



INTERCITY TRANSIT CONSORTIUM MEETING AGENDA

1:30 p.m., Tuesday, August 30, 2016

Solano Transportation Authority

One Harbor Center, Suite 130

Suisun City, CA 94585

ITEM

STAFF PERSON

1. CALL TO ORDER

Nathaniel Atherstone,
Chair

2. APPROVAL OF AGENDA

3. OPPORTUNITY FOR PUBLIC COMMENT

(1:30 – 1:35 p.m.)

4. REPORTS FROM MTC, STA STAFF AND OTHER AGENCIES

(1:35 – 1:45 p.m.)

5. CONSENT CALENDAR

Recommendation: Approve the following consent items in one motion.

(1:45 – 1:50 p.m.)

A. Minutes of the Consortium Meeting of June 28, 2016

Johanna Masiclat

Recommendation:

Approve the Consortium Meeting Minutes of June 28, 2016.

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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

Philip Kamhi

Recommendation:

Forward a recommendation to the STA TAC and Board to 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.

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CONSORTIUM MEMBERS

Janet Koster	Nathan Atherstone	Debbie McQuilkin	Mona Babauta	Brian McLean	Rachel Ford	Judy Leaks	Liz Niedziela
Dixon Readi-Ride	(Chair) Fairfield and Suisun Transit (FAST)	Rio Vista Delta Breeze	Solano County Transit (SolTrans)	Vacaville City Coach	County of Solano Dept. of Health & Social Svcs.	SNCI	(Vice Chair) STA Philip Kamhi STA Staff

6. ACTION FINANCIAL ITEMS

- A. None.

7. ACTION NON-FINANCIAL ITEMS

- A. **Scope of Work for Solano Mobility Update Study for Solano Seniors, People with Disabilities** Liz Niedziela
Recommendation:
Forward a recommendation to the STA TAC and Board to approve the Scope of Work for the Solano Mobility Study Update for Seniors, People with Disabilities.
(1:50 – 1:55 p.m.)
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- B. **Solano Intercity Taxi Scrip Program Fiscal Year (FY) 2015-16 Year End Report** Debbie McQuilkin
Recommendation:
Forward a recommendation to the STA TAC and Board to receive and file.
(1:55 – 2:20 p.m.)
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- C. **Solano County Intercity Taxi Scrip Program Identification Cards** Debbie McQuilkin
Recommendation:
Forward a recommendation to the STA TAC and 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.
(2:20 – 2:30 p.m.)
Pg. 25
- D. **Legislative Update** Robert Macaulay
Recommendation:
Forward a recommendation to the STA TAC and Board to approve the following positions:
✓ Transportation Funding Package (Beall-Frazier) - *support*
✓ AB 2374 (Chiu) - *support*
(2:30 – 2:35 p.m.)
Pg. 29

8. INFORMATIONAL ITEMS – DISCUSSION

- A. **One Bay Area Grant Cycle 2 (OBAG 2) Call for Projects** Robert Macaulay
(2:35 – 2:55 p.m.)
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9. INFORMATIONAL ITEMS - NO DISCUSSION

A. Mobility Call Center/Transportation Info Depot Monthly Updates Sean Hurley
Pg. 107

B. Summary of Funding Opportunities Drew Hart
Pg. 109

10. TRANSIT CONSORTIUM OPERATOR UPDATES AND COORDINATION ISSUES Group

11. FUTURE INTERCITY TRANSIT CONSORTIUM AGENDA ITEMS Group

September 2016

- A. Coordinated Short Range Transit Plans (SRTP)
- B. Transit Corridor Study Service Plan – SolanoExpress
- C. Status of Funding for Mobility Management Programs
- D. Multi-Year STAF Funding Priorities
- E. Transit Corridor Study Phase 1 Service Recommendation
- F. Draft CTP Transit and Rideshare Element Projects and Programs

November 2016

- A. Intercity Taxi Scrip New Service Delivery Model for Ambulatory and Non-Ambulatory
- B. SolanoExpress Marketing Update
- C. Update of SolanoExpress Bus Capital Replacement Plan
- D. Alternative Fuels Policy Update
- E. Draft CTP Transit and Rideshare Element

11. ADJOURNMENT

The next regular meeting of the Solano Express Intercity Transit Consortium is scheduled for **1:30 p.m. on Tuesday, September 27, 2016.**

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**INTERCITY TRANSIT CONSORTIUM
Meeting Minutes of June 28, 2016**

1. CALL TO ORDER

Chair Atherstone called the regular meeting of the SolanoExpress Intercity Transit Consortium to order at approximately 1:30 p.m. in the Solano Transportation Authority Conference Room.

Members

Present:	Nathaniel Atherstone, Chair	Fairfield and Suisun Transit (FAST)
	Liz Niedziela, Vice Chair	STA
	Michael Abegg	Solano County Transit (SolTrans)
	Debbie McQuilkin	Rio Vista Delta Breeze
	Judy Leaks	SNCI

Members

Absent:	Janet Koster	Dixon Read-Ride
	Mona Babauta	SolTrans
	Brian McLean	City of Vacaville
	Matt Tuggle	County of Solano

Also Present (In Alphabetical Order by Last Name:

Daryl Halls	STA
Philip Kamhi	STA
Robert Macaulay	STA
Johanna Masiclat	STA
Karla Castro	HS Intern, Mobility Management Program
Jailene Cross	HS Intern, Transit Program

2. APPROVAL OF THE AGENDA

On a motion by Liz Niedziela, and a second by Judy Leaks, the SolanoExpress Intercity Transit Consortium approved the agenda. (5 Ayes, 3 Absent)

3. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

4. REPORTS FROM MTC, STA STAFF AND OTHER AGENCIES

None presented.

5. CONSENT CALENDAR

On a motion by Liz Niedziela, and a second by Judy Leaks, the SolanoExpress Intercity Transit Consortium approved Consent Calendar Items A. (5 Ayes, 3 Absent)

A. Minutes of the Consortium Meeting of May 17, 2016

Recommendation:

Approve the Consortium Meeting Minutes of May 17, 2016.

B. Revised Fiscal Year (FY) 2016-17 Transportation Development Act (TDA) Matrix - July 2016 – Solano County Transit (SolTrans) and Revision for STA

Recommendation:

Forward a recommendation to the STA TAC and Board to 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.

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

Recommendation:

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

6. ACTION FINANCIAL ITEMS

A. None.

7. ACTION NON-FINANCIAL ITEMS

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

Debbie McQuilkin reported that the comment period on the Solano County Intercity Taxi Scrip Program MOU for FY 2016-17 and FY 2017-18 have been completed by staff and legal counsel from each of the participating agencies (STA, County, and the five transit operators). Staff is recommending to forward the MOU to the STA TAC and Board for approval at their meetings on June 29, 2016 (TAC) and July 13, 2016 (Board).

Recommendation:

Forward a recommendation to the STA TAC and Board to approve the following Solano County Intercity Taxi Scrip Program MOU as shown in Attachment A.

On a motion by Liz Niedziela, and a second by Debbie McQuilkin, the SolanoExpress Intercity Transit Consortium approved the recommendation to the STA TAC and Board. (5 Ayes, 3 Absent)

B. Legislative Update

Robert Macaulay noted that staff recommends approval of a support position for SB 838, and seeks input regarding the methodology beginning with FY 2017-18.

Recommendation:

Forward a recommendation to the STA TAC and Board to approve a support position for Senate Bill 838.

On a motion by Michael Abegg, and a second by Judy Leaks, the SolanoExpress Intercity Transit Consortium approved the recommendation to the STA TAC and Board. (5 Ayes, 3 Absent)

8. INFORMATIONAL ITEMS – DISCUSSION ITEMS

A. Transit Corridor Study – Board Workshop Overview

Jim McElroy reviewed the three subjects (Finances, Operations, and Capital Projects) that STA staff plans to present to the STA Board at their workshop scheduled on July 13, 2016. He noted that the items on the agenda for the Board to discuss and provide direction in the three key areas are: Costing Service, Service Structure and Implementation Date, and Capital Project Planning which will address various important project issues.

B. Summary of Solano Seniors and People with Disabilities Transportation Summit III

Liz Niedziela summarized the five different tools used to receive input from the public on transportation gaps and challenges at the well-attended (120 Participants) summit held on May 6, 2016 at the Joseph Nelson Community Center in Suisun City. She noted that the next steps are to conduct a Solano Transportation Study for Seniors, People with Disabilities and Low-Income Update in Fiscal Year 2016-17. STA Staff is working to provide the Consortium a Scope of Work for this update at the next meeting scheduled for August 2016.

