

Napa Valley Transportation Authority

625 Burnell Street
Napa, CA 94559



Agenda - Final

Thursday, February 3, 2022
2:00 PM

REFER TO COVID-19 SPECIAL NOTICE

Technical Advisory Committee (TAC)

*****COVID 19 SPECIAL NOTICE*****

PUBLIC MEETING GUIDELINES FOR PARTICIPATING VIA PHONE/VIDEO CONFERENCING

Consistent with California Assembly Bill 361 and Government Code Section 54953, due to the COVID-19 State of Emergency and the recommendations for physical distancing, the Napa Valley Transportation Authority (NVRTA) Technical Advisory Committee (TAC) meeting will be held virtually. To maximize public safety while still maintaining transparency, members of the public may observe and participate in the meeting from home. The public is invited to participate telephonically or electronically via the methods below:

- 1) To join the meeting via Zoom video conference from your PC, Mac, iPad, iPhone or Android at the noticed meeting time, go to <https://zoom.us/join> and enter meeting ID 97545900346
- 2) To join the Zoom meeting by phone dial 1 669 900 6833, enter meeting ID: 975 4590 0346 If asked for the participant ID or code, press #.

Public Comments

Members of the public may comment on matters within the purview of the Committee that are not on the meeting agenda during the general public comment item at the beginning of the meeting. Comments related to a specific item on the agenda must be reserved until the time the agenda item is considered and the Chair invites public comment. Members of the public are welcome to address the Committee, however, under the Brown Act Committee members may not deliberate or take action on items not on the agenda, and generally may only listen.

Instructions for submitting a Public Comment are on the next page.

Members of the public may submit a public comment in writing by emailing info@nvta.ca.gov by 9:00 a.m. on the day of the meeting with PUBLIC COMMENT as the subject line (for comments related to an agenda item, please include the item number). All written comments should be 350 words or less, which corresponds to approximately 3 minutes or less of speaking time. Public comments emailed to info@nvta.ca.gov after 9 a.m. the day of the meeting will be entered into the record but not read out loud. If authors of the written correspondence would like to speak, they are free to do so and should raise their hand and the Chair will call upon them at the appropriate time.

1. To comment during a virtual meeting (Zoom), click the "Raise Your Hand" button (click on the "Participants" tab) to request to speak when Public Comment is being taken on the Agenda item. You must unmute yourself when it is your turn to make your comment for up to 3 minutes. After the allotted time, you will then be re muted. Instructions for how to "Raise Your Hand" are available at <https://support.zoom.us/hc/en-us/articles/205566129-Raise-Hand-In-Webinar>.

2. To comment by phone, press "*9" to request to speak when Public Comment is being taken on the Agenda item. You must unmute yourself by pressing "*6" when it is your turn to make your comment, for up to 3 minutes. After the allotted time, you will be re muted.

Instructions on how to join a Zoom video conference meeting are available at:
<https://support.zoom.us/hc/en-us/articles/201362193-Joining-a-Meeting>

Instructions on how to join a Zoom video conference meeting by phone are available at:
<https://support.zoom.us/hc/en-us/articles/201362663-Joining-a-meeting-by-phone>

Note: The methods of observing, listening, or providing public comment to the meeting may be altered due to technical difficulties or the meeting may be cancelled, if needed.

All materials relating to an agenda item for an open session of a regular meeting of the NVTA TAC are posted on the NVTA website 72 hours prior to the meeting at: <https://nctpa.legistar.com/Calendar.aspx> or by emailing info@nvta.ca.gov to request a copy of the agenda.

Materials distributed to the members of the Committee present at the meeting will be available for public inspection after the meeting. Availability of materials related to agenda items for public inspection does not include materials which are exempt from public disclosure under Government Code sections 6253.5, 6254, 6254.3, 6254.7, 6254.15, 6254.16, or 6254.22.

Americans with Disabilities Act (ADA): This Agenda shall be made available upon request in alternate formats to persons with a disability. Persons requesting a disability related modification or accommodation should contact Kathy Alexander, NVTA Deputy Board Secretary, at (707) 259-8627 during regular business hours, at least 48 hours prior to the time of the meeting.

Note: Where times are indicated for agenda items, they are approximate and intended as estimates only, and may be shorter or longer as needed.

Acceso y el Título VI: La NVTA puede proveer asistencia/facilitar la comunicación a las personas discapacitadas y los individuos con conocimiento limitado del inglés quienes quieran dirigirse a la Autoridad. Para solicitar asistencia, por favor llame al número (707) 259 8627. Requerimos que solicite asistencia con tres días hábiles de anticipación para poderle proveer asistencia.

Ang Accessibility at Title VI: Ang NVTA ay nagkakaloob ng mga serbisyo/akomodasyon kung hilingin ang mga ito, ng mga taong may kapansanan at mga indibiduwal na may limitadong kaalaman sa wikang Ingles, na nais na matugunan ang mga bagay bagay na may kinalaman sa NVTA TAC. Para sa mga tulong sa akomodasyon o pagsasalin wika, mangyari lang tumawag sa (707) 259 8627. Kakailanganin namin ng paunang abiso na tatlong araw na may pasok sa trabaho para matugunan ang inyong kahilingan.

1. Call To Order
2. Roll Call
3. Public Comment
4. Committee Member Comments
5. Staff Comments

6. STANDING AGENDA ITEMS

6.1 County Transportation Agency Report (Danielle Schmitz)

6.2 Project Monitoring Funding Programs* (Alberto Esqueda)

6.3 Caltrans' Report (Lidia Gaitan/Aaron Wang) (Pages 9-13)

Recommendation: Information only

Attachments: [Caltrans Report.pdf](#)

6.4 Vine Trail Update

6.5 Measure T Update (Victoria Ortiz)

Note: Where times are indicated for the agenda items they are approximate and intended as estimates only, and may be shorter or longer, as needed.

7. CONSENT AGENDA

7.1 Meeting Minutes of January 6, 2022 Technical Advisory Committee Meeting (Kathy Alexander) (Pages 14-18)

Body: TAC action will approve the January 6, 2022 Meeting Minutes.

Estimated Time: 2:30 p.m.

Attachments: [Draft Minutes.pdf](#)

7.2 AB 361 Remote Meeting Authorization (Kathy Alexander) (Pages 19-22)

Recommendation: That the Technical Advisory Committee (TAC) approve holding the March 3, 2022 meetings remotely in accordance with NVTa Resolution 21-30 which finds that COVID-19 emergency conditions persist and warrant that NVTa hold all open and public meetings remotely in accordance with Government Code section 54953, subdivision (e) and other applicable provisions of the Brown Act for remote only teleconference meetings.

Estimated Time: 2:30 p.m.

Attachments: [Staff Report.pdf](#)

8. REGULAR AGENDA ITEMS

8.1 Nomination and Election of Technical Advisory Committee (TAC) Vice Chairperson for the Remainder of Calendar Year 2022 (Kathy Alexander) (Pages 23-24)

Recommendation: That the TAC nominate and elect a new vice chairperson for the remainder of Calendar Year 2022.

Estimated Time: 2:30 p.m.

Attachments: [Staff Report.pdf](#)

8.2 One Bay Area Grant (OBAG) Cycle 3 Update (Alberto Esqueda) (Pages 25-44)

Body: That the TAC receive an update on the One Bay Area Grant Cycle 3 (OBAG 3). Information only

Estimated Time: 2:35 p.m.

Attachments: [Staff Report.pdf](#)

8.3 Bay Area Safety Plan Requirement (Danielle Schmitz) (Pages 45-49)

Recommendation: That the TAC review the Draft Bay Area Safety Plan requirement. Information only

Estimated Time: 2:45 p.m.

Attachments: [Staff Report.pdf](#)

8.4 Vine Transit Update (Rebecca Schenck) (Pages 50-55)

Recommendation: Information only. This report will provide an update on the operational performance for Vine Transit services covering the second quarter (Q2) of Fiscal Year (FY) 2021-22. The report will also provide an update on operational and service changes related to the pandemic.

