

## Countywide Bicycle & Pedestrian Advisory Committee

### MEETING AGENDA

**PLEASE NOTE:** In accordance with Assembly Bill 361, Governor Newsom’s March 4, 2020 State of Emergency due to the COVID-19 pandemic, Sonoma County Public Health Officer’s Recommendation for Teleconferenced Meetings. This meeting will be conducted by teleconference.

The CBPAC will be video-conferencing into the meeting via Zoom. Members of the public who wish to watch/listen to and participate in the meeting may do so via the following platform:

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Meeting ID: 812 3898 5413

Passcode: 450735

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**Instructions for Public Comment:** Public comment on specific agenda items will be allowed during the meeting via Zoom Meeting by using the raise hand function or for phone-in participants by pressing \*9.

***July 26, 2022 – 1:30 p.m.***

Sonoma County Transportation Authority  
Via Zoom  
Santa Rosa, CA

#### ITEM

1. Introductions
2. Approval of Meeting Notes: May 24, 2022\* – **DISCUSSION / ACTION**
3. Public Comment
4. MTC Complete Streets Checklist Review for ATP 6 and OBAG 3 Applications\* – **DISCUSSION / ACTION**
5. Planning
  - 5.1. MTC Regional Active Transportation Plan, Final AT Network  
<https://mtc.maps.arcgis.com/apps/mapviewer/index.html?webmap=8c0efbb322804b06ba8820f1672bd79f> – Information
  - 5.2. Vision Zero – 2021 Data Dashboard Update – 2021 crash data now live at:  
<https://sonomacounty.maps.arcgis.com/apps/dashboards/50b37f3a9002463a82f79766e3155b35>  
-- Information
  - 5.3. Countywide Active Transportation Plan, Review of Existing Facilities - Discussion\*

## 6. Regional Funding

- 6.1. Regional Active Transportation Program, Cycle 6 Applications\*
- 6.2. State Budget Opportunities for Active Transportation\*
- 6.3. TFCA and TDA3 Quarterly Report FYE22 Q4 – Information\*

## 7. Updates

- 7.1. Roundtable – Discussion
- 7.2. Shared Micromobility Updates – Discussion
- 7.3. Bicycle and Pedestrian Counters – Discussion

## 8. Other Business / Comments / Announcements – Discussion

## 9. Adjourn – **ACTION**

\*Materials attached

\*\*Materials to be handed out

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The next **SCTA/RCPA** meeting will be held September 12, 2022

The next **CBPAC** meeting will be held September 27, 2022

Copies of the full Agenda Packet are available at [www.scta.ca.gov](http://www.scta.ca.gov).

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The SCTA/RCPA Business Office is closed, and this meeting was conducted entirely by teleconference pursuant to the provisions of the Governor's Executive Orders N-29-20 and N-35-20, suspending certain requirements of the Ralph M. Brown Act.

## COUNTYWIDE BICYCLE PEDESTRIAN ADVISORY COMMITTEE MEETING NOTES

Meeting Notes of May 24, 2022

[You can view the video recording of this meeting by clicking this link.](#)

### ITEM

#### 1. Introductions

Meeting called to order at 1:32 by Steven Schmitz.

Committee Members: Steven Schmitz, Chair, Sonoma County Transit; Mona Ibrahim, Town of Windsor; Elizabeth Tyree, Sonoma County Regional Parks; Nancy Adams, City of Santa Rosa; Ben Kageyama, City of Healdsburg; JP Harries, City of Cotati; Ken Eichstaedt, City of Petaluma; Chris Bearden, SMART; Wendy Atkins, City of Sonoma.

Guests: Eris Weaver, Sonoma County Bicycle Coalition; Tina Panza, Sonoma County Bicycle Coalition; Orlando Ramirez, Caltrans; Erin Ferguson.

Staff: Dana Turrey; Chris Barney; Janet Spilman David Ripperda; Drew Nichols.

#### 2. Approval of Meeting Notes: March 22, 2022 - DISCUSSION / ACTION\*

This item begins at [1:17](#) on the video recording.

Eris Weaver asked for more to be written in the notes for public transparency.

The March 22, 2022 meeting notes were approved by acclamation.

#### 3. Public Comment

This item begins at [2:23](#) on the video recording.

Eris Weaver announced the final week of Bike to work month. quite a lot of activity, May 20 was Bike to Wherever day. Numbers and participated was considerable smaller than pre pandemic, 7 energizer stations, 300 people stopped by the stations. Met for happy hour afterward. 200 carrier bags were given out at bike shops.

Big event held 18 was the national ride of silence to memorialize those who were killed by a drunk driver while riding their bicycle. 75 riders with 3 different events in Sonoma, Petaluma, and Sebastopol.

#### 4. League of California Bicyclists Legislative Platform

Questions: Nancy Adams, JP Harries, Eris Weaver, Ken Eichstaedt

#### 5. Funding

##### 5.1. SCTA Funding Program

##### 5.2. Safe Streets

##### 5.3. TFCA and TDA3

##### 5.4. Active Transportation Program Cycle 6

This item begins at [9:09](#) on the video recording.