C. Comprehensive Transportation Plan (CTP) Transit and Rideshare Element Performance Measures and Milestones

Robert Macaulay provided an update to the development of the CTP Transit and Rideshare Element Performance Measures and Milestones. He identified and reviewed additional comments made by the Transit and Rideshare Committee at their May12, 2016 meeting.

NO DISCUSSION

D. Mobility Call Center/Transportation Info Depot Monthly Updates

E. Summary of Funding Opportunities

9. TRANSIT CONSORTIUM OPERATOR UPDATES AND COORDINATION ISSUES

Group

10. FUTURE INTERCITY TRANSIT CONSORTIUM AGENDA ITEMS

Group

11. ADJOURNMENT

The meeting adjourned at 2:30 p.m. The next regular meeting of the Solano Express Intercity Transit Consortium is scheduled for **1:30 p.m. on Tuesday, August 30, 2016.**

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DATE: August 19, 2016
TO: SolanoExpress Intercity Transit Consortium
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

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 agencies submit TDA claims 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.

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:

Forward a recommendation to the STA TAC and Board to 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

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FY2016-17 TDA Matrix WORKING DRAFT

19-Aug-16

FY 2016-17

AGENCY	TDA Est from MTC, 5/25/16	Projected Carryover 5/25/16	Available for Allocation 5/25/16	FY2015-16 Allocations / Returns after 1/31/16	Paratransit		Local Transit					Intercity						STA Planning	Other / Swaps	Transit Capital	Total	Balance				
					ADA Subsidized Taxi Phase I	Paratransit	Dixon Read-Ride	FAST	Rio Vista Delta Breeze	Vacaville City Coach	SolTrans	FAST Rt 20	FAST Rt 30	FAST Rt 40	SolTrans Rt. 78	SolTrans Rt. 80	SolTrans Rt. 85						FAST Rt. 90	FAST Intercity Subtotal	SolTrans Intercity Subtotal	
					(2)																		(4)	(4)	(6)	(7)
Dixon	745,767	1,043,730	1,789,497		5,000		340,000						\$ 4,351	\$ 91,921	\$ 3,899	\$ 5,545	\$ (730)	\$ 2,175	\$ 5,883	\$ 106,055	\$ 6,990	\$ 21,651		0	\$ 479,696	1,309,801
Fairfield	4,355,601	1,291,497	5,647,098		40,000	908,848		799,554					\$ 83,280	\$ 111,176	\$ 185,092	\$ 23,820	\$ (7,888)	\$ 29,903	\$ 189,224	\$ 568,772	\$ 45,834	\$ 125,337		2,232,244	\$ 4,720,589	926,509
Rio Vista	318,930	301,011	619,941		5,000				254,322				\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0	\$ -	\$ 9,038		0	\$ 268,360	351,581
Suisun City	1,124,528	104,323	1,228,851		0	160,385		791,653					\$ 14,807	\$ 30,165	\$ 63,953	\$ 5,129	\$ (1,681)	\$ 8,420	\$ 73,496	\$ 182,421	\$ 11,868	\$ 32,524	\$ 50,000		\$ 1,228,851	0
Vacaville	3,686,482	6,913,032	10,599,514		70,000	268,819			751,085				\$ 119,265	\$ 167,659	\$ 143,844	\$ 16,432	\$ (5,157)	\$ 12,254	\$ 60,043	\$ 480,811	\$ 23,529	\$ 106,648		1,090,000	\$ 2,790,892	7,808,622
Vallejo/Benicia (SolTrans)	5,736,777	1,169,941	6,906,718	-5,000,000	85,000	1,296,496					2,670,158		\$ 27,599	\$ 74,965	\$ 35,578	\$ 306,302	\$ (65,058)	\$ 123,074	\$ 27,809	\$ 165,951	\$ 364,318	\$ 164,364		3,141,406	\$ 2,887,693	4,019,025
Solano County	753,163	1,167,023	1,920,186		207,852								\$ 19,483	\$ 32,936	\$ 31,115	\$ 24,496	\$ (2,043)	\$ 17,357	\$ 30,494	\$ 114,027	\$ 39,810	\$ 121,862	\$ 40,000		\$ 523,552	1,396,634
Total	16,721,248	11,990,557	28,711,805	-5,000,000	412,852	2,634,548	340,000	1,591,207	254,322	751,085	2,670,158		\$ 268,785	\$ 498,824	\$ 463,481	\$ 381,724	\$ (82,557)	\$ 193,183	\$ 386,948	\$ 1,618,038	\$ 492,350	\$ 581,422	\$ 90,000	\$ 6,463,650	\$ 12,899,632	15,812,173

NOTES:
 Background colors on Rt. Headings denote operator of intercity route
 Background colors denote which jurisdiction is claiming funds

- (1) MTC February 24, 2016 Fund Estimate; Reso 4220; columns I, H, J
- (2) STA will be claimant. Amounts subject to change.
- (3) Includes flex routes, paratransit, local subsidized taxi
- (4) Consistent with FY2016-17 Intercity Transit Funding Agreement and FY2014-15 Reconciliation
- (5) Note not used.
- (6) Claimed by STA from all agencies per formula; approved by TAC April 27, 2016. \$100,000 of Solano County TDA going to Redwood Parkway/Fairgrounds as requested by Solano County and pending STA Board Approval (July 2016).
- (7) Suisun City amount to be claimed by STA for Suisun Amtrak station maintenance; Solano County amount to be claimed by STA for Faith in Action
- (8) Transit Capital purchases include bus purchases, maintenance facilities, etc.

**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	
FY2015-16 Generation Estimate Adjustment		FY2016-17 County Auditor's Generation Estimate	
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	FY2016-17 Planning and Administration Charges	
3. Revenue Adjustment (Lines 2-1)	415,322	14. MTC Administration (0.5% of Line 13)	88,867
FY2015-16 Planning and Administration Charges Adjustment		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	FY2016-17 TDA Apportionment By Article	
8. Adjusted Generations Less Charges (Lines 3-7)	398,708	19. Article 3.0 (2.0% of Line 18)	341,250
FY2015-16 TDA Adjustment By Article		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) ¹	Outstanding Commitments ²	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										
SUBTOTAL	774,067	3,926	777,993	(862,029)	0	333,276	7,974	257,214	341,250	598,464
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 ⁴	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
SUBTOTAL	13,929,299	62,128	13,991,427	(18,797,550)	75,432	16,330,513	390,734	11,990,557	16,721,249	28,711,806
GRAND TOTAL	\$14,703,366	\$66,054	\$14,769,419	(\$19,659,578)	\$75,432	\$16,663,789	\$398,708	\$12,247,771	\$17,062,499	\$29,310,270

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.



DATE: August 22, 2016
TO: SolanoExpress Intercity Transit Consortium
FROM: Liz Niedziela, Transit Program Manager
RE: Scope of Work for Solano Mobility Update Study for Solano Seniors and People with Disabilities

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 designated STA as a Consolidated Transportation Services Agency (CTSA).

In May 2016, STA in collaboration with Senior Coalition, Solano County and MTC conducted 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, Solano Transportation Authority 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.

The Metropolitan Transportation Commission (MTC) staff recently meet with STA staff 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 the 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 from MTC have been established for the update CBTPs.

Fiscal Impact:

The senior and people with disabilities component of the study will be regional paratransit STAF in amount not to exceed \$158,000. Funding for the CBTPs will be provided by MTC. The amount and type of funding has not been determined at this time.

Recommendation:

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

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 19, 2016
 TO: SolanoExpress Intercity Transit Consortium
 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 Solano County and Solano Transportation Authority (STA), 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 Solano County 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 15-16, in order to provide comparable data:

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

The number of Taxi Scrip Booklets sold in FY 15-16 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 19, 2016, over 147 program users requested to receive the low-income discount fare. 102 have been approved for the income fare, 12 were not approved, and 33 are being reviewed.