Estimated Time: 2:55 p.m.

Attachments: [Staff Report.pdf](#)

8.5 Regional Active Transportation Network Update (Diana Meehan) (Pages 56-61)

Recommendation: That the TAC receive an update on the Regional Active Transportation Network. Information only

Estimated Time: 3:05 p.m.

Attachments: [Staff Report.pdf](#)

8.6 Transportation Fund for Clean Air (TFCA) Program Fiscal Year Ending (FYE) 2023 Draft Expenditure Plan and Program Review (Diana Meehan) (Pages 62-64)

Recommendation: That the Technical Advisory Committee (TAC) recommend that the NVT Board approve the Transportation Fund for Clean Air (TFCA) County Program Draft Expenditure Plan for Fiscal Year Ending (FYE) 2023.

Estimated Time: 3:15 p.m.

Attachments: [Staff Report.pdf](#)

8.7 Legislative Update* (Kate Miller)

Recommendation: That the TAC receive the federal and state legislative updates. Information only

Estimated Time: 3:20 p.m.

8.8 February 16, 2022 NVT Board Meeting Draft Agenda* (Kate Miller)

Recommendation: That the TAC receive the draft February 16, 2022 NVT Board Meeting agenda.

Estimated Time: 3:25 p.m.

9. FUTURE AGENDA ITEMS

10. ADJOURNMENT

10.1 Approval of Next Regular Meeting Date of March 3, 2022 and Adjournment.

I, Kathy Alexander, hereby certify that the agenda for the above stated meeting was posted at a location freely accessible to members of the public at the NVTa offices, 625 Burnell Street, Napa, CA by 5:00 p.m., on Thursday, January 27, 2022.

Kathy Alexander (e-sign) 01/27/2022

Kathy Alexander, Deputy Board Secretary

*Information will be available at the meeting

Glossary of Acronyms

AB 32	Global Warming Solutions Act	FAST	Fixing America's Surface Transportation Act
ABAG	Association of Bay Area Governments	FHWA	Federal Highway Administration
ACFR	Annual Comprehensive Financial Report	FTA	Federal Transit Administration
ADA	American with Disabilities Act	FY	Fiscal Year
APA	American Planning Association	GHG	Greenhouse Gas
ATAC	Active Transportation Advisory Committee	GGRF	Greenhouse Gas Reduction Fund
ATP	Active Transportation Program	GTFS	General Transit Feed Specification
BAAQMD	Bay Area Air Quality Management District	HBP	Highway Bridge Program
BAB	Build America Bureau	HBRR	Highway Bridge Replacement and Rehabilitation Program
BART	Bay Area Rapid Transit District	HIP	Housing Incentive Program
BATA	Bay Area Toll Authority	HOT	High Occupancy Toll
BRT	Bus Rapid Transit	HOV	High Occupancy Vehicle
CAC	Citizen Advisory Committee	HR3	High Risk Rural Roads
CAP	Climate Action Plan	HSIP	Highway Safety Improvement Program
CAPTI	Climate Action Plan for Transportation Infrastructure	HTF	Highway Trust Fund
Caltrans	California Department of Transportation	HUTA	Highway Users Tax Account
CASA	Committee to House the Bay Area	HVIP	Hybrid & Zero-Emission Truck and Bus Voucher Incentive Program
CBTP	Community Based Transportation Plan	IFB	Invitation for Bid
CEQA	California Environmental Quality Act	ITIP	State Interregional Transportation Improvement Program
CIP	Capital Investment Program	ITOC	Independent Taxpayer Oversight Committee
CMA	Congestion Management Agency	IS/MND	Initial Study/Mitigated Negative Declaration
CMAQ	Congestion Mitigation and Air Quality Improvement Program	JARC	Job Access and Reverse Commute
CMP	Congestion Management Program	LCTOP	Low Carbon Transit Operations Program
CalSTA	California State Transportation Agency	LIFT	Low-Income Flexible Transportation
CTA	California Transit Association	LOS	Level of Service
CTP	Countywide Transportation Plan	LS&R	Local Streets & Roads
CTC	California Transportation Commission	LTF	Local Transportation Fund
CY	Calendar Year	MaaS	Mobility as a Service
DAA	Design Alternative Analyst	MAP 21	Moving Ahead for Progress in the 21 st Century Act
DBB	Design-Bid-Build	MPO	Metropolitan Planning Organization
DBE	Disadvantaged Business Enterprise	MTC	Metropolitan Transportation Commission
DBF	Design-Build-Finance	MTS	Metropolitan Transportation System
DBFOM	Design-Build-Finance-Operate-Maintain	ND	Negative Declaration
DED	Draft Environmental Document	NEPA	National Environmental Policy Act
EIR	Environmental Impact Report	NOAH	Natural Occurring Affordable Housing
EJ	Environmental Justice	NOC	Notice of Completion
EPC	Equity Priority Communities	NOD	Notice of Determination
ETID	Electronic Transit Information Displays	NOP	Notice of Preparation
FAS	Federal Aid Secondary		

Glossary of Acronyms

NVTA	Napa Valley Transportation Authority	SHOPP	State Highway Operation and Protection Program
NVTA-TA	Napa Valley Transportation Authority-Tax Agency	SNTDM	Solano Napa Travel Demand Model
OBAG	One Bay Area Grant	SR	State Route
PA&ED	Project Approval Environmental Document	SRTS	Safe Routes to School
P3 or PPP	Public-Private Partnership	SOV	Single-Occupant Vehicle
PCC	Paratransit Coordination Council	STA	State Transit Assistance
PCI	Pavement Condition Index	STIC	Small Transit Intensive Cities
PCA	Priority Conservation Area	STIP	State Transportation Improvement Program
PDA	Priority Development Areas	STP	Surface Transportation Program
PID	Project Initiation Document	TAC	Technical Advisory Committee
PIR	Project Initiation Report	TCM	Transportation Control Measure
PMS	Pavement Management System	TCRP	Traffic Congestion Relief Program
Prop. 42	Statewide Initiative that requires a portion of gasoline sales tax revenues be designated to transportation purposes	TDA	Transportation Development Act
PSE	Plans, Specifications and Estimates	TDM	Transportation Demand Management Transportation Demand Model
PSR	Project Study Report	TE	Transportation Enhancement
PTA	Public Transportation Account	TEA	Transportation Enhancement Activities
RACC	Regional Agency Coordinating Committee	TEA 21	Transportation Equity Act for the 21 st Century
RAISE	Rebuilding American Infrastructure with Sustainability and Equity	TFCA	Transportation Fund for Clean Air
RFP	Request for Proposal	TIP	Transportation Improvement Program
RFQ	Request for Qualifications	TIFIA	Transportation Infrastructure Finance and Innovation Act
RHNA	Regional Housing Needs Allocation	TIRCP	Transit and Intercity Rail Capital Program
RM 2	Regional Measure 2 Bridge Toll	TLC	Transportation for Livable Communities
RM 3	Regional Measure 3 Bridge Toll	TLU	Transportation and Land Use
RMRP	Road Maintenance and Rehabilitation Program	TMP	Traffic Management Plan
ROW (R/W)	Right of Way	TMS	Transportation Management System
RTEP	Regional Transit Expansion Program	TNC	Transportation Network Companies
RTIP	Regional Transportation Improvement Program	TOAH	Transit Oriented Affordable Housing
RTP	Regional Transportation Plan	TOC	Transit Oriented Communities
SAFE	Service Authority for Freeways and Expressways	TOD	Transit-Oriented Development
SAFETEA-LU	Safe, Accountable, Flexible, and Efficient Transportation Equity Act-A Legacy for Users	TOS	Transportation Operations Systems
SB 375	Sustainable Communities and Climate Protection Act 2008	TPA	Transit Priority Area
SB 1	The Road Repair and Accountability Act of 2017	TPI	Transit Performance Initiative
SCS	Sustainable Community Strategy	TPP	Transit Priority Project Areas
SHA	State Highway Account	VHD	Vehicle Hours of Delay
		VMT	Vehicle Miles Traveled

