incidents of accidents, then depending on the preferred treatment, a project would receive a B/C ratio. A B/C ratio above a certain number, 3.5 for cycle 8, would mean the project is eligible for HSIP funding. While the program is “competitive” it is also a “formula” based program, with most applicants receiving an award.

\$10 million from the HSIP was set aside and exchanged for state funds to implement a new safety analysis program, the Systemic Safety Analysis Report Program (SSARP). The intent of the SSARP is to assist local agencies in performing collision analysis, identifying safety issues on their roadway network, and developing a list of systemic low-cost countermeasures that can be used to prepare future HSIP and other safety program applications. The money is to be released in two “phases.” The first phase was for \$4,000,000 and is closed, with awards being expected the end of May. Caltrans announced SSARP Phase 2 Call for Applications, with a total award of \$6,000,000, on April 21, 2016. The application due date was Friday, May 27, 2016.

**Discussion:**

STA has been awarded a \$555,555 grant for a countywide safety analysis study, the largest grant awarded statewide. This grant will build on the recently adopted 2016 Solano Safety Plan, which identified 76 locations, by identifying additional locations and prescribing potential treatments. The scope of the grant allows Solano to fill in the missing data gaps of roadway and traffic volume data so that they may be used in conjunction with existing crash data to perform data-driven safety analysis. The primary goal is to identify locations throughout Solano County where high-benefit and low-cost safety countermeasures may be implemented in order to save the most lives and to prevent future severe injuries in Solano County. These identified locations can then apply for Highway Safety Improvement Program (HSIP) grants, which are based on formula (the higher the cost-benefit ratio, the more likely the project is to be funded.)

Funding for this analysis will be available through this grant early next year (2017). The next steps are as follows:

- Work with PDWG, TAC, and City Traffic Engineers to decide what type of data is to be collected (August-September)
- Identify deficiencies in data collection and reporting (September-October)
- Propose potential solutions to data gaps (October-November)
- Compile an RFP with scope agreed upon by all member agencies (November-December)

- Obligate Funds (January-February 2017)
- Release RFP (March-April 2017)
- Select and Begin Work Consultant (May 2017)

**Fiscal Impact:**

\$500,000 safety grant awarded to STA. \$55,555 local match, provided by STA member agency contributions, approved by STA Board on June 8<sup>th</sup>.

**Recommendation:**

Informational.

Attachment:

- A. SSARP Award Notification

## Systemic Safety Analysis Report Program (SSARP) - Applications Selected for Funding (7/15/16)

No.	SSARP ID	CT District	Agency (Applicant)*	Partnering Agency / Agencies**	County	Total Project Cost	SSARP Funds***	Local Funds
1	P1001	1	Del Norte County	Crescent City	Del Norte	\$ 75,000	\$ 67,500	\$ 7,500
2	P2001	1	Humboldt County		Humboldt	\$ 75,000	\$ 67,500	\$ 7,500
3	P1002	2	Plumas County		Plumas	\$ 100,000	\$ 90,000	\$ 10,000
4	P2002	2	Tehama County		Tehama	\$ 275,000	\$ 247,500	\$ 27,500
5	P2003	3	Colfax		Placer	\$ 275,000	\$ 247,500	\$ 27,500
6	P2004	3	Sacramento		Sacramento	\$ 250,000	\$ 225,000	\$ 25,000
7	P2005	3	Tahoe Regional Planning Agency	El Dorado County, City of South Lake Tahoe, Placer County	Eldorado/Placer	\$ 250,000	\$ 225,000	\$ 25,000
8	P2006	3	Woodland		Yolo	\$ 200,000	\$ 180,000	\$ 20,000
9	P2007	4	Alameda County		Alameda	\$ 250,000	\$ 220,000	\$ 30,000
10	P2008	4	Colma*		San Mateo	\$ 300,000	\$ 250,000	\$ 50,000
11	P2009	4	Contra Costa County		Contra Costa	\$ 200,000	\$ 180,000	\$ 20,000
12	P1003	4	Daly City		San Mateo	\$ 150,000	\$ 135,000	\$ 15,000
13	P1004	4	Marin County	All Cities in Marin County	Marin	\$ 555,000	\$ 499,500	\$ 55,500
14	P2010	4	Millbrae*		San Mateo	\$ 55,000	\$ 49,500	\$ 5,500
15	P1005	4	San Francisco Municipal Transportation Agency		San Francisco	\$ 400,000	\$ 250,000	\$ 150,000
16	P1006	4	San Pablo*		Contra Costa	\$ 250,000	\$ 225,000	\$ 25,000
17	P2011	4	Solano transportation authority	Cities of Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville and Vallejo; and Solano County	Solano	\$ 555,556	\$ 500,000	\$ 55,556
18	P2012	4	Sonoma*		Sonoma	\$ 80,000	\$ 72,000	\$ 8,000
19	P2013	4	South San Francisco*		San Mateo	\$ 110,000	\$ 99,000	\$ 11,000
20	P1008	5	Monterey County		Monterey	\$ 100,000	\$ 90,000	\$ 10,000
21	P1007	5	Monterey*		Monterey	\$ 220,000	\$ 198,000	\$ 22,000
22	P1009	5	San Luis Obispo County		San Luis Obispo	\$ 120,000	\$ 108,000	\$ 12,000
23	P2014	6	Dinuba		Tulare	\$ 30,000	\$ 24,000	\$ 6,000
24	P2015	6	Kern County		Kern	\$ 250,000	\$ 225,000	\$ 25,000
25	P2016	6	Kings County		Kings	\$ 50,000	\$ 45,000	\$ 5,000
26	P1010	6	Kingsburg*		Fresno	\$ 20,000	\$ 18,000	\$ 2,000