Recommendation:

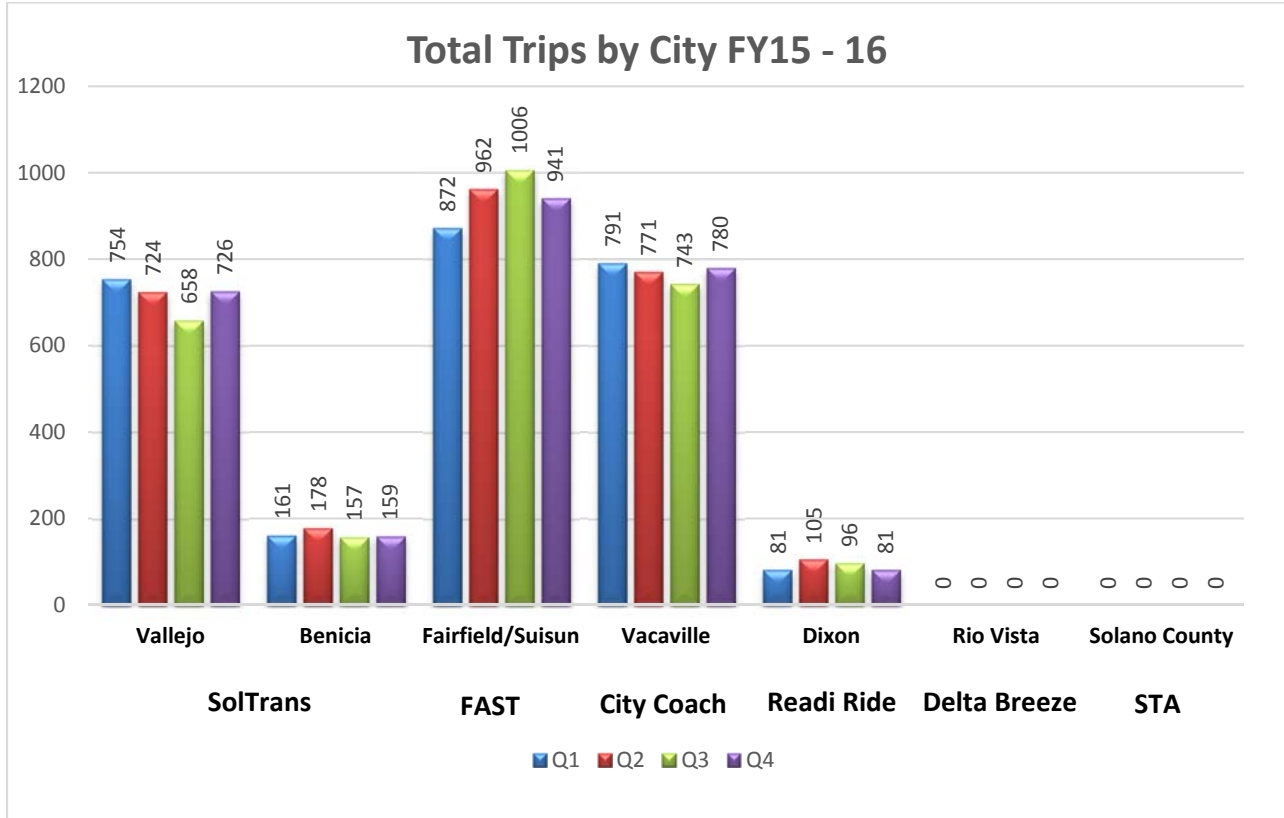
Forward a recommendation to the STA TAC and Board to receive and file.

Attachment:

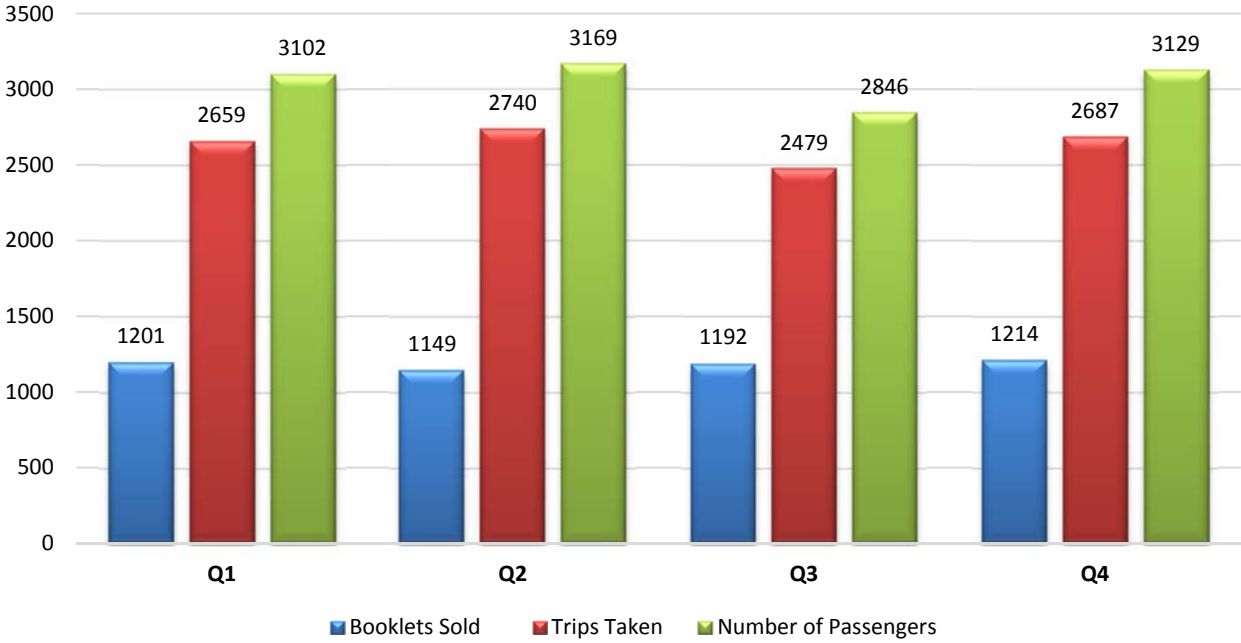
- A. Intercity Taxi Scrip FY 2015-16 Year End Data

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: August 12, 2016
TO: SolanoExpress Intercity Transit Consortium
FROM: Debbie McQuilkin, Transit Mobility Coordinator
RE: Solano County Intercity Taxi Scrip Program Identification Cards

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:

- o \$40 for \$100 worth of scrip for Americans with Disabilities Act (ADA) Certified Individuals
- o \$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 operators, an increase in customer wait time and allows more opportunity for mistakes.

At the request of Brian McLean of Vacaville City Coach, new ADA Identification (ID) cards will 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.

Fiscal Impact:

None.

Recommendation:

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

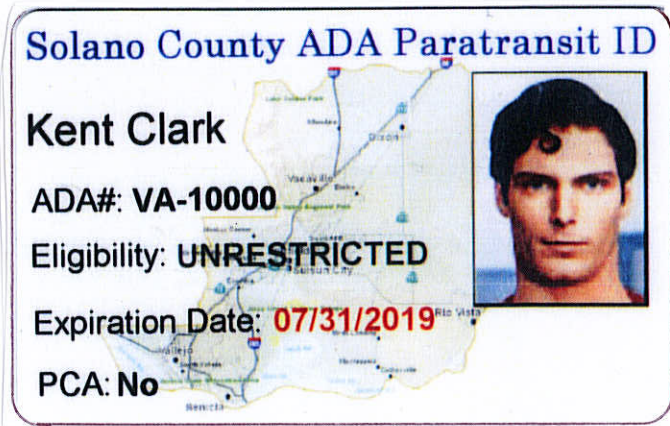
1. New ADA Paratransit Low-Income Discount ID Cards; and
2. Procedure for point of sale exchange of ADA cards.