PROJECT INITIATION REPORT

EA 4AA30

Storm Damage; NAPA 128 PM 12.5 in County of Napa

Scope: Storm Damage Restoration

EA 4AC80 (Completed in June 2021)

Pavement Rehab; NAPA 29 PM 0.0/7.0 in American Canyon & County of Napa

Scope: Pavement rehabilitation

EA 4AC90 (Completed in June 2021)

Safety; Various Locations in County of Napa

Scope: Install/ Upgrade Horizontal Alignment Warning Signs

EA 4Q010

PSR/PDS: NAPA 29 PM 0.6/R2.5 in City of American Canyon

Scope: Multi-Modal Corridor Improvements

EA 2Q510

Pavement Rehab; NAPA 29 PM 42.1/48.6 in County of Napa

Scope: Pavement rehabilitation

EA 0Q800

Major Damage ; NAPA 121 PM 6.9/12.1 in County of Napa

Scope: Permanent Restoration; Inject grout at sinkhole and install drainage

EA 2W370

Major Damage ; NAPA 29 PM 42.57 in County of Napa

Scope: Replace failed netting with new netting, remove debris, and install additional erosion control.

ENVIRONMENTAL

EA 2Q610

Pavement Rehab; NAPA 29 PM R7.3/13.5 in County of Napa

Scope: Pavement rehabilitation.

Cost Estimate: \$23.3M Construction Capital

Schedule: PAED: 03/2022 PS&E: 02/2024 RWC: 04/2024 RTL: 04/2024

EA 0Q830

Storm Damage; NAPA 29 PM 46.1 in County of Napa

Scope: Construct CIDH segmented pile wall at slipout

Cost Estimate: \$1.3M Construction Capital

Schedule: DED: 12/2021 PAED: 04/2022 PS&E: 08/2023 RWC:10/2023 RTL: 11/2023

EA 0P730

Advance Mitigation; NAPA 29 in County of Napa

Scope: Roadside Protection and Restoration Program mitigation purchase

Cost Estimate: \$3.7M Funding Contribution

PIR (Project Initiation Report)

PAED (Project Approval/ Environmental Document)

RWC (Right of Way Certification)

ADV (Advertise Contract)

PSR (Project Study Report)

RTL (Ready to List)

BO (Bid Open)

DED (Draft Environmental Document)

PSE (Plans, Specifications, and Estimate)

CCA (Construction Contract Acceptance)

AWD (Award Contract)

Schedule: PAED:07/2022 RTL: 09/2022

EA 1Q620 Pavement Rehab; NAPA 121 PM 4.47/10.7 in City of Napa

Scope: Pavement repair.

Cost Estimate: \$23.9M Construction Capital

Schedule: PAED: 06/2022 PS&E: 06/2023 RWC: 07/2023 RTL: 08/2023

EA 4J820

Tulucay Creek Bridge Replacement; NAPA 121 PM 5.9 in City of Napa

Scope: Bridge Replacement

Cost Estimate: \$15.6M Construction Capital

Schedule: DED: 05/2022 PAED: 10/2022 PS&E: 04/2024 RWC: 05/2024 RTL: 05/2024

EA 0J890

5-Way Intersection; NAPA 121-PM 7.3 in City of Napa

Scope: Intersection Improvement

Cost Estimate: \$7.4M Construction Capital (\$1.9M SHOPP Contribution)

Schedule: On-hold until securing additional local funds and completing a coop agreement.

EA 0Q790

Storm Damage; NAPA 121 PM 13.37/20.73 (5 locations) in County of Napa

Scope: Construct RSP at five slipout locations.

Cost Estimate: \$4.3M Construction Capital

Schedule: DED: 07/2022 PAED: 11/2022 PS&E: 03/2024 RWC: 05/2024 RTL: 06/2024

EA 0Q810

Storm Damage; NAPA 121 PM 16.0/16.1 in County of Napa

Scope: Repair pavement, replace drainage systems and upgrade guardrail.

Cost Estimate: \$1.3M Construction Capital

Schedule: PAED: 01/2022 PS&E: 03/2023 RWC: 05/2023 RTL: 06/2023

EA 4J830

Hopper Slough Creek; NAPA 128 PM 5.1 in County of Napa

Scope: Bridge Replacement

Cost Estimate: \$7.9M Construction Capital

Schedule: DED: 03/2022 PAED: 06/2022 PS&E: 03/2024 RWC: 04/2024 RTL: 05/2024

DESIGN

EA 3Q760

Rumble Strips; NAPA 29, 121 & 128 Various Locations in County of Napa

Scope: Construct rumble strips at seven locations.

Cost Estimate: \$3.3M Construction Capital

Schedule: PAED: 12/31/2021 PS&E: 09/2022 RWC: 10/2022 RTL: 11/2022

PIR (Project Initiation Report)

PAED (Project Approval/ Environmental Document)

RWC (Right of Way Certification)

ADV (Advertise Contract)

PSR (Project Study Report)

RTL (Ready to List)

BO (Bid Open)

DED (Draft Environmental Document)

PSE (Plans, Specifications, and Estimate)

CCA (Construction Contract Acceptance)

AWD (Award Contract)

EA 0Q820

Storm Damage; NAPA 29 PM 11.6/13.0 in City of Napa

Scope: Repair Culvert and stabilize the roadway.

Cost Estimate: \$13.4M Construction Capital

Schedule: PAED: 09/10/2021 PS&E: 05/2022 RWC: 05/2022 RTL: 06/2022 CCA: 12/2023

EA 2Q260

Napa Valley Vine Trail; NAPA 29-PM 33.4/37.9 in County of Napa

Scope: Construct Class 1 Multiuse Path

Cost Estimate: \$6.1M Construction Capital

Schedule: DED: 6/17/20 PAED: 01/15/21 PS&E: 12/10/2021 RWC: 12/10/2021 RTL: 12/10/2021

EA 0Q690

Storm Damage; NAPA 12 PM 2.1/2.6 in County of Napa

Scope: Construct Rock Slope Protection (RSP) to prevent further slope washout and pavement repair

Cost Estimate: \$1.2M Construction Capital

Schedule: PAED: 12/1/20 PS&E: 04/2022 RWC: 05/2022 RTL: 06/2022 CCA: 12/2024

EA 0K000

ADA Compliance; NAPA 29 PM 0.23/14.6 in County of Napa

Scope: Upgrade Pedestrian Facilities

Cost Estimate: \$2.1M Construction Capital

Schedule: PAED: 7/1/19 PS&E: 07/21 RWC: 09/2021 RTL: 09/2021 CCA: 02/2023

EA 4J410

Drainage Improvement; NAPA 29 PM 1.7/5.1 in City of American Canyon

Scope: Rehabilitate Culverts

Cost Estimate: \$3.3M Construction Capital

Schedule: PAED: 2/4/20 PSE: 11/2021 RWC: 3/2022 RTL: 3/2022 CCA: 09/2023

EA 28120

Soscol Junction Improvement; NAPA 29 PM 5.0/7.1 and NAPA 221 PM 0.0/0.7 in County of Napa

Scope: Construct New Interchange at SR 221/29/12

Cost Estimate: \$47.5M Construction Capital

Schedule: PAED: 2/13/20 PSE: 08/26/21 RWC: 08/25/21 RTL: 08/26/21 CCA: 12/2024

EA 4Q000

Construction of Class I Bicycle and Pedestrian under crossing; NAPA 29-PM 11.7 in County of Napa

Scope: Construction of Class I Bicycle and Pedestrian facility beneath SR-29;