Dana Turrey recalled the discussion on MTC's Complete Streets Checklist update from the previous meeting and spoke further on the comments received on the updated policy.

Staff received questions from Ken Eichstaedt, Chair Schmitz.

## **6. Planning**

- 6.1. Countywide Active Transportation Plan Update
- 6.2. MTC regional Active Transportation Network and Plan Update

This item begins at [35:34](#) on the video recording.

## **7. Updates**

- 7.1. Roundtable

This item begins at [50:27](#) on the video recording.

The committee heard updates from Ken Eichstaedt (City of Petaluma), Orlando Ramirez (Caltrans – District 4), Mona Ibrahim (Town of Windsor), Ben Kageyama (City of Healdsburg), Eydie Tacata (City of Rohnert Park), Nancy Adams (City of Santa Rosa), Chris Bearden (SMART), Tina Panza (Sonoma County Bicycle Coalition/Safe Routes to School), Steven Schmitz (Sonoma County Transit), Eris Weaver (SCBC).

Elizabeth Tyree (Sonoma County Regional Parks), JP Harries (City of Cotati), and Wendy Atkins (City of Sonoma), noted there were no updates in their respective jurisdiction.

- 7.2. Bicycle and Pedestrian Counters

This item begins at [1:05:36](#) on the video recording.

Dana Turrey reminded the committee that SCTA has an automated bicycle and pedestrian counter loan program for jurisdictions to use.

Staff received comments from Nancy Adams.

- 7.3. Shred Mobility Programs
- 7.4. SCTA/RCPA Bicycle Friendly Business Award

This item begins at [1:08:13](#) on the video recording.

Dana Turrey briefly updated the committee on the upcoming bike share program in Marin and Sonoma Counties.

## **8. Other Business/Comments/Announcements**

N/A

## **9. Adjourn**

The committee adjourned at 3:05 p.m.

## Staff Report

To: SCTA Countywide Bicycle & Pedestrian Advisory Meeting Date: 7/26/22  
Committee

From: Dana Turrey, Senior Transportation Planner Item Number: 4

Subject: Complete Streets Checklists Review for ATP 6 and OBAG 3 Applications - *Updated*

Consent Item:  Regular Item:  Action Item:  Report:

### Issue

Shall the CBPAC approve the Complete Streets Checklists for the One Bay Area Grant Cycle 3 (OBAG 3) projects that SCTA is submitting to MTC and for the Active Transportation Program Cycle 6 (ATP 6) applications that have been submitted to MTC for the Regional program?

### Recommendation

Staff recommends that the CBPAC review the attached CS Checklists, provide comment as applicable, and approve the Complete Streets Checklists.

### Advisory Committee Recommendation

The SCTA Board of Directors reviewed and provided direction to move forward with the draft staff recommendations for the SCTA Funding Program (Cycle 1) at its July meeting. The Technical, Transit, and Citizens Advisory Committees, as well as the Climate Action Advisory Committee were presented with the staff recommendations in June and early July.

### Alternatives Considered

NA

### Executive Summary

MTC's Complete Streets policy requires that projects funded all or in part with regional discretionary funding or receiving MTC endorsements shall adhere to the policy. As part of the approval process for both the OBAG 3 and ATP 6 Bay Area Regional Program, each application with a total project cost of \$250,000 or more must have a complete, approved, Complete Streets Checklist per the implementation guidelines for the program. The current item is to review the Complete Streets Checklists for applications submitted to these two programs.

### Policy Impacts / Nexus to Agency Goals

It is within policy for the CBPAC to be afforded the opportunity to review and comment on projects being proposed for federal funding.

## Financial Implications

Is there a fiscal impact? Yes  No  N/A

Is there funding in the current budget? Yes  No  N/A

The funding source(s) to be used are: Surface Transportation Program, Congestion Mitigation and Air Quality Improvement (CMAQ) Program, Federal, State SB 1, State Highway Account (SHA), and state General funds

## Background

In March 2022, MTC adopted Resolution 4493 updating the Bay Area’s regional Complete Streets Policy, first adopted in 2006. The goal of MTC’s Complete Streets Policy is to ensure people biking, walking, rolling, and taking transit are safely accommodated within the transportation network. This policy works to advance Plan Bay Area 2050 objectives of achieving mode shift, safety, equity, and vehicle miles traveled and greenhouse gas emission reductions, as well as state & local compliance with applicable Complete Streets-related laws, policies, and standards, specifically the California Complete Street Act of 2008 (Gov. Code Sections 65040.2 and 65302) and locally adopted Complete Streets resolutions.

MTC’s Complete Streets Policy includes two components:

1. All projects must implement Complete Streets as recommended in adopted local and countywide plans, such as bicycle, pedestrian, active transportation, Vision Zero or other systemic safety plan, transit plans, and MTC-funded Community-Based Transportation Plans.
2. Projects on the AT Network shall incorporate design principles based on designing for “All Ages and Abilities,” contextual guidance provided by the National Association of City Transportation Officials (NACTO), and consistent with state and national best practices. A facility that serves “all ages and abilities” is one that effectively serves the mobility needs of children, older adults, and people with disabilities and in doing so, works well for everyone else. Design best practices for safe street crossings, pedestrian, and Americans with Disabilities (ADA) accessibility at transit tops, and bicycle/micromobility facilities on the AT Network should be incorporated throughout the entire project. The Proposed Public Rights-of-Way Accessibility Guidelines (PROWAG) by the U.S. Access Board should also be referenced during design.