Attachments:

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

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

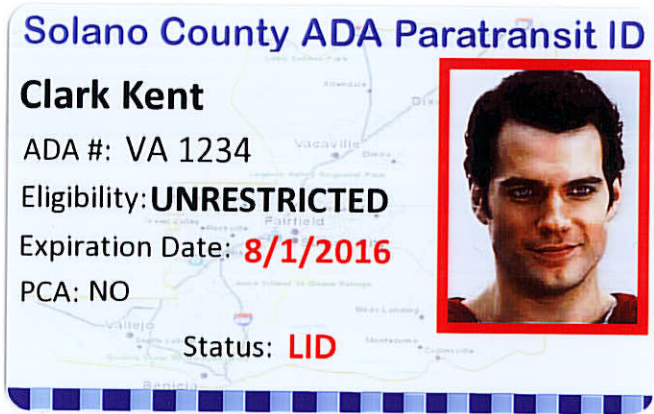
Current ADA ID Card (Non low-income):



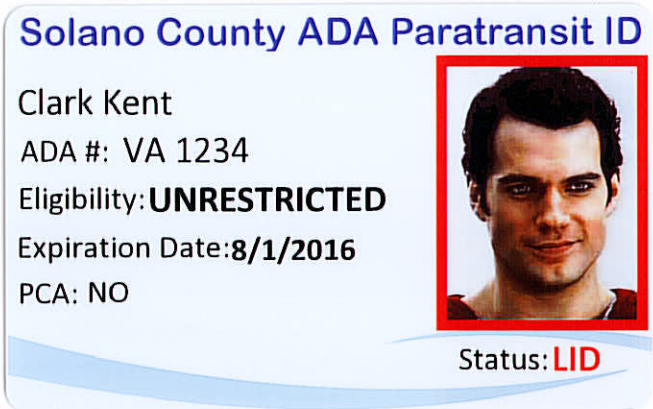
ADA #: VA 1234
To obtain information on fares or to request a trip, please call the local transit agency.
SolTrans: 707-649-5401
The Solano Countywide In-Person ADA Eligibility Program is sponsored by the Solano Transportation Authority (STA), Solano County Operators, and the County of Solano.

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

1.



2.



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DATE: August 22, 2016
TO: SolanoExpress Intercity Consortium
FROM: Jayne Bauer, Marketing and Legislative Program Manager
RE: Legislative Update

Background:

Each year, STA staff monitors state and federal legislation that pertains to transportation and related issues. On 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 31st), 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. Therefore, STA staff is recommending a support position on this bill.

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.

Fiscal Impact:

None.

Recommendation:

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

- ✓ Transportation Funding Package (Beall-Frazier) - *support*
- ✓ AB 2374 (Chiu) - *support*

Attachments:

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



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

July 1, 2016

TO: Board of Directors, Solano Transportation Authority

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

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

Legislative Update

On June 27, Governor Brown signed the FY 2016-17 Budget Act; however, a number of policy trailer bills implementing certain aspects of the budget agreement, including the transportation trailer bill, are still pending approval in the Legislature. The Legislature will break for Summer Recess on July 1 and return on August 1. The Legislature will adjourn the 2015-16 session on August 31.

In this report we discuss the latest on Cap and Trade, the State Transit Assistance Program, and, highlight the most relevant bills – bills on which the Board has adopted a position or on which we are recommending a position – introduced in the second half of the 2015-16 Regular Session; please see ***Bills of Interest***, below.

Cap and Trade

The Greenhouse Gas Reduction Fund (GGRF), which directs Cap and Trade auction revenue to various formula programs, including the Transit and Intercity Rail Capital Program, the Low Carbon Transit Operations Program, and the Affordable Housing and Sustainable Communities Program, is projected by the Legislative Analyst's Office to bring in \$1.8 billion in Fiscal Year (FY) 2015-16, a drop of approximately \$600 million from the \$2.4 billion projected by Governor Brown in his January Budget.

The decrease in available auction revenue is attributable to a weaker-than-anticipated May 2016 Cap and Trade auction (the final auction of FY 2015-16), which brought in only \$10 million in auction revenue. All previous auctions held in FY 2015-16 generated more than \$500 million each. Stakeholders do not yet know why the May 2016 Cap and Trade auction underperformed previous auctions, but some speculate that its underperformance is the result of the uncertainty surrounding the legality of the Cap and Trade system post-2020 and/or the result of an oversaturated secondary market for Cap and Trade credits.

Despite the drop in available auction revenue in FY 2015-16, we do not anticipate a significant impact to the various formula programs highlighted above. Moreover, the GGRF is projected to have approximately \$1.4 billion in unallocated revenue at the end of FY 2015-16, which was generated from auctions in previous fiscal years. We will caution, however, that if Cap and Trade auctions in FY 2016-17

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 Sacramento, CA 95814

and beyond begin to suffer from chronic underperformance, future expenditure plans and all formula programs will be significantly impacted.

In terms of an expenditure plan for the as-yet-still-unallocated revenue (\$1.4 billion), and, for revenue anticipated to materialize in FY 2016-17, the Legislature and the Governor have not acted. We expect the earliest a plan could come together is mid-August, after the next Cap and Trade auction is held on August 16.

State Transit Assistance Program Changes Pending

New calculation and allocation methodologies recently went into effect for the 2015-16 State Transit Assistance (STA) program, promulgated by the State Controller's Office (SCO), suddenly changing the way we've long understood how the distribution of these vital funds was supposed to work. In an effort to clarify statutory definitions like "transit operator" and STA-eligible "claimants," the SCO's new interpretation of the governing statutes and regulations actually created *more confusion*, watered down the program for the 145+ historic transit agency recipients, added more than 100 new recipients, and changed the ground rules for which agencies receive how much money.

These STA grant funds – which are allocated to regions by the SCO, for sub-allocation to each region's transit operators, based on a long-understood formula that matches dollars to areas in proportion to population and a combination of transit ridership and local financial support for transit – are vital to the ongoing operations and capital projects of nearly 150 public transit systems statewide. Any changes to the decades-old methodology for calculating how much goes to each region, and to the calculations determining how much any particular transit system should receive of the total funds statewide, should be carefully vetted by the Legislature, with input from transit operators, regional transportation planning agencies, and other stakeholders.

Towards that end, and recognizing that many transit operators budgeted for the current year, and even for the 2016-17 year, based on a longstanding understanding of how the program works – and now the underpinnings for those budget assumptions are wrong – the California Transit Association has secured a solution that will temporarily re-set the program for this and the upcoming year, and, the Association has formed a working group of interested stakeholders, to develop a long-term policy proposal for the Legislature's subsequent consideration and enactment, clarifying any ambiguities in the existing law and setting the rules more clearly going forward. **The temporary STA fix is contained in two budget trailer bills (SB 838 and AB 1610) that, as mentioned above, have not yet been sent to the Governor.**

Special Session Bills of Interest

ABX1 1 (Alejo) Vehicle Weight Fees

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

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

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) Transportation Funding

This bill, like the author's SB 16, would increase several taxes and fees, beginning in 2016, 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 12 and 22 cents, respectively; increase the vehicle registration fee by \$35; create a new \$100 vehicle registration fee applicable to zero-emission motor vehicles; create a new \$35 road access charge on each vehicle; increase Cap and Trade funding for transit; increase the sales tax on diesel by 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 \$6-\$6.5 billion per year. ***The STA Board SUPPORTED the previous version of this bill (Board Action: 7/8/15). We recommend the Board continue to SUPPORT the amended version of this bill.***

Regular Session Bills of Interest

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

This bill would lower voter approval requirements from two-thirds to 55 percent for the imposition of special taxes used to provide funding for transportation purposes. ***The STA Board SUPPORTS this bill (Board Action: 3/11/15).***

AB 516 (Mullin) Temporary License Plates

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 (Held in Committee)

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 (Held in Committee)

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

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 (Held in Committee)

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 824 (Beall) Low Carbon Transit Operations Program

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

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

July 1, 2016

To: Solano Transportation Authority
From: Akin Gump Strauss Hauer & Feld LLP
Re: June Report

During the month of June we monitored developments in Washington and assisted Solano Transportation Authority with raising the visibility of the I-80/I-680/SR-12 project.

Fiscal Year 2017 Transportation Appropriations

Congress has made little progress toward passing the 12 fiscal year 2017 appropriations bills before the start of the fiscal year. Sidelined by controversial riders on hot-button issues, including gun control, contraception, and LGBT rights, none of the bills have made it to the President's desk and a few face veto threats.

The Senate passed its fiscal year 2017 Transportation-Housing and Urban Development (THUD) appropriations bill on May 19. The bill includes \$44 billion for the federal highway program and \$9.7 billion for transit formula grants, which is consistent with the FAST Act. The bill also includes \$525 million for the TIGER program, which is \$25 million more than in fiscal year 2016. The bill also includes \$2.3 billion for Capital Investment (new starts) transit projects and \$50 million for the Consolidated Rail Infrastructure program.

The House Appropriations Committee approved its fiscal year 2017 appropriations bill on May 14, but the bill has not been brought up for a floor vote. The House bill also provides \$44 million for the highway program and \$9.7 billion for transit formula grants. The House bill includes \$450 million for the TIGER program, \$25 million for the Consolidated Rail Infrastructure and Safety Improvement program and \$2.5 million for Capital Investment (new starts) projects.

Congress will return on July 5 following the holiday recess with only a few legislative days before the Republican and Democratic party conventions, which begin on July 15. It appears increasingly likely that Congress will be forced to enact a continuing resolution and postpone final action on fiscal year 2017 appropriations bills until after the election.