Cost Estimate: \$1,261K Construction Capital

Schedule: PAED: 06/2/15 PSE: 02/2022 RWC: 05/2022 RTL: 06/2022 CCA: 12/2022

EA 0K630

Bridge Rails; NAPA 29 PM 16.48/19.04 in County of Napa

Scope: Upgrade / Replace Bridge Rails

Cost Estimate: \$7.1M Construction Capital

Schedule: PAED: 10/22/20 PS&E: 4/2022 RWC: 05/2022 RTL: 06/2022 CCA: 12/2024

PIR (Project Initiation Report)

PAED (Project Approval/ Environmental Document)

RWC (Right of Way Certification)

ADV (Advertise Contract)

PSR (Project Study Report)

RTL (Ready to List)

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DED (Draft Environmental Document)

PSE (Plans, Specifications, and Estimate)

CCA (Construction Contract Acceptance)

AWD (Award Contract)

EA 4J300

Pavement Preservation; NAPA 29-PM 29.3/36.9 From York Creek Bridge to Junction Route 128 in Calistoga

Scope: Roadway/ Pavement preservation (CAPM)

Cost Estimate: \$9.7M Construction Capital

Schedule: PAED: 6/30/20 PS&E: 5/18/21 RWC: 5/24/21 RTL: 6/11/21 CCA: 11/2022

EA 2J88U

Garnett Creek, Garnett Branch and No-Name Creek: NAPA 29-PM 38.9 / 42.9 in County of Napa

Scope: Sub-structure rehabilitation and 3 bridges scour mitigation

Cost Estimate: \$5.26M Construction Capital

Schedule: PAED: 2/1/19 PSE: 09/2022 RWC: 11/2022 RTL: 12/2022 CCA: 02/2024

EA 4G21A

Env. Mitigation at Huichica Creek; NAPA 121-PM 0.75 in County of Napa

Scope: Environmental mitigation, monitoring and report at Huichica Creek

Cost Estimate: \$1.0M Construction Capital

Schedule: PAED: 4/9/18 PS&E: 03/2023 RWC: 04/2023 RTL: 05/2023 CCA: 12/2028

EA 1G43A

Env. Mitigation at Conn Creek; NAPA 128 PM R7.4 on Silverado Trail in County of Napa

Scope: Environmental mitigation, monitoring and report at Conn Creek

Cost Estimate: \$0.2M Construction Capital

Schedule: PAED: 10/5/15 PS&E: 6/28/21 RWC: 08/10/2021 RTL: 08/23/2021 CCA: 12/2026

EA 4G84A

Capell Creek Bridge Env Mitigation; NAPA 128-PM 20.2 in County of Napa

Scope: Environmental Permit Mitigation & Plant Establishment to Bridge Replacement

Cost Estimate: \$0.5M Construction Capital

Schedule: PAED: 6/16/16 RWC: 05/2022 RTL: 05/2022 CCA: 03/2027

EA 4J990

Storm Water Quality Improvement; NAPA 29 PM 33.13 in County of Napa

Scope: Improve water quality and fish passage

Cost Estimate: \$6.9M Construction Capital

Schedule: DED: 12/2/20 PAED: 06/2021 PS&E: 03/2023 RWC: 03/2023 RTL: 04/2023

CONSTRUCTION

EA 2J100

Construct Roundabouts; NAPA 29-PM 11.36 in City of Napa

Scope: Cooperative Project to construct a roundabout at northbound First St. Interchange.

Cost Estimate: \$3.8M Construction Capital

Schedule: PAED: 7/18/16 RTL: 5/4/18 AWD: 2/27/19 (O.C. Jones & Sons, Inc) CCA: 05/11/2021

PIR (Project Initiation Report)

PAED (Project Approval/ Environmental Document)

RWC (Right of Way Certification)

ADV (Advertise Contract)

PSR (Project Study Report)

RTL (Ready to List)

BO (Bid Open)

DED (Draft Environmental Document)

PSE (Plans, Specifications, and Estimate)

CCA (Construction Contract Acceptance)

AWD (Award Contract)

EA 3G64A

Env. Mitigation & Plant Establishment at Napa River Bridge; NAPA 29 PM 37.0 in City of Calistoga

Scope: Environmental mitigation at Napa River Bridge

Cost Estimate: \$0.5M Construction Capital

Schedule: PAED: 2/9/15 RTL: 5/29/19 AWD: 5/28/20 (Hanford Applied) CCA: 06/2024

EA 4G210

Widen Roadway at Huichica Creek; NAPA 121-PM 0.75 in County of Napa

Scope: Remove existing triple box culverts and replace with a new single span bridge

Cost Estimate: \$8.7M Construction Capital

Schedule: PAED: 4/9/18 RTL: 12/8/20 AWD: 5/19/21 (Gordon Ball Inc) CCA: 03/2024

EA 4J210

Capell Creek Bridge; NAPA 121-PM 18.59 in County of Napa

Scope: Sub-structure rehabilitation and bridge scour mitigation

Cost Estimate: \$1.4M Construction Capital

Schedule: PAED: 7/24/17 RTL: 5/18/20 AWD: 11/2/20 (Ghilotti Const. Inc) CCA: 12/2021

EA 2J570

Capell Creek Storm Damage Repair; NAPA 121-PM 20.5/20.7 in County of Napa

Scope: Embankment stabilization and culvert repair

Cost Estimate: \$1.48M Construction Capital

Schedule: PAED: 7/24/17 RTL: 6/29/18 AWD: 11/19/18 (Granite Rock Co.) CCA: 03/2022

EA 1G430

Conn Creek Bridge Scour Mitigation; NAPA 128 PM R7.4 on Silverado Trail in County of Napa

Scope: Replace Bridge at Conn Creek

Cost Estimate: \$7.1M Construction Capital

Schedule: PAED: 10/5/15 RTL: 6/29/18 AWD: 3/29/19 (Ghilotti Construction) CCA: 02/2022

EA 4G840

Capell Creek Bridge; NAPA 128-PM 20.2 in County of Napa

Scope: Bridge Replacement

Cost Estimate: \$12.1M Construction Capital

Schedule: PAED: 6/16/16 RTL: 6/29/18 AWD: 02/19/19 (Gordon Ball Inc.) CCA: 01/2023

ACTION ITEMS:

PIR (Project Initiation Report)

PAED (Project Approval/ Environmental Document)

RWC (Right of Way Certification)

ADV (Advertise Contract)

PSR (Project Study Report)

RTL (Ready to List)

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DED (Draft Environmental Document)

PSE (Plans, Specifications, and Estimate)

CCA (Construction Contract Acceptance)

AWD (Award Contract)

Napa Valley Transportation Authority

625 Burnell Street
Napa, CA 94559

Meeting Minutes - Draft Technical Advisory Committee (TAC)

Thursday, January 6, 2022

2:00 PM

REFER TO COVID-19 SPECIAL NOTICE

1. Call To Order

Chair Clark called the meeting to order at 2:00 p.m.

2.a Roll Call

Present: 11 - Hecock

Ahmann Smithies
Clark
Lucido
Arias
Lederer
Feron
Rayner
Weir
Levine
Janzen

Absent: 1 - Cooper

Bobby Lu, Metropolitan Transportation Commission (MTC)

Also present:

Caltrans staff: Ricky Gao, Daniel Chang, Lidia Gaitan, Amani Meligy, Aaron Wang

Graham Wadsworth, County of Napa

Rosalba Ramirez, Town of Yountville

Justin Hamilton Hole

NVTA staff: Kate Miller, Danielle Schmitz, Antonio Onorato, Rebecca Schenck, Alberto Esqueda, Diana Meehan, Victoria Ortiz, Roxanna Moradi, Kathy Alexander

2.b AB 361 Remote Meeting Authorization (Kathy Alexander) (Page 7)

Kathy Alexander reported that the current COVID-19 conditions require the emergency order and the local recommendation for remote meetings to remain in place. Staff is recommending that the TAC hold this meeting and the February 3, 2022 meeting remotely.