The Complete Streets Checklist was updated with the Complete Streets Policy update. The Complete Streets Checklists are to be utilized during early project conception and design. Congestion management agencies and county transportation agencies review the completed project checklists and seek input from the Countywide Bicycle and Pedestrian Advisory Committee to ensure routine accommodation is considered at the earliest stages of development.

SCTA staff is requesting the the CBAPC review the CS Checklists **linked in the list below**, provide comment as applicable, and approve the Complete Streets Checklists.

## Supporting Documents

1. ATP 6 Complete Streets Checklists
  - a. Healdsburg Healdsburg Ave Complete Streets Project

- b. Petaluma River Trail – Highway 101 Crossing Project
- c. Sebastopol West Sebastopol Bicycle Connectivity and Pedestrian Enhancements

2. OBAG 3 Complete Streets Checklists

- a. Cotati Sidewalk Gap Closures
- b. Healdsburg Grove Street Neighborhood Plan Implementation (Complete Streets)
- c. Petaluma Lynch Creek Trail
- d. Petaluma Caufield Avenue Active Transportation Improvements
- e. Rohnert Park Highway 101 Bicycle and Pedestrian Overcrossing at Copeland Creek
- f. Santa Rosa Downtown Connectivity to Support Housing Density Intensification
- g. Santa Rosa Regional - Resiliency and Economic Development Highway 101 Corridor Interchange (MUP and Pavement Rehab)
- h. Sebastopol Bodega Avenue Bike Lanes and Rehabilitation Phase 2
- i. Sonoma Citywide Safety, Bicycle and Pedestrian Improvements
- j. Sonoma County TPW Mirabel Road Corridor Improvements and West County Trail Gap Closures (Phase 2)
- k. Sonoma County TPW/DRP Mirabel Road Corridor Improvements and West County Trail Gap Closures (Phase 3)
- l. Sonoma County TPW Todd Road and Standish Avenue Intersection Improvements
- m. Windsor Downtown Pedestrian and Bicycle Crossing of US 101 Phase 1 -Underpass Widening
- n. Windsor Old Redwood Highway Pavement Preservation Project
- o. SMART SMART Pathway/Great Redwood Trail - Santa Rosa North to Airport
- p. Transit letter confirming review of OBAG 3 projects

## Staff Report

To: SCTA Countywide Bicycle & Pedestrian Advisory Meeting Date: 7/26/22  
Committee

From: Dana Turrey, Senior Transportation Planner Item Number: 5.3

Subject: Countywide Active Transportation Plan Existing Facilities Update

Consent Item:  Regular Item:  Action Item:  Report:

### Issue

Are the existing bicycle and pedestrian facilities on the Countywide Active Transportation Plan (CAT Plan) map current?

### Recommendation

Staff recommends that all local jurisdictions review the existing facilities in the webmap and project list, then provide any updates to SCTA.

### Executive Summary

SCTA is preparing to develop a Countywide Active Transportation Plan (CAT Plan) this fall/winter when grant funding through the Caltrans Sustainable Communities Transportation Planning Grant Program is obligated. In preparation for the grant-funded work, SCTA staff needs local jurisdiction assistance in updating the existing facilities map developed through the Countywide Bicycle and Pedestrian Master Plan. The existing facilities map was last updated in 2019.

### Requested Actions:

Staff is requesting that all local jurisdictions do the following **by Monday, August 29:**

1. Review the bicycle and pedestrian facility webmap (<https://arcg.is/1qrTLL>) and project list (<https://scta.ca.gov/planning/countywide-active-transportation-plan/#updated-project-list-2019>) for projects that have been completed since the last update in 2019.
2. Submit updates on existing facilities to [chris.barney@scta.ca.gov](mailto:chris.barney@scta.ca.gov) in the form of marked up PDFs of the project list, list of planned projects completed, and/or map.

### Policy Impacts / Nexus to Agency Goals

Development of the Countywide Active Transportation Plan supports the adopted *Moving Forward 2050, Comprehensive Transportation Plan (CTP)* goals for a transportation system that is connected and reliable, safe and well maintained, community oriented and place based, and zero emissions. The CAT Plan would create an updated regional plan to guide implementation of active transportation infrastructure improvements that would improve safety goals identified through Vision Zero and encourage active transportation mode share.