## Systemic Safety Analysis Report Program (SSARP) - Applications Selected for Funding (7/15/16)

No.	SSARP ID	CT District	Agency (Applicant)*	Partnering Agency / Agencies**	County	Total Project Cost	SSARP Funds***	Local Funds
27	P2017	6	Madera County		Madera	\$ 275,000	\$ 247,500	\$ 27,500
28	P1011	6	McFarland*		Kern	\$ 250,000	\$ 225,000	\$ 25,000
29	P2018	6	Reedley		Fresno	\$ 250,000	\$ 225,000	\$ 25,000
30	P1012	6	Sanger*		Fresno	\$ 68,000	\$ 61,200	\$ 6,800
31	P2019	7	Bell		Los Angeles	\$ 22,000	\$ 19,800	\$ 2,200
32	P1013	7	Compton		Los Angeles	\$ 275,000	\$ 247,500	\$ 27,500
33	P1014	7	El Monte		Los Angeles	\$ 275,000	\$ 247,500	\$ 27,500
34	P2020	7	Hermosa Beach		Los Angeles	\$ 93,500	\$ 84,150	\$ 9,350
35	P2021	7	La Canada Flintridge		Los Angeles	\$ 50,000	\$ 45,000	\$ 5,000
36	P1015	7	Long Beach		Los Angeles	\$ 250,000	\$ 225,000	\$ 25,000
37	P2022	7	Los Angeles		Los Angeles	\$ 275,000	\$ 247,500	\$ 27,500
38	P2023	7	Los Angeles County		Los Angeles	\$ 275,000	\$ 247,500	\$ 27,500
39	P2024	7	Palos Verdes Estates		Los Angeles	\$ 125,000	\$ 112,500	\$ 12,500
40	P2025	7	South Gate		Los Angeles	\$ 60,000	\$ 54,000	\$ 6,000
41	P1016	7	Ventura		Ventura	\$ 150,000	\$ 127,500	\$ 22,500
42	P2026	8	Corona*		Riverside	\$ 350,000	\$ 250,000	\$ 100,000
43	P1017	8	Desert Hot Springs*		Riverside	\$ 72,000	\$ 64,800	\$ 7,200
44	P1018	8	Eastvale		Riverside	\$ 89,100	\$ 80,190	\$ 8,910
45	P2027	8	Hemet		Riverside	\$ 100,000	\$ 90,000	\$ 10,000
46	P1019	8	Lake Elsinore		Riverside	\$ 55,000	\$ 49,500	\$ 5,500
47	P2028	8	Riverside County*		Riverside	\$ 280,000	\$ 250,000	\$ 30,000
48	P1020	8	San Bernardino		San Bernardino	\$ 277,780	\$ 250,000	\$ 27,780
49	P2029	9	Mammoth Lakes*		Mono	\$ 100,000	\$ 90,000	\$ 10,000
50	P1021	9	Mono County		Mono	\$ 50,000	\$ 45,000	\$ 5,000
51	P1022	10	Ceres		Stanislaus	\$ 81,300	\$ 73,170	\$ 8,130
52	P1023	10	Merced County		Merced	\$ 120,000	\$ 108,000	\$ 12,000
53	P1024	10	Modesto		Stanislaus	\$ 250,000	\$ 225,000	\$ 25,000
54	P2030	10	Stanislaus County		Stanislaus	\$ 750,000	\$ 250,000	\$ 500,000
55	P2031	11	El Cajon		San Diego	\$ 75,000	\$ 67,500	\$ 7,500
56	P1025	11	Lemon Grove		San Diego	\$ 34,100	\$ 30,690	\$ 3,410
57	P2032	11	San Diego		San Diego	\$ 275,000	\$ 247,500	\$ 27,500
58	P1026	12	Fountain Valley*		Orange	\$ 250,000	\$ 225,000	\$ 25,000