MOTION by AHMANN SMITHIES, **SECOND** by HECOCK to approve holding the January 6, 2022 meeting and the February 3, 2022 meeting remotely. Motion was approved with the following vote:

Aye: 11 - Member Hecock, Member Ahmann Smithies, Chairperson Clark, Member Lucido, Member Arias, Alternate Member Lederer, Vice Chair Feron, Member Rayner, Member Weir, Member Levine, and Member Janzen

Absent: 1 - Member Cooper

3. Public Comment

Justin Hole provided public comment.

4. Committee Member Comments

None

5. Staff Comments

Alberto Esqueda provided an update on the construction work at the Imola Park and Ride, including potential closures and plans for notifying the public.

Diana Meehan provided information on the following grant opportunities:

- Bay Area Air Quality Management District (BAAQMD) Charge Program for public charging stations, applications are due March 1.
- Clean California Local Grant Program - beautification or improving streets and roads or pathways, etc., applications due February 1. A grant workshop is scheduled for January 12.
- Work on the guidelines for the Active Transportation Program (ATP) Cycle 6 is underway, applications will be due in June, workshops will be scheduled this spring

Additionally, Ms. Meehan reported:

- A new requirement has been added to the Complete Streets Checklist - jurisdictions must have their local transit agency sign off on projects.
- The Metropolitan Transportation Commission (MTC) is developing the regional active transportation network that will be tied to the Plan Bay Area Vision Zero. MTC is requesting input on the development of the network by January 31st.

6. STANDING AGENDA ITEMS

6.1 County Transportation Agency Report (Danielle Schmitz)

Danielle Schmitz reported that the One Bay Area Grant Cycle 3 (OBAG 3) framework was released by MTC and will go to the Programming Committee and MTC Commission later this month. Once the framework is complete, MTC staff and the CTAs will work on project guidelines. A call for projects will be released in May 2022 with project submittals due in July. Final project submittal to MTC will be in September 2022. Staff will bring a comprehensive OBAG 3 item to TAC in February.

Ms. Schmitz reminded the TAC that jurisdictions must have a safety plan in place to be eligible for future OBAG and HSIP funding. She further noted that NVTa is planning on completing a Vision Zero plan in FY 22/23 and will confirm with MTC if this would satisfy the Jurisdictions' safety plan requirement.

Member Arias requested staff provide the TAC with funding information on the Infrastructure Bill when it becomes available.

6.2 Project Monitoring Funding Programs (Alberto Esqueda)

Alberto Esqueda reviewed the Caltrans Inactive Projects spreadsheet.

Additionally, he recommended that the TAC have a discussion on their delayed projects that includes the reason for delays and lessons learned as it may be beneficial for all the jurisdiction staff.

6.3 Caltrans Report (Pages 8-12)

Ricky Gao introduced Lidia Gaitan and Aaron Wang, Senior Project Managers who were recently assigned to serve as Napa County Project Managers. Mr. Gao then reviewed the Caltrans Report.

6.4 Vine Trail Update

Rebecca Schenck reported that the Invitation for Bid for the St. Helena to Calistoga segment was released on December 23rd, with bids due on January 31, 2022. The mandatory pre-bid meeting is scheduled for January 12, all TAC members are invited to join. The County of Napa Board of Supervisors approved the maintenance agreement with Caltrans and forwarded it to Caltrans for final execution. The City of St. Helena may be approving its maintenance agreement with Caltrans this month.

Additionally, she provided an update on PG&E's gas line replacement project and a Caltrans project that involves a portion of the St. Helena to Calistoga Vine Trail segment.

6.5 Transit Update (Rebecca Schenck)

Rebecca Schenck provided an update on upcoming Vine bus shelter replacements and the installation of bus electric charging stations in City of St. Helena and the Town of Yountville.

6.6 Measure T Update (Victoria Ortiz)

Victoria Ortiz thanked the jurisdictions for providing their Maintenance of Effort certifications and Five-year Project Lists by the due date. She is reviewing them and will follow up with the jurisdictions with any questions.

Jurisdictions were reminded to email their streets reports and annual financial audits as they become available to MeasureT@nvta.ca.gov.

Semi-annual reports are due March 1 - details for any new projects that will be included in the report must be provided to Ms. Ortiz before submitting the report so that she may provide a project number. She reminded the TAC to use the template cover sheet as the Independent Taxpayer Oversight Committee (ITOC) has requested consistency on the Semi-annual reports. If a jurisdiction wishes to add additional information, it should be listed on the second sheet of the Excel spreadsheet.

The City of Calistoga, City of St. Helena and the Town of Yountville are scheduled to provide project presentations at the March 2 ITOC meeting.

Antonio Onorato added that the accountant firm, Brown Armstrong, is currently working on the compliance and performance audits and requested that the jurisdictions watch for any emails from them regarding additional information.

7. CONSENT AGENDA

7.1 Meeting Minutes of November 4, 2021 Technical Advisory Committee Meeting (Kathy Alexander) (Pages 15-18)

MOTION by LEDERER, SECOND by AHMANN SMITHIES to APPROVE the November 4, 21021 Meeting Minutes as presented. Motion passed with the following vote:

Aye: 10 - Member Hecock, Member Ahmann Smithies, Chairperson Clark, Member Lucido, Member

Arias, Alternate Member Lederer, Vice Chair Ferons, Member Rayner, Member Weir, and Member Levine

Absent: 1 - Member Cooper

Abstain: 1 - Member Janzen

8. REGULAR AGENDA ITEMS

8.1 Napa Valley Vine Trail Coalition (NVVTC) Technical Advisory Committee Appointment (Alberto Esqueda) *(Pages 19-21)*

Alberto Esqueda reported that the current Napa Valley Vine Trail Coalition (NVVTC) Board TAC delegate Trevor Hawkes, and alternate, Derek Rayner both have scheduling conflicts and are unable to attend the NVVTC board meetings held on the third Wednesday of each month at 9:00 a.m.. After noting that the TAC needs to appoint a delegate and alternate, Mr. Esqueda invited the TAC members to volunteer or offer a nomination.

Eric Janzen volunteered to serve as the delegate. Erica Ahmann Smithies nominated the City of American's TAC alternate, Ron Ranada to serve as the NVVTC board alternate.

MOTION by FERONS, SECOND by HECOCK to APPOINT Eric Janzen as the delegate and Ron Ranada as the alternate to the Napa Valley Vine Trail Coalition Board as NVTA TAC liaisons. Motion was approved with the following vote:

Aye: 11 - Member Hecock, Member Ahmann Smithies, Chairperson Clark, Member Lucido, Member Arias, Alternate Member Lederer, Vice Chair Ferons, Member Rayner, Member Weir, Member Levine, and Member Janzen

Absent: 1 - Member Cooper

8.2 Priority Development Area (PDA) Investment and Growth Strategy (IGS) Update (Diana Meehan) *(Pages 22-48)*

Diana Meehan reviewed the Priority Development Area Investment Growth Strategy Update.

MOTION by LUCIDO, SECOND by RAYNER to RECOMMEND that the NVTA Board of Directors accept and file the Priority Development Area Investment Growth Strategy Update. Motion passed with the following vote:

Aye: 11 - Member Hecock, Member Ahmann Smithies, Chairperson Clark, Member Lucido, Member Arias, Alternate Member Lederer, Vice Chair Ferons, Member Rayner, Member Weir, Member Levine, and Member Janzen

Absent: 1 - Member Cooper

8.3 Measure T Fiscal Year 2021-22 Year-To-Date Financial Update and April-June Sales Tax Update (Roxanna Moradi) *(Pages 49-63)*

Roxanna Moradi reviewed the Measure T Fiscal Year 2021-22 Year-To-Date Financial Update and April-June Sales Tax Update.

8.4 Legislative Update (Kate Miller)

Kate Miller reviewed the federal and state legislative updates.

8.5 January 19, 2022 NVTA Board Meeting and NVTA-TA Board Meeting Draft Agendas (Kate Miller)

Kate Miller reviewed the draft January 19, 2022 NVTA Board meeting agenda and noted that the NVTA-TA meeting had been canceled.