### Financial Implications

Is there a fiscal impact?                      Yes       No       N/A

Is there funding in the current budget?      Yes       No       N/A

The funding source(s) to be used are:

## List of Applications Received - by County

As of: 7/8/2022

\$1,000s

County	Agency	Project Title	Total ATP Fund Request	Total Project Cost
ALA	ACPW	D Street Bicycle, Pedestrian and Safe Routes Improvements	\$ 2,755	\$ 7,219
ALA	ACPW	Mission Boulevard Safe and Complete Streets for Active Transportation	\$ 25,000	\$ 32,683
ALA	ACPW	Oakland Making Moves: Active Oakland Neighborhoods	\$ 1,000	\$ 1,000
ALA	ACPW	San Lorenzo Creekway: Building Equitable Active Transportation in Alameda County	\$ 26,777	\$ 33,477
ALA	ACTC	East Bay Greenway Multimodal, Phase 1	\$ 19,500	\$ 120,947
ALA	ACTC	San Pablo Avenue Safety Enhancements and Transit Bulbs Project	\$ 9,000	\$ 22,740
ALA	Alameda	Willie Stargell Avenue Safety Improvements Project	\$ 4,096	\$ 4,603
ALA	BART	Dublin/Pleasanton Bicycle and Pedestrian Access Improvements: Iron Horse Trail	\$ 8,499	\$ 14,870
ALA	BATA	West Oakland Link of the Bay Skyway	\$ 17,600	\$ 65,035
ALA	Berkeley	Addison Street Bicycle Boulevard Project	\$ 4,870	\$ 6,165
ALA	Berkeley	Washington Elementary and Berkeley High Safe Routes to School project	\$ 1,511	\$ 1,511
ALA	Emeryville	40th Street Protected Bikeway and Pedestrian Improvements	\$ 8,376	\$ 15,550
ALA	Emeryville	Emeryville Loop	\$ 1,155	\$ 10,547
ALA	Fremont	East Bay Greenway (Fremont BART to Irvington District)	\$ 8,612	\$ 9,745
ALA	Oakland	73rd Avenue Active Routes to Transit	\$ 18,865	\$ 27,586
ALA	Oakland	Bancroft Avenue Greenway	\$ 29,311	\$ 34,675
CC	CCPW	Appian Way - Pedestrian Crossings and Sidewalk Gap Closure	\$ 3,265	\$ 3,265
CC	CCPW	Carquinez Middle School Trail Connection	\$ 4,459	\$ 4,868
CC	CCPW	Fourth Street Crosswalk Enhancements	\$ 1,576	\$ 1,576
CC	CCPW	Market Avenue Complete Street	\$ 3,437	\$ 3,497
CC	CCPW	Pacifica Avenue Safe Routes to School Project	\$ 3,902	\$ 4,342
CC	CCPW	San Pablo Avenue Complete Streets/Bay Trail Gap Closure Project	\$ 10,517	\$ 11,717
CC	Concord	Monument Boulevard Multimodal Corridor	\$ 3,961	\$ 15,743
CC	Concord	Pine Hollow Road Complete Streets Project	\$ 8,672	\$ 9,800
CC	Concord	Willow Pass Road Bikeway Project	\$ 2,835	\$ 4,058
CC	EBRPD	Martinez Intermodal Station - Crockett Bay Trail Gap Closure Project	\$ 2,998	\$ 3,751
CC	Moraga	Camino Pablo Pedestrian and Bicycle Improvement Project	\$ 989	\$ 989
CC	Moraga	Moraga Rd and Canyon Rd Complete Streets	\$ 2,707	\$ 2,707
CC	Orinda	Camino Pablo Pathway	\$ 1,617	\$ 1,617
CC	Orinda	Safe Routes to School - Glorietta Elementary School Crossings Project	\$ 386	\$ 386
CC	Pittsburg	Pittsburg Pedestrian and Bike Connectivity to BART	\$ 2,510	\$ 8,088
CC	San Pablo	Broadway-El Portal Safe Routes (BESR) Project	\$ 7,248	\$ 9,143
MRN	Corte Madera	Central Marin Regional Pathways Gap Closure Project	\$ 1,500	\$ 2,075
MRN	Mill Valley	Safe Routes to Schools Pedestrian Gap Closure Project	\$ 3,485	\$ 3,485
MRN	San Rafael	Canal Neighborhood Active Transportation Enhancements Project	\$ 4,123	\$ 5,154
MRN	San Rafael	San Rafael Canal Crossing Project	\$ 3,925	\$ 23,525
NAP	Napa	Imola Avenue Corridor Complete Streets Improvement Project	\$ 13,805	\$ 16,805
NAP	Napa County	Napa Valley Vine Trail between Yountville and St. Helena	\$ 15,000	\$ 29,890
SF	SFMTA	Bayview Multimodal Community Corridor	\$ 12,325	\$ 15,445
SF	SFMTA	Howard Streetscape Project	\$ 23,691	\$ 49,435
SM	Half Moon Bay	Eastside Parallel Trail North: Segment 2 (Spindrift to Ruisseau Francais)	\$ 2,985	\$ 3,375
SM	Half Moon Bay	Eastside Parallel Trail South (Higgins Canyon to Miramontes Point)	\$ 250	\$ 250
SM	Menlo Park	Willow Road (SR-114) Pedestrian Improvements and Class IV Bikeway	\$ 3,756	\$ 4,756
SM	San Carlos	Holly Street/US-101 Pedestrian and Bicyclist Overcrossing	\$ 11,955	\$ 15,255
SM	San Mateo County	Santa Cruz Avenue/Alameda de las Pulgas Complete Street Project	\$ 5,435	\$ 6,629
SM	South San Francisco	Hillside Pedestrian Connection Project	\$ 900	\$ 900
SCL	Milpitas	Montague Expressway Pedestrian Overcrossing	\$ 10,800	\$ 24,700
SCL	Palo Alto	South Palo Alto Enhanced Bikeways Project	\$ 776	\$ 1,315
SCL	San Jose	2nd & 3rd Street De-Coupling and Complete Streets Project	\$ 21,768	\$ 24,587
SCL	San Jose	Julian Street-Guadalupe Trail Connection	\$ 5,308	\$ 5,996
SCL	San Jose	Story-Keyes Complete Streets Project	\$ 36,386	\$ 41,098
SCL	Santa Clara	Central Santa Clara Bicycle and Pedestrian Improvement Project	\$ 7,638	\$ 9,559
SCL	VTA	Bascom Avenue Complete Street Project (I-880 to Hamilton Avenue)	\$ 39,103	\$ 46,685
SCL	VTA	Homestead Road Safe Routes to School Project	\$ 13,848	\$ 15,400
SOL	Benicia	ATP Cycle 6 Safe Routes to School Improvements	\$ 1,623	\$ 1,623