Solano Transportation Authority
July 1, 2016
Page 2

Final Rule – Performance Based Transportation Planning

On May 27, the Department of Transportation issued final regulations requiring states and metropolitan planning organizations (MPOs) to adopt a performance-based approaches to planning and programming of transportation projects and requested public comment. The rulemaking was required by the Moving Ahead for Progress in the 21st Century Act (MAP-21) and the Fixing America's Surface Transportation (FAST) Act.

The final rule requires that states, MPOs, and operators of public transportation establish targets in key national performance areas for future performance and coordinate the targets established for key areas such as safety, infrastructure condition, congestion, system reliability, emissions, and freight movement. The rule also requires a new emphasis on the nonmetropolitan transportation planning process, by requiring states to have a higher level of involvement with nonmetropolitan local officials and provide a process for the creation of regional transportation planning organizations (RTPOs); a structural change to the membership of the larger MPOs; a new framework for voluntary scenario planning; new authority for the integration of the planning and environmental review processes; and a process for programmatic mitigation plans.

The proposed changes include:

- Revisions to the definition of MPA to clarify that it must include the entire urbanized area, plus the contiguous area forecast to become urbanized within the 20 year planning horizon, although the statute envisions there could be multiple MPOs within one metropolitan planning area in complex area;.
- Authorization for Governors and MPOs to determine whether multiple MPOs are warranted within a single MPA, based on the size and complexity of the area;
- Requirements for multiple MPOs within a metropolitan planning area to jointly develop planning products including a single metropolitan transportation plan, TIP, and performance targets; and
- Requirements for states and MPOs to maintain a current planning agreement, which would include a dispute resolution process, and to coordinate on analyses of areas within the metropolitan planning area, in order to improve state coordination with MPOs.

The Federal Transit Administration and the Federal Highway Administration are planning a [July 15](#) webinar to discuss the final rule and will issue supplemental guidance regarding the implementation. The public comment period will close on August 26.

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: August 22, 2016
TO: SolanoExpress Intercity Transit Consortium
FROM: Robert Macaulay, Director of Planning
RE: One Bay Area Grant Cycle 2 (OBAG 2) Call for Projects

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. 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.

Discussion:

The OBAG 2 funds are from the Federal Fixing America's Surface Transportation (FAST) Act, and are broken into two major categories: Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (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.
- 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.

Of the \$21.177 million available for OBAG 2, \$14.2 million is STP and \$6.9 million is CMAQ. STA is recommending \$6.86 million of STP funding be dedicated to CMA planning and project delivery over the five years of OBAG 2, and \$2.75 million of CMAQ funds be dedicated to Mobility Management and Safe Routes to Schools Programs to cover the projected costs to maintain these STA led activities. This is due in part to the significantly reduced State

Transportation Improvement Program (STIP) which provides funds for project delivery, and the decision by MTC to eliminate regional funding for SR2S and regional rideshare programs. A comparison of funds available in OBAG 1 and OBAG 2 is provided in Attachment 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.

STA staff is recommending issuing a Call for Projects that is open for eight weeks – from September 14 through November 18, 2016. On October 12th, 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.

The project evaluation is proposed to be similar to that followed with OBAG cycle 1. The proposed Evaluation Criteria are provided as Attachment D.

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.

STA staff will attempt to identify other funding sources where appropriate for projects that are submitted but that are not good candidates for OBAG 2 federal funds.

The funding recommendation also provides a stable and predictable baseline of funding for STA planning, projects delivery, SR2S and mobility management for the five years of OBAG 2. In its role of one of the STA Advisory Committees, the Consortium is encourage to consider eligible projects for submittal or support for OBAG 2 funding.

Recommendation:

Informational.

Attachments:

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

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



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-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). 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 21st Century Act, or MAP-21) authorized after approval of OBAG 1 not keeping pace with estimated growth rates, as well as changes in state and federal programs that impacted estimated regional funding levels (such as the elimination of the Transportation Enhancements (TE) program). 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

	Population	Housing RHNA	Housing Production	Housing Affordability *
OBAG 2	50%	20%	30%	60%

*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:

CMA's 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 CMA's 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 CMA's 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 CMA's select projects for funding at the county level, they must consider equitable solicitation and

selection of project candidates in accordance with federal Title VI requirements (as set forth in Appendix A-7).

- 2. Commission Approval of Programs and Projects and the Transportation Improvement Program (TIP).** Projects approved as part of the OBAG 2 program must be amended into the TIP. The federally-required TIP is a comprehensive listing of all San Francisco Bay Area surface transportation projects that receive federal funds, and/or are subject to a federally required action, such as federal environmental clearance, and/or are regionally significant for air quality conformity or modeling purposes. It is the project sponsor's responsibility to ensure their project is properly programmed in the TIP in a timely manner. Where CMAs are responsible for project selection, the Commission will revise the TIP to include the resulting projects and Attachment B to this Resolution may be updated by MTC staff to reflect these revisions. Where responsibility for project selection is assigned to MTC, TIP amendments and a revision to Attachment B to add or delete a project will be reviewed and approved by the Commission. Changes to existing projects in Attachment B may be made by MTC staff following approval of a related TIP revision.
- 3. Minimum Grant Size.** Funding grants per project must be a minimum of \$500,000 for counties with a population over 1 million (Alameda, Contra Costa, and Santa Clara counties) and \$250,000 for counties with a population under one million (Marin, Napa, San Francisco, San Mateo, Solano, and Sonoma counties). The objective of a grant minimum requirement is to maximize the efficient use of federal funds and minimize the number of federal-aid projects which place administrative burdens on project sponsors, CMAs, MTC, Caltrans, and Federal Highway Administration (FHWA) staff.

To provide flexibility, an alternative averaging approach may be used. For this approach, a CMA may program grant amounts no less than \$100,000 for any project, provided that the overall average of all grant amounts within their County CMA Program meets the county minimum grant amount threshold. This lower threshold of \$100,000 also applies to Safe Routes to School projects, which are typically of smaller scale.

Furthermore, all OBAG 2 programming amounts must be rounded to thousands.

- 4. Air Quality Conformity.** In the Bay Area, it is the responsibility of MTC to make a regional air quality conformity determination for the TIP in accordance with federal Clean Air Act requirements and Environmental Protection Agency (EPA) conformity regulations. MTC evaluates the impact of the TIP on regional air quality during the update of the TIP. Non-exempt projects that are not incorporated in the current finding for the TIP will not be considered for funding in the OBAG 2 program until the development of a subsequent air quality finding for the TIP. Additionally, the U.S. Environmental Protection Agency has designated the Bay Area as a non-attainment area for fine particulate matter (PM_{2.5}). Therefore, based on consultation with the MTC Air Quality Conformity Task Force, projects deemed Projects of Air Quality Concern (POAQC) must complete a hot-spot analysis as required by the Transportation Conformity Rule. Generally, POAQC are those projects that result in significant increases in, or concentrations of, emissions from diesel vehicles.

- 5. Environmental Clearance.** Project sponsors are responsible for compliance with the requirements of the California Environmental Quality Act (Public Resources Code § 21000 et seq.), the State Environmental Impact Report Guidelines (14 California Code of Regulations Section § 15000 et seq.), and the National Environmental Protection Act (42 U.S.C. § 4321 et seq.) standards and procedures for all projects with federal funds.
- 6. Application and Resolution of Local Support.** Once a project has been selected for funding, project sponsors must submit a completed project application for each project through MTC's Funding Management System (FMS). The project application consists of two parts: 1) a project submittal and/or TIP revision request to MTC staff through FMS, and 2) a Resolution of Local Support approved by the project sponsor's governing board or council and submitted in FMS. A template for the Resolution of Local Support can be downloaded from the MTC website using the following link: <http://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/.

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 CO₂ 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/ 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.

CMAs with an established SRTS program may choose to program local funds for SRTS projects in lieu of OBAG 2 funds and use the OBAG 2 funding for other eligible OBAG 2 projects. In such instances the local SRTS project(s) must be identified at the time the CMA submits the county OBAG 2 program to MTC and subsequently programmed in the federal TIP.

2. Federal Aid Secondary (FAS) Shares

The Federal Aid Secondary (FAS) program, which directed funding to rural roads, was eliminated in 1991 with the passage of the Intermodal Surface Transportation Efficiency Act (ISTEA).