9. FUTURE AGENDA ITEMS

OBAG 3 Update

10. ADJOURNMENT

10.1 Approval of Next Regular Meeting Date of February 3, 2022 and Adjournment.

Meeting adjourned at 3:05 p.m.

Kathy Alexander, Deputy Board Secretary

*Information will be available at the meeting



NAPA VALLEY TRANSPORTATION AUTHORITY

Technical Advisory Committee Agenda Memo

TO: Technical Advisory Committee
FROM: Kate Miller, Executive Director
REPORT BY: Kathy Alexander
(707) 259-8627 / Email: kalexander@nvta.ca.gov
SUBJECT: AB 361 Requirements for Remote Public Meetings

RECOMMENDATION

That the TAC approve holding the March 3, 2022 TAC meeting via teleconference as directed by NVTA Board Resolution 22-02 which confirms that conditions persist that meet the requirements of AB 361 to allow for remote teleconference meetings.

BACKGROUND

AB 361 allows local legislative bodies to hold remote meetings during a proclaimed state of emergency if state or local officials have imposed or recommended measures that warrant holding meetings remotely.

On January 19, 2022, the NVTA Board adopted Resolution 22-02, directing NVTA staff to continue monitoring the status of the Governor's state of emergency proclamation, state and local orders related to social distancing, and health and safety conditions related to COVID-19, and confirm that said conditions persist that warrant remote only meetings pursuant to the provisions of paragraph Government Code section 54953, subdivision (e)(3). Staff recommends the TAC consider extending the time during which it may continue to meet by teleconference without compliance with paragraph (3) of subdivision (b) of section 54953 of the Brown Act.

ATTACHMENT

- 1) NVTA Board Resolution 22-02

RESOLUTION No. 22-02

**A RESOLUTION OF THE
NAPA VALLEY TRANSPORTATION AUTHORITY (NVTa)
MAKING FINDINGS REAUTHORIZING REMOTE TELECONFERENCE MEETINGS
AND DECLARING ITS INTENT TO CONTINUE REMOTE TELECONFERENCE
MEETINGS PURSUANT TO GOVERNMENT CODE SECTION 54953**

WHEREAS, the Napa Valley Transportation Authority (NVTa) is committed to preserving and nurturing public access and participation in meetings of the Board;

WHEREAS, all legislative body meetings of NVTa are open and public, as required by the Ralph M. Brown Act (Cal. Gov. Code 54950 – 54963), so that any member of the public may attend, participate, and observe the Commission conduct its business; and

WHEREAS, Governor Newsom signed AB 361, amending the Brown Act, including Government Code section 54953(e), which makes provisions for remote teleconferencing participation in meetings by members of a legislative body, without compliance with the requirements of Government Code section 54953(b)(3), subject to the existence of certain conditions; and

WHEREAS, a required condition of AB 361 is that a state of emergency is declared by the Governor pursuant to Government Code section 8625, proclaiming the existence of conditions of disaster or of extreme peril to the safety of persons and property within the state caused by conditions as described in Government Code section 8558; and

WHEREAS, such conditions now exist in the State, specifically, the Governor of the State of California proclaimed a state of emergency on March 4, 2020, related to the threat of COVID-19, which remains in effect and Executive order N-1-22; and

WHEREAS, California Department of Public Health and the federal Centers for Disease Control and Prevention caution that the Delta variant of COVID- 19, currently the dominant strain of COVID-19 in the country, is more transmissible than prior variants of the virus, may cause more severe illness, and that even fully vaccinated individuals can spread the virus to others resulting in rapid and alarming rates of COVID-19 cases and hospitalizations (<https://www.cdc.gov/coronavirus/2019-ncov/variants/delta-variant.html>); and

WHEREAS, on September 27, 2021, the Napa County Executive Officer and Public Health Officer jointly recommended social distancing measures and that all boards and commissions continue meeting remotely, in whole or in part, in order to help minimize the spread and transmission of COVID-19; and

WHEREAS, due to the seriousness of the current pandemic situation, the Napa County Executive Officer and Public Health Officer has required that all unvaccinated persons wear facial coverings indoors, and recommend that all persons, regardless of vaccination status, wear facial coverings indoors; and

WHEREAS, the Board found on November 17, 2021 pursuant to Resolution 21-30 that the COVID-19 emergency has caused, and will continue to cause, conditions of peril to the safety of persons that are likely to be beyond the control of services, personnel, equipment, and facilities of NVTa, and found that meeting in person for meetings of all NVTa legislative bodies would present imminent risks to the health or safety of attendees, and thus the Board invoked the provisions of AB 361 to allow for remote teleconference meetings without compliance with paragraph (3) of subdivision (b) of section 54953; and

WHEREAS, the Board of Directors does hereby find that emergency conditions persist within the County of Napa due to the COVID-19 emergency, the state of emergency continues to directly impact the ability of the members to meet safely in person, and the Governor's state of emergency proclamation, state regulations and local recommendations related to social distancing continue.

NOW, THEREFORE, BE IT RESOLVED THAT THE NAPA VALLEY TRANSPORTATION BOARD DOES HEREBY RESOLVE, DETERMINE AND ORDER AS FOLLOWS:

1. The Recitals set forth above are true and correct and are incorporated into this Resolution by this reference.

2. The Board hereby finds that meeting in person for meetings of all NVTa related legislative bodies subject to the Ralph M. Brown Act would present imminent risks to the health and safety of attendees.

3. Staff is hereby directed to take all actions necessary to carry out the intent and purpose of this Resolution including, conducting open and public meetings of the Board and all NVTa legislative bodies in accordance with Government Code section 54953, subdivision (e) and other applicable provisions of the Brown Act for remote only teleconference meetings.

4. Staff is further directed to continue to monitor the health and safety conditions related to COVID-19, the status of the Governor's state of emergency, the state regulations related to social distancing, and the local orders related to health and safety, and present to the Board at its next regularly scheduled meeting the related information and recommendations for remote only meetings pursuant to the provisions of paragraph Government Code section 54953, subdivision (e)(3), and to consider extending the time during which the Commission may continue to meet by teleconference without compliance with paragraph (3) of subdivision (b) of section 54953.

THE FOREGOING RESOLUTION WAS DULY AND REGULARLY ADOPTED by the Board of Directors of the Napa Valley Transportation Authority, at a regular meeting held on January 19, 2022, by the following vote:

Alfredo Pedroza, NVTa Chair

Ayes:

Nays:

Absent:

ATTEST:

Laura Sanderlin, NVTa Board Secretary

APPROVED:

DeeAnne Gillick, NVTa Legal Counsel



NAPA VALLEY TRANSPORTATION AUTHORITY

Technical Advisory Committee Agenda Memo

TO: Technical Advisory Committee (TAC)
FROM Kate Miller, Executive Director
REPORT BY: Kathy Alexander, Administrative Technician
(707) 259-8627 | kalexander@nvta.ca.gov
SUBJECT: Nomination and Election of Vice Chairperson of the Technical Advisory Committee (TAC)

RECOMMENDATION

That the Technical Advisory Committee (TAC) nominate and elect a new Vice Chairperson to serve the remainder of Calendar Year 2022.

EXECUTIVE SUMMARY

At its November 4, 2021 meeting, the TAC elected Lorien Clark as Chairperson and John Ferons as Vice Chairperson as required in the By-laws. In January, the Town of Yountville made changes to its appointed TAC members, appointing Rosalba Ramirez as the TAC delegate and John Ferons as the alternate. As a result, Mr. Ferons has resigned as Vice Chairperson of the TAC. Ms. Ramirez has volunteered to serve as Vice Chairperson.

FISCAL IMPACT

Is there a fiscal impact? No

BACKGROUND AND DISCUSSION

On May 1, 2011, the NVTA Board of Directors approved changes to the TAC bylaws. The changes did not alter the composition or structure of the committee but appointed its

members to take on a more active role, to among other things, oversee the proceedings of the Committee. At their first meeting of the year, the by-laws require that committee members appoint a new Chair and Vice Chair.