\$1,000s

County	Agency	Project Title	Total ATP Fund Request	Total Project Cost
SOL	Fairfield	Travis Safe Routes to School and Transit Project	\$ 4,108	\$ 6,108
SOL	Rio Vista	Airport Road Church Road Bike and Pedestrian Improvements	\$ 6,273	\$ 6,573
SOL	Solano County	Benicia Road Complete Streets Project	\$ 3,306	\$ 3,440
SOL	Suisun City	McCoy Creek Trail Phase 3 Improvements Project	\$ 4,292	\$ 4,292
SOL	Vacaville	Ulatis Transit to Downtown Connector	\$ 7,242	\$ 9,244
SON	Healdsburg	Healdsburg Avenue Complete Streets Project	\$ 11,819	\$ 14,774
SON	Petaluma	River Trail - Highway 101 Crossing Project	\$ 3,233	\$ 4,537
SON	Sonoma County	West Sebastopol Bicycle Connectivity and Pedestrian Enhancement Project	\$ 10,425	\$ 11,346
<b>63 Applications Received</b>		<b>Totals</b>	<b>\$ 539,089</b>	<b>\$ 902,156</b>

**Statewide Component Applications not Submitted to MTC Regional Program**

As of: 7/8/2022

County	Agency	Project Title	Total ATP Fund Request (\$1,000s)	Total Project Cost (\$1,000s)
CC	Pleasant Hill	Monument Boulevard/1-680 Bicycle & Pedestrian Improvements		
MRN	Sausalito	Bridgeway Signal Improvements at Easterby		
MRN	Sausalito	Coloma Street Safe Pathways to School		
NAP	Yountville	Town of Yountville Forrester Lane ATP Project		
SCL	Gilroy	Monterey Rd Bicycle and Pedestrian Improvements		
SCL	Santa Clara County	Meadow Lane Sidewalk Improvements		
SON	Sonoma County	Moorland Pedestrian and School Access		
<b>7</b>		<b>Totals</b>	<b>\$ -</b>	<b>\$ -</b>

**Metropolitan Transportation Commission and Association of Bay Area Governments**  
**Joint MTC ABAG Legislation Committee**

July 8, 2022

Agenda Item 3a

**Fiscal Year 2022-23 State Budget Update**

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**Subject:**

Update on the state budget with a focus on transportation, housing, and climate adaptation.

**Transportation Deal Finally Reached**

The Legislature and the Governor have finally reached an agreement on transportation funding that includes \$4.2 billion for High Speed Rail from the remaining Proposition 1A bond authorization plus \$10.8 billion in other transportation funding, including \$5.6 billion *this year* for a variety of transportation improvements, including public transit, active transportation, grade crossings, and climate resilience. As a condition of funding, additional oversight and reporting requirements are required of the California High Speed Rail Authority. In addition to the \$5.6 billion appropriated this year, the proposal includes \$5.2 billion in future year funding, including \$1.2 billion for port-related infrastructure improvements split evenly between fiscal year (FY) 2022-23 and FY 2023-24 and \$4 billion for public transit capital improvements split evenly between FY 2023-24 and FY 2024-25.

**Affordable Housing**

The final budget agreement includes a \$2 billion multi-year housing and homelessness package with funding provided to a variety of multifamily housing production and housing preservation programs as well as a new homeownership program and funding for seismic retrofit of multifamily housing.

**Climate Adaptation**

The budget includes significant funding for climate adaptation and establishes a new Transportation Infrastructure Climate Adaptation Project Program modeled on Senate Bill 1049 (Dodd), which MTC sponsored.