However, California statutes provide for the continuation of minimum funding levels to counties, guaranteeing their prior FAS shares for rural county roads.

The county CMAs are required to ensure the counties receive their guaranteed annual funding through the CMA-managed OBAG county program. The county of San Francisco has no rural roads, and therefore does not receive FAS funding. In addition, the counties of Marin, Napa, and San Mateo may exchange their annual guaranteed FAS funding with state funding from Caltrans, as permitted by state statute. Caltrans takes these federal funds "off the top" before distributing regional STP funds to MTC. The CMAs for these three counties are not required to provide FAS guaranteed funding to these three counties for years in which these counties request such an exchange, as the statutory requirement is met through this exchange with Caltrans.

Counties may access their FAS funding at any time within the OBAG 2 period for any project eligible for STP funding. Guaranteed minimum FAS funding amounts are determined by California's Federal-Aid Secondary Highways Act (California Code § 2200-2214) and are listed in Appendix A-4. This FAS funding is not subject to the minimum PDA investment requirement. Any additional funding provided by the CMAs to the counties from the OBAG 2 county base formula distribution is subject to the minimum PDA investment requirements.

3. Priority Conservation Area (PCA)

The Priority Conservation Area (PCA) Program provides funding for the development of plans and projects to assist in the preservation and enhancement of rural lands and open space.

Generally, eligible projects include PCA planning activities, bicycle and pedestrian access to open space and parklands, visual enhancements and habitat/environmental enhancements.

Specifically, projects must support Plan Bay Area by preserving and enhancing the natural, economic and social value of rural lands amidst a growing population across the Bay Area, for residents and businesses.

Land acquisition for preservation purposes is not federally eligible, but may be facilitated through CMA-initiated funding exchanges.

The PCA funding program includes one approach for the North Bay program (Marin, Napa, Solano, and Sonoma) and a second for the remaining five counties. In the North Bay, each CMA will receive dedicated funding, lead a county-wide program building on PCA planning conducted to date, and select projects for funding. For the remaining counties, MTC will partner with the Coastal Conservancy, a California State agency, to program the PCA funds. Appendix A-9 outlines the framework for this program including goals, project screening eligibility, eligible sponsors, and project selection.

Any CMA may use additional funding from its base OBAG 2 County Program to expand its dedicated PCA program (North Bay counties), augment grants received from the regionally competitive PCA program (remaining counties), or develop its own county PCA program (all counties).

The PCA program requires a 2:1 minimum non-federal match.

As a part of the update to *Plan Bay Area*, MTC is exploring implementing a Regional Advance Mitigation Planning (RAMP) Program. RAMP would mitigate certain environmental impacts from multiple planned transportation projects, rather than mitigating on a less-efficient per-project level. Partnering arrangements can be established to leverage multiple fund sources in order to maximize benefits of the RAMP and PCA programs. As such, PCA funds may be used to deliver net environmental benefits to a RAMP program project.

In instances where federal funds may not be used for this purpose, sponsors may exchange OBAG 2 funds with eligible non-federal funds. Such exchanges must be consistent with MTC's fund exchange policy (MTC Resolution No. 3331).

Appendix A-1

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

Program Categories

Regional Program		OBAG 1		OBAG 2	
Regional Categories		Regional Distribution		% Share	Amount
		\$499.3		476.5	
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
		\$454.3		Regional Program Total:	52% 446.5

Local Categories		OBAG 1		OBAG 2	
	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		
8	Federal-Aid Secondary - FAS (within county program for OBAG 2)	-	-		
	Local Housing Production Incentive	-	-		30.0
		9% \$45.0		Local Program Total:	3% 30.0

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 ****			
Counties												
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
Total:			\$327.4	\$372.4	\$348.0	\$25.0	\$12.5	45%	\$385.5			

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OBAG Total:	OBAG 1:	\$827	OBAG 2:	\$862
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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
Total:	\$385,512,000	\$348,000,000			\$232,439,000	\$153,073,000

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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
County CMAs Total:		\$7,350,000	\$7,495,000	\$7,646,000	\$7,799,000	\$7,953,000	\$8,123,000	\$39,016,000

OBAG 2 - Regional Planning

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

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* 2% escalation from FY 2016-17 Planning Base

\$48,571,000

Appendix A-4

OBAG 2 Federal-Aid Secondary FY 2017-18 through FY 2021-22 November 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	\$1,779,000
Contra Costa	10.7%	\$268,441	\$1,342,205	\$1,343,000
Marin	6.7%	\$167,509	\$837,545	\$838,000
Napa	9.5%	\$237,648	\$1,188,240	\$1,189,000
San Francisco **	0.0%	\$0	\$0	\$0
San Mateo	7.1%	\$178,268	\$891,340	\$892,000
Santa Clara	13.6%	\$340,149	\$1,700,745	\$1,701,000
Solano	12.0%	\$301,159	\$1,505,795	\$1,506,000
Sonoma	26.1%	\$652,790	\$3,263,950	\$3,264,000
Total:	100.0%	\$2,501,725	\$12,508,625	\$12,512,000

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* As provided by Caltrans per State Statute

** San Francisco has no rural roads

Appendix A-5

OBAG 2 Safe Routes to School County FY 2017-18 through FY 2021-22 November 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
Total:	1,013,355	141,594	1,154,949	100%	\$25,000,000

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* From California Department of Education for FY 2013-14

Appendix A-6

**OBAG 2
 Priority Conservation Area
 FY 2017-18 through FY 2021-22
 November 18, 2015**

OBAG 2 - Priority Conservation Area (PCA)

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

Appendix A-7: OBAG 2 – CMA One Bay Area Grant County Program Outreach

The Metropolitan Transportation Commission (MTC) delegates authority for the county program project selection to the nine Bay Area Congestion Management Agencies (CMAs). The existing relationships the CMAs have with local jurisdictions, elected officials, transit agencies, community organizations and stakeholders, and members of the public within their respective counties make them best suited for this role. As one of the requirements for distributing federal transportation funding, MTC expects the CMAs to plan and execute an effective public outreach and local engagement process during development of the PDA Investment and Growth Strategy and the solicitation and project selection for the OBAG 2 program. CMAs also serve as the main point of contact for local sponsoring agencies and members of the public submitting projects for consideration for inclusion in the Transportation Improvement Program (TIP).

To comply with federal regulations, the CMAs must conduct a transparent process for the Call for Projects, and include the following activities:

1. Public Involvement and Outreach

Conduct countywide outreach to stakeholders and the public to solicit project ideas.

CMAs are expected to implement their public outreach efforts in a manner consistent with MTC's Public Participation Plan (MTC Resolution No. 4174), which can be found at <http://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
 - iii. http://www.mtc.ca.gov/get_involved/rights/index.htm

Appendix A-8: PDA Investment & Growth Strategy

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

(1) Engaging Regional/Local Agencies

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

(2) Planning Objectives – to Inform Project Priorities

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

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 goals¹. 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.

¹ 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.²
- **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.

² 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.

Funding Amount	<ul style="list-style-type: none"> • \$8 million
Screening Criteria	<ul style="list-style-type: none"> • PCA Designation: Eligible projects must be within a designated PCA. The list of adopted PCAs can be found at: http://abag.ca.gov/priority/conservation/. • Regionally Significant: Indicators of regional significance include a project’s contribution to goals stated in regional habitat, agricultural or open space plans (i.e. <i>San Francisco Bay Area Upland Habitat Goals Project Report</i> at http://www.bayarealands.org/reports/), countywide Plans or ABAG’s PCA designations. Applicants should describe who will benefit from the project and the regional (greater-than-local) need it serves. • Open Space Protection In Place: Linkages to or location in a Greenbelt area that is policy protected from development. Land acquisition or easement projects would be permitted in an area without open space policy protections in place. • Non-Federal Local Match: 2:1 minimum match