## Systemic Safety Analysis Report Program (SSARP) - Applications Selected for Funding (7/15/16)

No.	SSARP ID	CT District	Agency (Applicant)*	Partnering Agency / Agencies**	County	Total Project Cost	SSARP Funds***	Local Funds
59	P1027	12	La Habra		Orange	\$ 150,000	\$ 135,000	\$ 15,000
60	P1028	12	Orange County Transportation Authority	County-wide	Orange	\$ 350,000	\$ 315,000	\$ 35,000
61	P2033	12	Placentia*		Orange	\$ 165,000	\$ 148,500	\$ 16,500

**Total** **\$ 11,763,336** **\$ 9,949,500** **\$ 1,813,836**

**Notes:**

\*Funding award is temporary if the agency (applicant) is marked with (\*). Caltrans may contact the local agency for a scope change to better serve the purpose of the program;

\*\* Only listed as "Partnering Agency/Agencies" if they are cities/counties.

\*\*\* SSARP Funds may have been adjusted so that (1) the local funds are at least 10% of the total project cost; and (2) the SSARP funds in a project are no more than the maximum allowed.

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DATE: August 31, 2016  
 TO: STA Board  
 FROM: Ryan Dodge, Associate Planner  
 RE: Automated Bicycle and Pedestrian Counters Quarterly Report

**Background:**

The STA purchased eight portable automated counters (four bicycle and four pedestrian) in March, 2015 for the purpose of collecting continuous volume count data throughout Solano County and the seven cities.

Volume count data is collected and used primarily for competitive grant applications, to collect before-data for funded projects, to collect after-data to help evaluate the effectiveness of implemented projects, and to assist the STA Bicycle Advisory Committee (BAC) and the STA Pedestrian Advisory Committee (PAC) in prioritizing future projects. Counters are available for use on a first-come-first-serve basis (Attachment A. STA Automated Counter User Agreement).

**Discussion:**

STA staff has coordinated the installation of automated counters at five locations and has counted a total of nearly 80,000\* people walking, biking, or rolling the past two years.

**Automated Bicycle and/or Pedestrian Volume Data Collected to Date**

Location	Location Detail	Data Collection Purpose	Year	Count Status	Count Data Days	Ped ADT *	Bike ADT *	Ped / Bike ADT*
Suisun City	McCoy Creek Path, at Central County Bikeway	ATP grant application	2015	Completed	366	n/a	n/a	103
Vallejo	Bay Trail, between B and Hichborn Streets	ATP grant application	2015	Completed	366	n/a	n/a	98
County	Suisun Valley Parkway, south of Rockville Road	ATP grant application	2015	Completed	9	n/a	49	n/a
Vacaville	East Main Street, between McClellan and Wilson Streets	Redevelopment project	2016	Completed	17	37	15	52
Dixon	1st Street / SR-113, midblock between County Fair Drive and East Chestnut Street	Event (May Fair)	2016	Completed	11	631	n/a	n/a
Vallejo	Fairgrounds Drive, underneath SR-37	Redevelopment project	2016	In Progress	7+	n/a	n/a	n/a

\* Reported volume counts are raw data (not validated). ADT = Average Daily Traffic

The following locations have been identified as potential locations for future bicycle and/or pedestrian volume data collection efforts. Proposed target dates may be revised if and when new projects and plans are developed and implemented which may require delaying previously planned deployments of automated counter equipment.