The TAC Bylaws state:

Article IV
OFFICERS

§4.1 Chairperson and Vice Chairperson

The Committee shall elect from its membership a chairperson and a vice chairperson at its first meeting of the calendar year, to serve for a one-year term. The chairperson shall preside at all meetings of the Committee and represent the Committee before the Board of Directors. The vice chairperson shall perform the duties of the chairperson when the chairperson is absent. In the event of a vacancy in the chairperson's position, the vice chairperson shall succeed as chairperson for the balance of the chairperson's term, and the Committee shall elect a successor to fill the vacancy in the vice chairperson's position as provided below.

The Committee may appoint a nominating committee to nominate Committee members for the positions of chairperson and vice chairperson. Members willing to serve in either of these positions may submit their names to the nominating committee for nomination. Members may also submit names of other members for nomination. The nominating committee shall verify that members whose names have been submitted are willing to serve in those positions. The nominating committee may submit to the Committee the names of those members whom it has nominated and recommends for election. Notwithstanding these procedures, any member may nominate a member from the floor.

The Chairperson shall appoint a Secretary who will be responsible for preparing meeting minutes.

SUPPORTING DOCUMENTS

None



NAPA VALLEY TRANSPORTATION AUTHORITY

Technical Advisory Committee Agenda Memo

TO: Technical Advisory Committee (TAC)
FROM Kate Miller, Executive Director
REPORT BY: Alberto Esqueda – Senior Planner
(707) 259-5976 | aesqueda@nvta.ca.gov
SUBJECT: One Bay Area Grant (OBAG) Cycle 3 Update

RECOMMENDATION

Information only

EXECUTIVE SUMMARY

The One Bay Area Grant (OBAG) program establishes the policy and programming framework for investing federal Surface Transportation Program (STP), Congestion Mitigation and Air Quality I (CMAQ) Improvement Program, and other funds throughout the Bay Area. The OBAG program focuses transportation investments in Priority Development Areas (PDAs) and in jurisdictions producing and planning for new housing under the Regional Housing Needs Allocation (RHNA) process, among other strategies. The framework also consolidates funding sources and increases local agency flexibility to advance priority projects. Following the initial success of OBAG 1 and OBAG 2, the Metropolitan Transportation Commission (MTC) adopted the OBAG 3 policy framework in January 2022. The OBAG 3 program will fund projects in Fiscal Years (FYs) 2023 through 2026.

Highlighted changes for OBAG 3 include the following:

- Funding will be 50/50 split between regional and county programs – an increase from 55/45.
- MTC will conduct final project selection process on locally submitted projects - in prior cycles selection was at the sole discretion of the counties within the OBAG policy framework.

-
- PDA supportive projects must be within 1 mile of a priority development area (PDA) boundary – allowance of exceptions on a case-by-case basis. Prior OBAG cycles allowed projects considered proximate to the PDA.
 - A project sponsor must have a Local Road Safety Plan or equivalent – by December 2023. Safety plans were not a requirement in prior OBAG cycles.
 - \$25 million regionwide Safe Routes to School (SRTS) investment that replaces a county-specific SRTS investment. This is a takedown from the total funds available but counties will be eligible to compete for funding.
 - \$200 million regionwide active transportation investment target. No targets for active transportation projects were established in prior OBAG cycles.

Cost effectiveness calculation will be incorporated into CMAQ project selection. In prior cycles, CMAQ funds were distributed as part of the larger formula and assigned to projects that were CMAQ eligible. In theory, this new policy could direct additional revenues to flow to counties with projects that have a greater likelihood of reducing vehicle miles traveled.

MTC will work with the County Transportation Agencies (CTAs) on the OBAG 3 call for projects and program guidelines, which will be approved by MTC in March. After MTC approves the guidelines, NVTa will work on a local call for projects, which will be released in May 2022.

FISCAL IMPACT

Is there a fiscal impact? No

BACKGROUND AND DISCUSSION

OBAG 3 principles adopted by the MTC Commission will guide the creation of the program guidelines and include:

Program Principles

- Preserve effective program features from prior OBAG cycles to support regional objectives.
- Strategically advance *Plan Bay Area 2050* implementation through OBAG investments and policies.
- Incorporate recent MTC policy initiatives and adapt to the current mobility landscape.
- Advance equity and safety through policies and investments.
- Address federal planning and programming requirements.
- Coordinate with complementary fund sources to develop a comprehensive regional investment strategy.

Program Categories

In keeping with prior cycles, the OBAG 3 framework is designed to reflect the priorities established in the Regional Transportation Plan, *Plan Bay Area 2050*, advance regional goals for equity and safety, and address federal performance-based programming requirements.

- **Planning & Program Implementation:** Carry out coordinated regional and countywide planning and programming activities within MTC's performance-based planning and programming processes, consistent with federal requirements and regional policies.
- **Growth Framework Implementation:** Support and assist with local efforts to create a range of housing options in PDAs, select Transit-Rich Areas (TRAs), and select High-Resource Areas (HRAs), and carry out other regional studies, programs, and pilots to advance the *Plan Bay Area 2050* growth framework.
- **Climate, Conservation, and Resilience:** Reduce emissions and solo vehicle trips through accelerated electrification and clean vehicle programs and expanded transportation demand management programs. Additionally, protect high-priority natural and agricultural lands; modernize and expand access to parks, trails, and recreation facilities; and increase transportation system resiliency to the impacts of climate change.
- **Complete Streets and Community Choice:** Improve and maintain local streets and roads to meet the needs of all users while improving safety, promoting walking, biking and other micro-mobility, and sustainable infrastructure. In addition, support community led planning efforts and assist with the development and advancement of community-led transportation enhancements in Equity Priority Communities (EPCs).

Revenue Estimates

OBAG 3 programming estimates are based on anticipated federal transportation program apportionments from STP/CMAQ programs for a four-year cycle covering FY 2022-23 through FY 2025-26. MTC estimates \$750 million of STP/CMAQ funding over the four-year OBAG 3 period. MTC expects there will be additional funds from the recently enacted Infrastructure Investment and Jobs Act (IIJA) and will adjust the program amount accordingly.

Program Structure

The OBAG 3 program structure is divided into Regional and County & Local components. The program categories, described above, provide a common framework for project types and focus areas for both program components.

Regional Programs

OBAG 3 directs 50% of available program funds (or \$375 million) towards regional investments targeted to address critical climate and focused growth goals of *Plan Bay Area*

2050. Program categories and recommended funding amounts are provided below in Table 1.

Table 1. OBAG 3 Regional Program Investments

Program Category	Regional Program Details	Funding (Millions)
Planning & Program Imp.	<ul style="list-style-type: none"> Regional planning & fund programming activities OBAG 3 project implementation 	\$50
Growth Framework Implementation	<ul style="list-style-type: none"> Planning and Technical Assistance Grant program Regional Housing Technical Assistance program Transit Oriented Communities (TOC) Policy update implementation Regional studies, programs, and pilots (ex. Priority Production Areas) 	\$25
Climate, Conservation, and Resilience	<ul style="list-style-type: none"> Significant investment in clean vehicles, charging infrastructure, and transportation demand management programs (ex. Mobility Hubs, Commuter Benefits Program) Priority Conservation Area (PCA) Grant program, reflecting updated PCA planning framework Resilience/sea level rise studies and/or pilots 	\$98
Complete Streets and Community Choice	<ul style="list-style-type: none"> Regional Active Transportation Plan, updated Complete Streets Policy, and Regional Safety/Vision Zero Policy implementation; technical assistance; Bay Trail planning and construction Local streets and roads asset management, including system expansion to support complete streets, safety, and green infrastructure efforts Community-based transportation plans and participatory budgeting processes; develop and advance community identified projects in EPCs 	\$54
Multimodal Systems Operations and Performance	<ul style="list-style-type: none"> Transformational Transit Action Plan near-term investments Near-term multimodal operational improvements, incident management, and regional fiber communications Includes Bay Area Forward and other freeway and arterial operation improvements 	\$149
Regional Programs Total		\$375

County & Local Programs

The remaining 50% of available OBAG 3 funds (or \$375 million) is for local and county projects prioritized through a call for projects process selected by MTC. MTC increased the share of funds directed to local projects to 50%, up from 45% in OBAG 2.