**Recommendation:** Information

**Attachments:**

- Attachment A: Summary of Final Budget Deal



Therese W. McMillan

### Summary of Final Budget Deal

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Governor Newsom and legislative leaders reached an agreement over the weekend on a budget deal that includes a \$17 billion inflation relief package and a significant transportation infrastructure package that includes \$4.2 billion for High Speed Rail for the Central Valley segment and \$10.8 billion for other transportation improvements. A transportation portion of the budget agreement is contained in three bills:

- AB/SB 180, amending the current year's budget (fiscal year (FY) 2021-22)
- AB/SB 178 for the FY 2022-23 State Budget and future years
- AB/SB 198, a trailer bill providing further details and establishing new programs, such as the Local Transportation Infrastructure Climate Adaptation Project Program, the Reconnecting Communities: Highways to Boulevards Pilot Program and a new Port Infrastructure Program

#### Topline Overview

The final agreement includes \$4.2 billion for High Speed Rail for the Central Valley segment (with various oversight strings attached) and a \$10.8 billion transportation package for public transit, active transportation, port infrastructure, and transportation-related climate adaptation. Of this amount, \$5.6 billion is provided in FY 2021-22 across various categories, \$1.2 billion for port-supportive infrastructure in FY 2022-23 and FY 2023-24 and \$4 billion included as a legislative "goal" for appropriation in FY 2023-4 and FY 2024-25. On the inflation relief side, the package includes direct payments to households and waives the state portion of the sales tax on diesel fuel but includes language requiring that the General Fund backfill this reduced transportation revenue.

#### Distribution of Transit Funds from FY 2021-22 Appropriation

The budget provides \$3.6 billion in supplemental funds to the Transit and Intercity Rail Capital Program (TIRCP) in an amendment to the FY 2021-22 State Budget. As originally proposed by Governor Newsom, a portion of these funds is reserved for Southern California defined as the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, San Diego and Ventura. Specifically, \$1.8 billion will be reserved for high priority projects in those counties. Additionally, \$300 million is reserved for rail realignment for high priority intercity rail corridors in the coastal zone at risk of sea-level rise, which appears designed to address a known at-risk

rail segment on the Del Mar bluffs in San Diego County. The remainder, \$1.5 billion, or 41 percent, is available for the rest of the state, including the Bay Area. Of this amount, *a minimum* of \$900 million is reserved for multi-year grants to support the delivery of capital projects that have previously received grants from TIRCP and that can demonstrate that a supplemental state grant would leverage or maintain an identified source of significant local or federal investment, including through the federal Capital Investment Grant Program, Expedited Project Delivery Program, or other such federal funding source. This provides a maximum of \$600 million available for other Bay Area priorities (in competition with the rest of the state, other than Southern California).

### **Major Projects Project Development Reserve**

Of the \$3.6 billion total, up to \$150 million total (across both categories) shall be set aside for a “Major Projects Project Development Reserve” available for multiyear grants to support the delivery of capital projects and programs of projects that have entered or have applied to enter federal project development processes for at least a portion of the project or program of projects, and that expect to receive federal funding in the future once complete with project development. Contingent awards that provide the match necessary to leverage federal planning funds shall be encouraged. The California State Transportation Agency (CalSTA) shall amend its program guidelines to establish an application review and prioritization process that is separate and apart from the prioritization of program funds not set aside under this provision.

### **Future Year Transit Funding**

AB/SB 198 indicates the Legislature’s goal to provide \$2 billion in both FY 2023-24 and FY 2024-25 for transit and intercity rail projects via allocations to regional transportation planning agencies (RTPA) (i.e., MTC in the Bay Area) on the basis of each RTPA’s population-based share after a minimum of \$300,000 is provided per agency statewide. As such, the Bay Area would receive an estimated 19.5 percent of these funds. While this is much lower than the Bay Area typically receives on a competitive basis in TIRCP or via state transit assistance (STA) funds (36 percent), there is value in funding certainty that comes with a formula share and future advocacy can focus on a formula that is more aligned with the region’s share of transit ridership statewide (about 40 percent of the state in 2019, currently about 33 percent).

**Active Transportation Funding Boosted & New Reconnecting Communities Pilot Program Established**

AB/SB 180 appropriates \$1.05 billion to the Active Transportation Program, and \$149 million to a new Reconnecting Communities: Highways to Boulevards Pilot Program under Caltrans, for planning or implementing the conversion or transformation of underutilized state highways into multimodal corridors that serve residents of underserved communities whose provisions are included in AB/SB 198. Of the state Reconnecting Communities funds, 25 percent is reserved for planning and 75 percent for implementation. In addition to meeting other goals, the new state program is designed to serve as matching funds for the federal Reconnecting Communities Pilot Program authorized in the 2021 federal Bipartisan Infrastructure Law. The new state program restricts funds to projects that demonstrate a direct and meaningful benefit to an underserved community and be adjacent to or directly located in an underserved community, which it requires Caltrans to define. Importantly, AB/SB 198 notes the definition *may include, but need not be limited to*, the CalEnviroScreen definition as well as census tracts considered low-income.