	<ul style="list-style-type: none"> • Meets Program Goals: Projects that meet one of the following program goals (subject to funding eligibility—see below): <ul style="list-style-type: none"> ○ Protects or enhances “resource areas” or habitats as defined in California Government Code § 65080.01(a). ○ Provides or enhances bicycle and pedestrian access to open space / parkland resources. Notable examples are the Bay and Ridge Trail Systems. ○ Supports the agricultural economy of the region. ○ Includes existing and potential urban green spaces that increase habitat connectivity, improve community health, capture carbon emissions, and address stormwater.
<p>Eligible Applicants</p>	<ul style="list-style-type: none"> • Local governments (cities, counties, towns), county congestion management agencies, tribes, water/utility districts, resource conservation districts, park and/or open space districts, land trusts and other land/resource protection nonprofit organizations in the nine-county San Francisco Bay Area are invited to nominate projects. Applicants are strongly encouraged to collaborate and partner with other entities on the nomination of projects, and partnerships that leverage additional funding will be given higher priority in the grant award process. Partnerships are necessary with cities, counties, or CMAs in order to access federal funds. Federally-funded projects must have an implementing agency that is able to receive a federal-aid grant (master agreement with Caltrans).
<p>Emphasis Areas / Eligible Projects</p>	<p>Eligible Projects</p> <ol style="list-style-type: none"> 1. Planning Activities 2. Pedestrian and Bicycle Facilities/ Infrastructure: On-road and off-road trail facilities, sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming, lighting and other safety related infrastructure, and ADA compliance, conversion and use of abandoned rail corridors for pedestrians and bicyclists. 3. Visual Enhancements: Construction of turnouts, overlooks and viewing areas. 4. Habitat / Environmental Enhancements: Vegetation management practices in transportation rights-of-way, reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats, mitigation of transportation project environmental impacts funded through the federal-aid surface transportation program. 5. Protection (Land Acquisition or Easement) or Enhancement of Natural Resources, Open Space or Agricultural Lands: Parks and

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

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

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

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

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

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

CMA Call for Projects Guidance: Appendix A-7

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

PDA Investment and Growth Strategy: Appendix A-8

2. Engage with Regional and Local Jurisdictions	YES	NO	N/A
a. Has the CMA developed a process to regularly engage local planners and public works staff in developing a PDA Investment and Growth Strategy that supports and encourages development in the county's PDAs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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. Page 1

c. Has the CMA governing board adopted the final Investment and Growth Strategy?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Has the CMA's staff or consultant designee participated in TAC meetings established through the local jurisdiction's planning processes funded through the regional PDA planning program?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Has the CMA worked with MTC and ABAG staff to confirm that regional policies are addressed in PDA plans?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Planning Objectives to Inform Project Priorities	YES	NO	N/A
a. Has the CMA kept itself apprised of ongoing transportation and land-use planning efforts throughout the county?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Has the CMA encouraged local agencies to quantify transportation infrastructure needs and costs as part of their planning processes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Has the CMA encouraged and supported local jurisdictions in meeting their housing objectives established through their adopted Housing Elements and RHNA?			
1. 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.			

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. ¹
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.

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

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)?

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?

¹ 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>.

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

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

Project Selection Policies

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

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

7. Ensuring Local Compliance	YES	NO	N/A
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"/>

If "NO" or "N/A –Not Applicable" is marked in any box on the checklist, please include a statement at the end of the checklist to indicate why the item was not met. Page 6

8. Completion of Checklist	YES	NO	N/A
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Has the CMA completed all section of this checklist?	<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:

Attachments

- Documentation of CMA efforts for public outreach, agency coordination, and Title VI compliance (Checklist Items 1, 2).
- Documentation of CMA compliance with PDA minimum investment targets, including documentation that the information was presented to the public during the decision-making process (Checklist Item 6).

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

Review and Approval of Checklist

This checklist was prepared by:

Signature

Date

Name & Title (print)

Phone

Email

This checklist was approved for submission to MTC by:

Signature

Date

CMA Executive Director

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

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

The intent of this checklist is to delineate the requirements for local jurisdictions included in the OBAG Grant Program (Resolution No. 4202), as adopted by MTC on November 18, 2015. This checklist must be completed by local jurisdictions and submitted to the CMA to certify compliance with the OBAG 2 requirements listed in MTC Resolution No. 4202. MTC will not take action to program projects for a local jurisdiction until the CMA affirms that the jurisdiction has met all requirements included in OBAG 2.

1. Compliance with the Complete Streets Act of 2008	YES	NO	N/A
a. Has the jurisdiction met MTC’s Complete Street Requirements for OBAG 2 prior to the CMA submitting its program to MTC through either of the following methods? <ol style="list-style-type: none"> 1. Adopting a Complete Streets resolution incorporating MTC’s nine required complete streets elements; or 2. Adopting a significant revision to the General Plan Circulation Element after January 1, 2010 that complies with the California Complete Streets Act of 2008. 	<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"/>
2. Housing Element Certification	YES	NO	N/A
a. Has the jurisdiction’s General Plan Housing Element been certified by the California Department of Housing and Community Development (HCD) for 2014-2022 RHNA prior to May 31, 2015? 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"/>

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

6. Regional Project Delivery Requirements	YES	NO	N/A
a. Does the jurisdiction acknowledge that it must comply with the regional Project Delivery Policy and Guidance requirements (MTC Resolution No. 3606) in the implementation of the project, and that the jurisdiction must identify and maintain a Single Point of Contact for all projects with FHWA-administered funding?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

7. Completion of Checklist	YES	NO	N/A
Has the jurisdiction completed all sections of this checklist?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

If the jurisdiction has checked “NO” or “N/A” to any of the above questions, please provide an explanation below as to why the requirement was not met or is considered not applicable:

Attachments

- Documentation of local jurisdiction’s compliance with MTC’s Complete Streets Requirements, including copy of adopted resolution or circulation element (Checklist Item 1).
- Documentation of compliance with MTC’s Housing Element Requirements, such as a copy of certified housing element or annual report, or a letter of compliance from HCD (Checklist Item 2).
- 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.

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

Review and Approval of Checklist

This checklist was prepared by:

Signature

Date

Name & Title (print)

Phone

Email

This checklist was approved for submission to <INSERT NAME>City/County by:

Signature

Date

City Manager/Administrator or designee

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
OBAG 2 REGIONAL PROGRAMS			
1. REGIONAL PLANNING ACTIVITIES			
Regional Planning	Regionwide	MTC	\$9,555,000
1. REGIONAL PLANNING ACTIVITIES			TOTAL: \$9,555,000
2. PAVEMENT MANAGEMENT PROGRAM			
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
2. PAVEMENT MANAGEMENT PROGRAM			TOTAL: \$9,250,000
3. PDA PLANNING & IMPLEMENTATION			
PDA Planning and Implementation	Regionwide	MTC	\$18,500,000
Community-Based Transportation Plan (CBTP) Updates	Regionwide	MTC	\$1,500,000
3. PDA PLANNING & IMPLEMENTATION			TOTAL: \$20,000,000
4. CLIMATE INITIATIVES			
Climate Initiatives Program of Projects	TBD	TBD	\$22,000,000
Spare the Air Youth Program	Regionwide	MTC	\$1,000,000
4. CLIMATE INITIATIVES			TOTAL: \$23,000,000
5. REGIONAL ACTIVE OPERATIONAL MANAGEMENT			
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
5. REGIONAL ACTIVE OPERATIONAL MANAGEMENT			TOTAL: \$179,000,000
6. TRANSIT CAPITAL PRIORITIES			
BART Car Replacement/Expansion	Various	BART	\$150,000,000
Clipper	Regionwide	MTC	\$20,000,000
<i>Unprogrammed Balance</i>			\$19,283,000
6. TRANSIT CAPITAL PRIORITIES			TOTAL: \$189,283,000
7. PRIORITY CONSERVATION AREA (PCA)			
<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
7. PRIORITY CONSERVATION AREA (PCA)			TOTAL: \$16,400,000
8. LOCAL HOUSING PRODUCTION INCENTIVE			
Local Housing Production Incentive	TBD	TBD	\$30,000,000
8. LOCAL HOUSING PRODUCTION INCENTIVE			TOTAL: \$30,000,000
OBAG 2 REGIONAL PROGRAMS			TOTAL: \$476,488,000

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
OBAG 2 COUNTY PROGRAMS			
ALAMEDA COUNTY			
<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
ALAMEDA COUNTY			TOTAL: \$76,655,000
CONTRA COSTA COUNTY			
<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
CONTRA COSTA COUNTY			TOTAL: \$56,136,000
MARIN COUNTY			
<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
MARIN COUNTY			TOTAL: \$10,870,000
NAPA COUNTY			
<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
NAPA COUNTY			TOTAL: \$8,150,000
SAN FRANCISCO COUNTY			
<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
SAN FRANCISCO COUNTY			TOTAL: \$48,183,000
SAN MATEO COUNTY			
<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
SAN MATEO COUNTY			TOTAL: \$32,545,000
SANTA CLARA COUNTY			
<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
SANTA CLARA COUNTY			TOTAL: \$104,073,000
SOLANO COUNTY			
<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
SOLANO COUNTY			TOTAL: \$21,177,000
SONOMA COUNTY			
<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
SONOMA COUNTY			TOTAL: \$27,723,000
OBAG 2 COUNTY PROGRAMS			TOTAL: \$385,512,000

