



REQUEST FOR AUTHORIZATION FOR SUBMITTAL
OF ONE BAY AREA GRANT 2 (OBAG 2)
APPLICATIONS FOR THE PAVEMENT
REHABILITATION OF VARIOUS STREETS AND
THE DESIGN FOR THE HIGHWAY 101 BICYCLE
AND PEDESTRIAN BRIDGE

City Council Meeting
July 18, 2017

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Transportation and Public Works

Background

On October 11, 2016, the City Council by motion authorized the Director of Transportation and Public Works to submit grant applications for the pavement rehabilitation project, the Highway 101 bicycle and pedestrian bridge design phase, and the bike and pedestrian gap closures citywide to the Sonoma County Transportation Authority (SCTA) for consideration in the OBAG 2 program.

Background

On May 8, 2017, the SCTA approved the list of projects for the OBAG Cycle 2 federal transportation funds which included two City projects: 1) pavement rehabilitation of various streets, and 2) the design phase for the Highway 101 bicycle and pedestrian bridge.

Background

Projects funded with STP and CMAQ require a non-federal local match. The current local match requirement for STP and CMAQ projects is 11.47% of the total project cost, with the Federal Highway Administration (FHWA) providing up to 88.53% of the total project cost.

Analysis

Based on the project evaluation and scoring, two of the three projects the City submitted were recommended for OBAG 2 funding. The projects are:

- Pavement Rehabilitation on various streets - \$1,654,500 (federal funds) and \$214,400 (local match – non general funds)
- Highway 101 bicycle and pedestrian bridge –
- \$1,782,000 (federal funds) and \$230,500 (local match – non general funds)

Recommendation

- It is recommended by the Transportation and Public Works Department that the City Council, by two separate resolutions: 1) authorize the filing of applications for federal Surface Transportation Program (STP)/Congestion Mitigation and Air Quality (CMAQ) grants through the Metropolitan Transportation Commission (MTC) One Bay Area Grant Program 2 (OBAG 2) for the pavement rehabilitation of various streets and the design for the Highway 101 bicycle and pedestrian bridge; 2) authorize the use of non-general funds (local utility impact fees, Capital Facilities Fees, Measure M funds, gas tax, and Transportation Development Act Article III funds) to match the federal funds being requested; and 3) provide assurances that the City will complete the projects and appropriate federal funds into the projects.

Questions