**New Transportation Infrastructure Climate Adaptation Project Program**

Building on SB 1049 (Dodd), sponsored by MTC, AB 198 establishes new local and state transportation climate adaptation programs. SB 180 allocates \$198 million from the General Fund towards local transportation climate adaptation planning and projects. The bill would provide \$50 million for planning to be distributed through a new Transportation Infrastructure Climate Adaptation Strategy competitive grant program and \$148 million for local projects to be distributed through a new California Transportation Commission-administered Local Transportation Infrastructure Climate Adaptation Project program. The new State Transportation Infrastructure Climate Adaptation Program established by AB 198 would be administered by Caltrans. SB 178 allocates \$200 million from the Federal Trust Fund to the state adaptation program for FY 2022-23. AB 198 further provides that new federal PROTECT resilience program funds may be directed to the local and state resilience programs.

### **New Port Infrastructure Program Administered by CalSTA**

AB/SB 178 provides \$600 million in FY 2022-23 and \$600 million in FY 2023-24 for a new port infrastructure program established in AB/SB 198. The program requires 70 percent of the funds to be used for infrastructure projects, each supporting goods movement related to the Port of Los Angeles, the Port of Long Beach, or both, and 30 percent to be used for other high-priority projects supporting ports and goods movement infrastructure in the rest of the state, including inland ports. Projects eligible for funding include port-specific projects, including port electrification, goods movement capacity projects along railway corridors and high-priority grade separations.

### **Grade Separations**

AB/SB 180 dedicates \$350 million for grade separation projects. Of this, \$100 million shall be administered as a General Fund set-aside for High-Priority Grade Crossing Improvement and Separation Projects. Such funds shall be available for multi-year grants to support the delivery of projects that maximize safety benefits and reduce or eliminate conflicts between road users and railroads, including those anticipated with future rail service growth. Such projects may benefit existing or proposed rail passenger services. Contingent awards that provide the match necessary to leverage federal funds shall be encouraged. CalSTA shall amend its program guidelines to establish an application review and prioritization process that is separate and apart from the prioritization of program funds not set aside under this provision.

### **Climate-Energy Package**

Overall, the budget includes \$19.3 billion in General Fund related to climate change and energy, including \$9.7 billion in the current year and FY 2022-23 and \$9.6 billion in future years. Details are to be determined in future legislation. SB 180, which appropriates funds for FY 2021-22 includes \$619 million for investments that support the transition to zero emission vehicles and associated infrastructure, \$534 million for investments that support drought and water resilience and \$30 million for investments that support wildfire and forest resilience.



**\$4.2 Billion in High Speed Rail Funds Appropriated, With Strings**

The Governor's longstanding \$4.2 billion budget request for the Central Valley segment (dating back to 2021) is finally approved in AB/SB 178. However, AB/SB 198 makes several major adjustments to the High Speed Rail Authority's (HSRA) statutory direction and authority and imposes conditions for full release of the funds. Specifically, it provides that the Legislature's intent is for the High-Speed Rail Authority to prioritize the completion of the Merced to Bakersfield segment as an important step in delivery of the full Phase 1 system envisioned by voters when they approved Proposition 1A. The bill defines the Merced to Bakersfield segment as the delivery of a useable high-speed rail line between those two cities, as well as existing federal and local commitments as of June 1, 2022 - such as the delivery of improvements to Los Angeles Union Station.

The bill sets aside \$2.2 billion of the \$4.2 billion total appropriation, and requires the HSRA to meet certain requirements, including the development of project milestones and review of the necessity of the additional funds by the Office of the Inspector General, before that \$2.2 billion is made available to HSRA via the Joint Legislative Budget Committee.

The bill would require HSRA to notify the chairpersons of the relevant committees of both houses of the Legislature before submitting a federal grant application for funding for implementation of the high-speed rail project and before releasing a request for proposals after June 1, 2022, for contracts relating to specified aspects of the high-speed rail system.

*Office of the Inspector General for High Speed Rail Established*

This bill would establish an independent Office of the Inspector General to provide oversight and external audits of the Authority's practices. Commencing with a project update report due on or before March 1, 2023, the Inspector General will conduct independent fiscal estimates and reviews of the High-Speed Rail Authority's plans and estimates for project advancement and make findings of the reasonableness of those plans and estimates. The bill would require the Governor to appoint the High-Speed Rail Authority Inspector General to a four-year term from a list of 3 qualified individuals nominated by the Joint Legislative Audit Committee. The bill would authorize the Inspector General to initiate audits and reviews related to the delivery of the high-speed rail project and the selection and oversight of contractors, as provided.

### **Miscellaneous Policy Changes in AB/SB 198 Trailer Bill**

The bill expands the number of design-build projects Caltrans may use in FY 2022–23 and FY 2023–24 by six from the current cap of ten.

### **Housing & Homelessness**

The final budget bills includes significant resources for affordable housing, including the following:

- \$500 million for state Low Income Housing Tax Credits
- \$500 million for a new homeownership program—California Dream for All—to make homeownership more achievable for first-time homebuyers.
- \$425 million over two years for the Infill Infrastructure Grant Program
- \$410 million over two years for adaptive reuse
- \$350 million over two years for the CalHome program
- \$325 million over two years for the Multifamily Housing Program
- \$250 million for the Housing Accelerator Program
- \$50 million for accessory dwelling unit (ADU) financing
- \$150 million over two years for affordable housing preservation
- \$100 million over two years for affordable housing on state surplus land
- \$250 million for seismic retrofit for multifamily housing in FY 2023-24.