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OBAG 2	
STP	\$14,264,000
CMAQ	\$6,913,000
Total	\$21,177,000
STP Available to Program	\$7,403,027
FAS	\$1,506,000
Remaining	\$5,897,027
CMAQ Available to Program	\$4,646,003
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
Total	\$18,769,000
STA Allocated by Formula	\$5,863,000
PCA	\$1,250,000
PDA Planning	\$1,066,000
GRAND TOTAL	\$21,085,000

MILESTONE	TAC	BOARD
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 project checklist
- 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
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?
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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DATE : August 30, 2016
TO: SolanoExpress Intercity Transit Consortium
FROM: Sean Hurley, Call Center Supervisor
RE: Mobility Call Center/Transportation Info Depot Monthly Updates

Background:

The STA has expanded their services to include the **Solano Mobility Call Center** in February 2014. In addition to providing commuters and Solano/Napa county employers with information on a variety of transit services and incentive programs, the Mobility Call Center provides seniors and people with disabilities various mobility information. The **Transportation Info Depot**, at the Suisun-Fairfield Train Depot opened in November 2014. The main objective in having staff at the Suisun-Fairfield Train Depot is to provide the public with expanded access to transportation information and mobility options.

Discussion:

Solano Mobility Call Center and Transportation Info Depot

For the month of July 2016, the Solano Mobility Call Center received a total of 324 calls with 228 of those being ADA/Mobility related. The Call Center also assisted 45 walk in customers and processed thirteen (13) Regional Transit Connection (RTC) applications. The call center also sold sixteen (16) Clipper cards.

FY 15-16 highlights: ADA Paratransit Eligibility calls were up 329% from FY14-15. We also assisted 5,000 people vs 3500 people in FY 14-15, for an increase of 142%.

Transportation Info Depot

The Call Center has temporarily relocated back to the STA offices at One Harbor Center, during the months of February-August 2016, due to the construction upgrade of the Suisun-Fairfield Amtrak Station building. The train depot will be reopened on September 8th. In person visits have decreased an average of 50% since the temporary relocation.

Recommendation:

Informational.

Attachment:

- A. Call Center Activity Chart

Call Center/Info Depot Activity	16-May	16-Jun	FY 15/16 Totals	FY 14/15 Totals	16-Jul
<u>Emergency Ride Home</u>					
New Employees	1	0	41	123	3
New Employers	0	0	1	26	0
Trips Taken	1	1	31	61	0
<u>Bucks for Bikes</u>					
New Applications	3	0	21	19	2
Incentives Awarded	2	1	13	15	3
Follow up Surveys sent	3	0	36	78	2
<u>Train Depot Activity</u>					
General Transit Questions	61	60	344	155	51
Trip Planniing	23	15	199	115	17
Other - Taxi, Misc	31	43	200	77	28
Totals:	144	131	3405	3194	96
<u>Mobility Call Center Telephone Calls</u>					
ADA Paratransit Eligibility	56	69	551	167	52
RTC Questions	13	20	221	145	24
Senior Trip Planning	0	2	27	55	1
Transit Training - Trainer	0	0	5	16	1
Transit Training - Trainee	3	0	16	2	3
Taxi Scrip Local	24	48	235	36	25
Taxi Scrip InterCity	49	78	243	18	96
Materials Mailed	13	19	83	41	12
<u>Calls Referred to Outside Agencies</u>					
* NonProfit	4	7	69	19	6
* Private	0	2	40	12	5
*Transit Agency	3	1	25	15	3
Totals:	174	246	1573	432	228
Call Center Customer Walk-In Totals:	14	21	234	269	45
<u>Clipper Cards Sales</u>					
Senior	0	0	23	21	2
Adult	12	5	83	41	4
Youth	0	0	4	0	2
Totals:	0		110	62	8
<u>RTC Apps processed to Date</u>	12	8	146	139	13
<u>Bike Link Cards Sold</u>	0	0	5	2	0

**Call Center temporarily relocated due to Depot construction.



DATE: August 22, 2016
 TO: SolanoExpress Intercity Transit Consortium
 FROM: Drew Hart, Associate Planner
 RE: Summary of Funding Opportunities

Discussion:

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

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

*New funding opportunity

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

- A. Detailed Funding Opportunities Summary

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The following funding opportunities will be available to the STA member agencies during the next few months. Please distribute this information to the appropriate departments in your jurisdiction.

Fund Source	Application Contact**	Application Deadline/Eligibility	Amount Available	Program Description	Proposed Submittal	Additional Information
Regional Grants¹						
One Bay Area Grant (OBAG) Cycle 2	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.
Carl Moyer Memorial Air Quality Standards Attainment Program (for San Francisco Bay Area)	Anthony Fournier Bay Area Air Quality Management District (415) 749-4961 afournier@baaqmd.gov	Ongoing. Application Due On First-Come, First Served Basis Eligible Project Sponsors: private non-profit organizations, state or local governmental authorities, and operators of public transportation services	Approx. \$15 million	Carl Moyer Memorial Air Quality Standards Attainment Program provides incentive grants for cleaner-than-required engines, equipment, and other sources of pollution providing early or extra emission reductions.	N/A	Eligible Projects: cleaner on-road, off-road, marine, locomotive and stationary agricultural pump engines http://www.baaqmd.gov/Divisions/Strategic-Incentives/Funding-Sources/Carl-Moyer-Program.aspx
Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)	Gary A. Bailey Sacramento Metropolitan Air Quality Management District (916) 874-4893 gbailey@airquality.org	Ongoing. Application Due On First-Come, First-Served Basis Eligible Project Sponsors: private non-profit organizations, state or local governmental authorities, and operators of public transportation services	Approx. \$10 million , maximum per project is \$4.5 million	The Off-Road Equipment Replacement Program (ERP), an extension of the Carl Moyer Program, provides grant funds to replace Tier 0, high-polluting off-road equipment with the cleanest available emission level equipment.	N/A	Eligible Projects: install particulate traps, replace older heavy-duty engines with newer and cleaner engines and add a particulate trap, purchase new vehicles or equipment, replace heavy-duty equipment with electric equipment, install electric idling-reduction equipment http://www.airquality.org/mobile/moyererp/index.shtml

¹ Regional includes opportunities and programs administered by the Solano Transportation Authority and/or regionally in the San Francisco Bay Area and greater Sacramento

Fund Source	Application Contact**	Application Deadline/Eligibility	Amount Available	Program Description	Proposed Submittal	Additional Information
Regional Grants¹						
Air Resources Board (ARB) Clean Vehicle Rebate Project (CVRP)*	Graciela Garcia ARB (916) 323-2781 ggarcia@arb.ca.gov	Application Due On First-Come, First-Served Basis (Currently applicants are put on waitlist)	Up to \$5,000 rebate per light-duty vehicle	The Zero-Emission and Plug-In Hybrid Light-Duty Vehicle (Clean Vehicle) Rebate Project is intended to encourage and accelerate zero-emission vehicle deployment and technology innovation. Rebates for clean vehicles are now available through the Clean Vehicle Rebate Project (CVRP) funded by the Air Resources Board (ARB) and implemented statewide by the California Center for Sustainable Energy (CCSE).	N/A	Eligible Projects: Purchase or lease of zero-emission and plug-in hybrid light-duty vehicles http://www.arb.ca.gov/mspr/og/aqip/cvrp.htm
Bay Area Air Quality Management District (BAAQMD) Hybrid Electric Vehicle Purchase Vouchers (HVIP)*	To learn more about how to request a voucher, contact: 888-457-HVIP info@californiahvip.org	Application Due On First-Come, First-Served Basis	Approx. \$10,000 to \$45,000 per qualified request	The California Air Resources Board (ARB) created the HVIP to speed the market introduction of low-emitting hybrid trucks and buses. It does this by reducing the cost of these vehicles for truck and bus fleets that purchase and operate the vehicles in the State of California. The HVIP voucher is intended to reduce about half the incremental costs of purchasing hybrid heavy-duty trucks and buses.	N/A	Eligible Projects: Purchase of low-emission hybrid trucks and buses http://www.californiahvip.org/

*New Funding Opportunity

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