### Planned and Proposed Automated Bicycle and/or Pedestrian Volume Data Collection

Location	Location Detail	Data Collection Purpose	Count Status	Target Date	Counter Type
Benicia	Benicia-Martinez Bridge	Initial count, compare to future counts	Proposed	TBD	Bike
Benicia	Intermodal Station	Initial count, compare to future counts	Proposed	TBD	Ped/Bike
County / Fairfield	80/680/SR-12, adjacent bikeways	After-construction	Under Review	Fall 2016	Bike
County	North Connector	Initial count, compare to future counts	Proposed	TBD	Ped/Bike
County	Pleasants Valley Road	Initial count, compare to future counts	Proposed	TBD	Bike
Dixon	West B Street undercrossing	School activity; Initial count, compare to future counts	Planned	Fall 2016	Ped/Bike
Fairfield	East Tabor Avenue Railroad Track Crossing	Before data to compare to after project data	Proposed	TBD	Ped/Bike
Fairfield / Suisun City	Pedestrian bridge, connecting Union Street to Main Street	Before data to compare to after project data	Proposed	TBD	Ped/Bike
Fairfield	Suisun Parkway	Initial count, compare to future counts	Proposed	TBD	Ped/Bike
Suisun City	Driftwood Drive	School activity; Initial count, compare to future counts	Proposed	TBD	Ped/Bike
Vallejo	Bay Trail	Long-term tracking	Proposed	Spring 2017	Ped/Bike

### **Recommendation:**

Informational.

Attachments:

- A. STA Automated Counter User Agreement
- B. STA Automated Bicycle and Pedestrian Counter Site Selection Policy



Solano Transportation Authority

... working for you!

SOLANO TRANSPORTATION AUTHORITY

Member Agencies:

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

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

**AUTOMATED BICYCLE AND PEDESTRIAN COUNTER  
USER AGREEMENT**

Agency: \_\_\_\_\_

Name: \_\_\_\_\_

Position: \_\_\_\_\_

Email: \_\_\_\_\_

Office Phone: \_\_\_\_\_

Cell Phone (work or personal): \_\_\_\_\_

Signature: \_\_\_\_\_

Date Signed: \_\_\_\_\_

Manager/Supervisor's Name: \_\_\_\_\_

Manager/Supervisor's Position: \_\_\_\_\_

By signing above, User agrees to adhere to the STA Automated Bicycle Counter User Guide and to the STA Automated Pedestrian Counter User Guide and handle equipment with care during transport, installation, use, and removal so as to limit damage and to ensure operational functionality for the entire capital lifespan of the equipment. Damaged or missing equipment shall be reported to the STA as soon as practicable. User agrees to assume responsibility for repair or replacement of parts and equipment while in their possession, under their supervision, and/or due to improperly securing equipment against theft and tampering.

If a dispute should arise relative to the performance and/or enforcement of any provision of this Agreement, the dispute shall first be considered by the STA TAC. Final resolution of disputes will be determined by the STA Board of Directors.

Please return signed form to Ryan Dodge at [rdodg@sta.ca.gov](mailto:rdodg@sta.ca.gov).



## Solano Transportation Authority (STA) Automated Bicycle and Pedestrian Counter Site Selection Policy

The STA owns and operates eight portable automated counters (four pneumatic tube bicycle counters and four passive infrared pedestrian/bicycle/people counters). The STA, Solano County, and the seven member cities within Solano County have priority over requests from outside agencies and stakeholders, in case of time or resource conflict.

The STA will prioritize requests to use automated counters to collect bicycle and/or pedestrian volume data based on the following criteria:

### Priority 1: Grant Funding Opportunities (Applications).

Proposed projects seeking competitive grant funds, including but not limited to grants from the Active Transportation Program (ATP), Bay Area Air Quality Management District (BAAQMD), and Yolo-Solano Air Quality Management District (YSAQMD).

### Priority 2: Before-Data (Funded Projects and Studies).

Projects with secured implementation-funding (grant or otherwise), and funded studies, for data collection prior to (potential) project implementation.

### Priority 3: After-Data to Supplement Before-Data.

Implemented projects that previously used automated counters to collect before-project volume data.