With regard to homelessness, the budget includes \$1 billion in FY 2023-24 for the Homeless Housing, Accountability, and Prevention Program (HHAPP), \$1.5 billion over two years for bridge housing for individuals experiencing homelessness who also have serious behavioral health conditions, and \$700 million over two years for Encampment Resolution grants to help local governments transition individuals into permanent housing.

### **Legislative Priority Projects**

The final agreement includes \$2 billion in funding for specific projects in AB/SB 178 and AB/SB 180 for various categories, including transportation to parks to education. Staff is compiling a list of transportation, housing and park related earmarks and will make available before your meeting.



**Memorandum**

**To:** Transit TAC, TAC, CBPAC  
**From:** Dana Turr y, Senior Transportation Planner  
**Subject:** Quarterly Status Report of TDA3 and TFCA Projects through FYE 2022 Q4  
**Date:** July 13, 2022

**Transportation Development Act, Article 3 (TDA3) Projects**

Jurisdiction	Project	ID	Programmed Amount	Expended	Balance	Fund Expiration
Cloverdale	S. Cloverdale Blvd./Santana Pedestrian and Green Bike Lane Improvements	20-0010-01	\$110,862	\$110,862	\$0	6/30/2022
Healdsburg	Front Street Sidewalk Gap Closure Project	22-0010-01	\$30,000	\$0	\$30,000	6/30/2024
<b>Petaluma</b>	<b>Path Maintenance at Lynch Creek Trail and Prince Park Path</b>	<b>20-0010-02</b>	<b>\$131,210</b>	<b>\$0</b>	<b>\$131,210</b>	<b>6/30/2022</b>
Petaluma	Lynch Creek Trail Maintenance	21-0010-04	\$62,995	\$0	\$62,995	6/30/2023
Rohnert Park	Trail to Crane Creek Regional Park	21-0010-02	\$480,000	\$0	\$480,000	6/30/2023
<b>Santa Rosa</b>	<b>Santa Rosa Ave Bike and Pedestrian Enhancements - Phase 1</b>	<b>20-0010-81</b>	<b>\$250,000</b>	<b>\$145,938</b>	<b>\$104,062</b>	<b>6/30/2022</b>
Santa Rosa	Santa Rosa Ave Bike and Pedestrian Enhancements - Phase 2	21-0010-03	\$450,000	\$0	\$450,000	6/30/2023
Sonoma County - RP	Copeland Creek Trail - Extension Petaluma Hill Rd to Crane Creek RP	21-0010-05	\$200,000	\$0	\$200,000	6/30/2023
Windsor	Crosswalk Enhancement on Starr Road and Stellar Lane	22-0010-02	\$110,000	\$0	\$110,000	6/30/2024

- **Projects in red have expired and must be invoiced asap.** Project costs must be incurred prior to the TDA3 expiration date.
- **Sponsors must submit invoices no later than August 31 for any funds expiring June 30.** Submit invoices to MTC Accounts Payable [acctpay@bayareametro.gov](mailto:acctpay@bayareametro.gov), and copy SCTA (Dana Turr y [dana.turrey@scta.ca.gov](mailto:dana.turrey@scta.ca.gov)).

## Transportation Fund for Clean Air (TFCA), County Program Manager Fund Projects

Jurisdiction	Project	ID	Programmed Amount	Expended	Balance	Fund Expiration	Project Start Deadline
Santa Rosa CityBus	Trip Reduction Incentive Programs	20-SON-03	\$257,965	\$45,886	\$212,079	12/30/2022	9/1/2021
Santa Rosa CityBus	Trip Reduction Incentive Programs	21-SON-03	\$305,278	\$0	\$305,278	12/31/2022	1/1/2023
Santa Rosa CityBus	Electric Transit Bus SR #1	22-SON-01	\$207,843	\$0	\$207,843	11/14/2023	9/27/2023
Santa Rosa Public Works	Class IV Cycletracks - Armory Dr and Santa Rosa Ave	22-SON-05	\$76,887	\$0	\$76,887	11/14/2023	9/27/2023
SCTA	Emergency Ride Home	22-SON-04	\$40,000	\$2,460	\$37,540	11/14/2023	8/1/2023
Sonoma County Transit	Electric Bus Purchase #3	20-SON-01	\$139,309	\$0	\$139,309	12/30/2022	8/1/2021
Sonoma County Transit	Electric Bus Purchase #4	21-SON-01	\$185,722	\$0	\$185,722	12/31/2022	8/21/2022
Sonoma County Transit	Electric Transit Bus SCT #5	22-SON-02	\$124,958	\$0	\$124,958	11/14/2023	8/16/2023

- Interim Reports on all open projects programmed for 22-SON and earlier, and Final Reports for projects closed between January 1, 2022 and June 30, 2022, will be due in October 2022.
- Please submit all TFCA invoices by June 24 for any expenses incurred in that fiscal year.
- Please contact David Ripperda at [David.Ripperda@scta.ca.gov](mailto:David.Ripperda@scta.ca.gov) with any questions or requests for extensions.