### Priority 4: Priority Projects.

Planned projects that have been prioritized through: approved plans; by the STA Bicycle Advisory Committee (BAC); by the STA Pedestrian Advisory Committee (PAC); within a Priority Conservation Area (PCA); and/or within a Priority Development Area (PDA).

### Priority 5: All Other Projects and Purposes.

Proposed projects under review by the STA Bicycle Advisory Committee (BAC) and by the STA Pedestrian Advisory Committee (PAC) in order to determine priority projects for planning and funding purposes. STA will also accept requests to use automated counters for purposes not described above, or for use by other jurisdictions such as a neighboring Congestion Management Agency (CMA), on a case-by-case basis.



DATE: September 2, 2016  
 TO: STA Board  
 FROM: Drew Hart, Associate Planner  
 RE: Summary of Funding Opportunities

**Discussion:**

Below is a list of funding opportunities that will be available to STA member agencies during the next few months, broken up by Federal, State, and Local. Attachment A provides further details for each program.

	FUND SOURCE	AMOUNT AVAILABLE	APPLICATION DEADLINE
<b>Regional</b>			
1.	One Bay Area Grant (OBAG) Cycle 2	\$14 million	November 18, 2016
2.	Carl Moyer Memorial Air Quality Standards Attainment Program (for San Francisco Bay Area)	Approximately <b>\$15 million</b>	Due On First-Come, First Served Basis
3.	Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)	Approximately <b>\$10 million</b>	Due On First-Come, First-Served Basis
4.	Air Resources Board (ARB) Clean Vehicle Rebate Project (CVRP)	Up to <b>\$2,500</b> rebate per light-duty vehicle	Due On First-Come, First-Served Basis (Waitlist)
5.	Bay Area Air Quality Management District (BAAQMD) Hybrid Electric Vehicle Purchase Vouchers (HVIP) (for fleets)	Approximately <b>\$10,000 to \$45,000</b> per qualified request	Due On First-Come, First-Served Basis
<b>State</b>			
<b>Federal</b>			

\*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
<b>Regional Grants<sup>1</sup></b>						
<b>One Bay Area Grant (OBAG) Cycle 2</b>	Robert Macaulay Director of Planning STA	November 18, 2016	\$14 million	The One Bay Area Grant (OBAG) is the federal funding package allocated through MTC. This is a five year funding package including STP and CMAQ funds. STA administers these funds through its role as a CMA.	N/A	Technical Advisory Committee will decide on administrative options. The STA Board will select project and programs for funding at the February 2017 Board Meeting.
<b>Carl Moyer Memorial Air Quality Standards Attainment Program (for San Francisco Bay Area)</b>	Anthony Fournier Bay Area Air Quality Management District (415) 749-4961 <a href="mailto:afournier@baaqmd.gov">afournier@baaqmd.gov</a>	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. <b>\$15 million</b>	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 <a href="http://www.baaqmd.gov/Divisions/Strategic-Incentives/Funding-Sources/Carl-Moyer-Program.aspx">http://www.baaqmd.gov/Divisions/Strategic-Incentives/Funding-Sources/Carl-Moyer-Program.aspx</a>
<b>Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)</b>	Gary A. Bailey Sacramento Metropolitan Air Quality Management District (916) 874-4893 <a href="mailto:gbailey@airquality.org">gbailey@airquality.org</a>	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. <b>\$10 million</b> , 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 <a href="http://www.airquality.org/mobile/moyererp/index.shtml">http://www.airquality.org/mobile/moyererp/index.shtml</a>

<sup>1</sup> 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
<b>Regional Grants<sup>1</sup></b>						
<b>Air Resources Board (ARB) Clean Vehicle Rebate Project (CVRP)*</b>	Graciela Garcia ARB (916) 323-2781 <a href="mailto:ggarcia@arb.ca.gov">ggarcia@arb.ca.gov</a>	Application Due On First-Come, First-Served Basis (Currently applicants are put on waitlist)	Up to <b>\$5,000</b> 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 <a href="http://www.arb.ca.gov/mspr/og/aqip/cvrp.htm">http://www.arb.ca.gov/mspr/og/aqip/cvrp.htm</a>
<b>Bay Area Air Quality Management District (BAAQMD) Hybrid Electric Vehicle Purchase Vouchers (HVIP)*</b>	To learn more about how to request a voucher, contact: <b>888-457-HVIP</b> <a href="mailto:info@californiahvip.org">info@californiahvip.org</a>	Application Due On First-Come, First-Served Basis	Approx. <b>\$10,000 to \$45,000</b> 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 <a href="http://www.californiahvip.org/">http://www.californiahvip.org/</a>

\*New Funding Opportunity

\*\*STA staff, Drew Hart, can be contacted directly at (707) 399-3214 or [dhart@sta.ca.gov](mailto:dhart@sta.ca.gov) for assistance with finding more information about any of the funding opportunities listed in this report



DATE: September 8, 2016  
TO: STA Board  
FROM: Johanna Masiolat, Clerk of the Board  
RE: 2016 STA Board and Advisory Committees Meeting Schedule

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**Discussion:**

Attached is the 2016 STA Board and Advisory Committees Meeting Schedule that may be of interest to the STA Board.

**Fiscal Impact:**

None.

**Recommendation:**

Informational.

Attachment:

- A. STA Board and Advisory Committees Meeting Schedule for Calendar Year 2016



**STA BOARD AND ADVISORY  
COMMITTEE MEETING SCHEDULE  
CALENDAR YEAR 2016**

**SUMMARY:**  
 STA Board: Meets 2<sup>nd</sup> Wednesday of Every Month  
 Consortium : Meets Last Tuesday of Every Month  
 TAC: Meets Last Wednesday of Every Month  
 BAC: Meets 1<sup>st</sup> Thursday of every Odd Month  
 PAC: Meets 1<sup>st</sup> Thursday of every Even Month  
 PCC: Meets 3<sup>rd</sup> Thursday of every Odd Month

DATE	TIME	DESCRIPTION	LOCATION	STATUS
Thurs., January 7	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
Wed., January 13	6:00 p.m.	STA Board Meeting	Suisun City Hall	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
Thurs., March 31, 2016	9:30 a.m.	Consolidated Transportation Services Agency (CTSA-AC)	County Multi-purpose Room	Confirmed
Thurs., February 4	6:00 p.m.	Pedestrian Advisory Committee (PAC)	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
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
Thurs., March 3	6:30 p.m.	Bicycle Advisory Committee (BAC)	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
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
Thurs., March 31	9:30 a.m.	Consolidated Transportation Services Agency (CTSA-AC)	County Multi-purpose Room	Confirmed
Thurs., April 7	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Confirmed
Wed., April 13	6:00 p.m.	STA Board Meeting	Suisun City Hall	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
Thurs., May 5	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
Wed., May 11	6:00 p.m.	STA Board Meeting	Suisun City Hall	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 17	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
Thurs., May 26	9:30 a.m.	Consolidated Transportation Services Agency (CTSA-AC)	County Events Center	Confirmed
Thurs., June 2	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Tentative
Wed., June 8	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
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
Thurs., July 7	6:30 p.m.	Bicycle Advisory Committee (BAC)	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
July 26 (No Meeting)	SUMMER	Intercity Transit Consortium	N/A	N/A
July 27 (No Meeting)	RECESS	Technical Advisory Committee (TAC)	N/A	N/A
Thurs., July 28	9:30 a.m.	Consolidated Transportation Services Agency (CTSA-AC)	County Multi-purpose Room	Confirmed
Thurs., August 4	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Confirmed
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
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
Thurs., September 1	6:30 p.m.	Bicycle Advisory Committee (BAC)	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)	Ulati Community Center	Tentative
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
Thurs., September 29	9:30 a.m.	Consolidated Transportation Services Agency (CTSA-AC)	County Multi-purpose Room	Confirmed
Thurs., October 6	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Confirmed
Wed., October 12	6:00 p.m.	STA Board Meeting	Suisun City Hall	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
Thurs., November 3	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
Wed., November 9	6:00 p.m.	STA's 19 <sup>th</sup> Annual Awards	TBD - Rio Vista	Confirmed
Tues., December 15	1:30 p.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
Wed., November 16	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Thurs., November 17	1:00 p.m.	Paratransit Coordinating Council (PCC)	John F. Kennedy Library	Tentative
Thurs., December 1	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Confirmed
Wed., December 14	6:00 p.m.	STA Board Meeting	Suisun City Hall	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