Program Category	County & Local Programs Details	Funding (millions)
Planning & Program Implementation	<ul style="list-style-type: none">Countywide planning, programming, and outreach activities	\$35
Growth Framework Implementation	<ul style="list-style-type: none">Regionwide call for projects, with projects selected for funding by MTCCTAs assist with initial outreach, project screening, and developing prioritized list of project nominationsWide range of project eligibilities, with a focus on investing in PDAs and community-identified projects in EPCsInvestment targets for active transportation, Safe Routes to School (SRTS), and PDA investmentsProject sponsors must comply with various policy requirements related to housing, complete streets, safety plans, and pavement management programs.	\$340
Climate, Conservation, and Resilience		
Complete Streets and Community Choice		
Multimodal Systems Operations and Performance		
County & Local Programs Total		\$375

Bay Area local jurisdictions, transit agencies, and CTAs may apply for these funds for a variety of project types and program categories above. Following the call for projects, MTC will select projects for funding for the county & local programs.

In the coming months, MTC will develop guidelines for the County Program call for projects process, in coordination with the Bay Area Partnership working groups and stakeholders. More information on the schedule for OBAG 3 implementation is provided in Table 3.

Table 3. OBAG 3 Timeline

Dates	Implementation Action
November 2021	Initial OBAG 3 Framework Discussion at the MTC Programming and Allocations Committee (Information)
January 2022	OBAG 3 Policy & Procedures Framework Approval (MTC Resolution No. 4505)
February – April 2022	County & Local Program – Call for Projects Development <ul style="list-style-type: none"> • MTC development of program guidelines, outreach & project scoring/prioritization processes • Commission approval of program guidelines (est. March) • CTA development and adoption of local processes for call for projects, consistent with guidelines • MTC staff review and approval of local call for projects processes
March/April 2022	Regional Program – Project and Program Approval <ul style="list-style-type: none"> • Commission programming of funds to various Regional Programs
May 2022	County & Local Program – Call for Project Nominations <ul style="list-style-type: none"> • MTC releases call for project nominations to CTAs
September 2022	County & Local Program – Project Nominations Deadline <ul style="list-style-type: none"> • CTAs submit prioritized nominations to MTC (120% of the county investment target)
October – Dec 2022	County & Local Program – Regional Project Evaluation & Project Prioritization <ul style="list-style-type: none"> • MTC evaluation of nominations • CMAQ emissions benefits & cost effectiveness (for eligible projects) • MTC & CTA discussions of preliminary staff recommendation
October 1, 2022	First year of OBAG 3 funding availability for ongoing planning and programming activities, Regional Programs
January 2023	County & Local Program – MTC Project Selection <ul style="list-style-type: none"> • MTC staff recommendations for Commission consideration & approval • Programming of County & Local Program projects into 2023 TIP (est. February 2023)
October 1, 2023	First year of OBAG 3 funding availability for County & Local Program projects

ATTACHMENT

1) OBAG 3 Framework Presentation

One Bay Area Grant OBAG 3 Framework

MTC Programming & Allocations Committee
January 12, 2022



Program Estimates

Program Revenues

- ❖ Regional shares of Federal Highway Administration (FHWA) funds:
 - ❖ Surface Transportation Block Grant Program (STP)
 - ❖ Congestion Mitigation Air Quality Improvement (CMAQ)
- ❖ STP/CMAQ account for 1.3% of *Plan Bay Area 2050 (PBA 2050)* transportation revenues

OBAG 3 Programming Capacity

- ❖ 4-year program, FY 2023 – FY 2026
- ❖ \$750 million total, or \$188 million/year
 - Assumes 2% annual increase over OBAG 2 STP/CMAQ revenues
 - Does *not* reflect additional apportionments anticipated from Infrastructure Investment and Jobs Act (IIJA)/Bipartisan Infrastructure Law (BIL)
- ❖ The programming of additional STP/CMAQ apportionments from IIJA/BIL will be considered through future Commission action



San Pedro Square, San Jose
SPUR



Celestina Garden Apartments, Sonoma
Emily Hagopian, MidPen

O BAG 3 Principles

- Preserve effective program features to support regional objectives
- Advance *PBA 2050* implementation
- Incorporate recent policy initiatives and adapt to current landscape
- Advance equity through policies and investments
- Address federal requirements, including performance & recertification
- Coordinate with complementary fund sources
- Emphasize a shared, partnership approach through implementation

Program Categories

Planning & Program Implementation	Growth Framework Implementation	Climate Initiatives, Conservation & Resilience	Complete Streets & Community Choice	Multimodal Systems Operations & Performance
Performance-based planning and programming activities	<p>Assist efforts to create housing options in <i>PBA 2050</i> growth areas</p> <p>Studies and pilots to advance growth framework</p>	<p>Reduce emissions and solo vehicle trips</p> <p>Promote land conservation and access to open space</p> <p>Protect transportation assets from impacts of climate change</p>	<p>Build and maintain complete streets with focus on safety and active transportation</p> <p>Support community-led transportation enhancements in Equity Priority Communities (EPCs)</p>	<p>Increase transit ridership and efficiency and mobility options</p> <p>Optimize multimodal performance of existing roadway system</p>

Regional Programs

Regional Program Highlights

- ❖ \$375 million - 50% of OBAG 3 program
- ❖ Investments organized around OBAG 3 program categories
- ❖ Targeted to address climate and focused growth goals of *PBA 2050*
- ❖ Coordinate and deploy *PBA 2050* strategies well-suited to regional implementation

Regional Program Investments	Total (4 Yr.)	Annual
Planning & Program Implementation	\$50	\$12
Growth Framework Implementation	\$25	\$6
Climate, Conservation, & Resilience	\$98	\$25
Complete Streets & Community Choice	\$54	\$14
Multimodal Systems Operations & Performance	\$149	\$37
Regional Programs	\$375	\$94

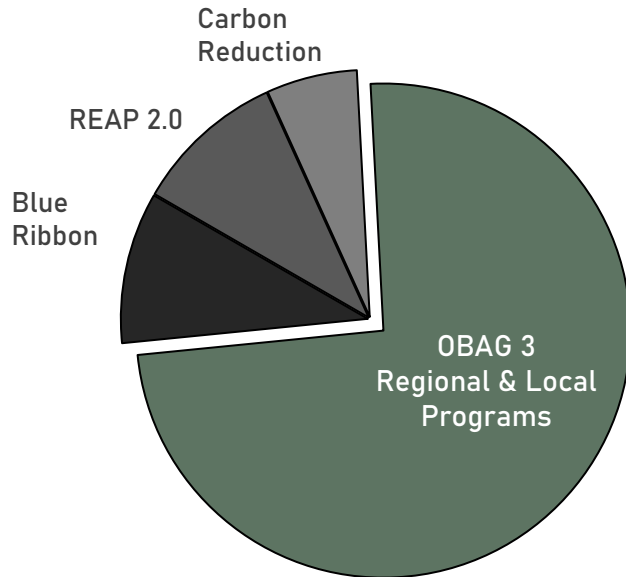
Notes: Amounts in millions. Totals may not add due to rounding.

Updates to OBAG 3 Proposal After November PAC

- | | |
|---|---|
| <ul style="list-style-type: none"> • Planning & Program Implementation | <ul style="list-style-type: none"> (+) \$4M – Implementation resources for near-term Blue Ribbon Transit Transformation Action Plan initiatives (OBAG 3 share of \$9M identified in the action plan's Implementation Roadmap) (+) \$6M – 4 new positions authorized in FY22 MTC agency budget (over four years) |
| <ul style="list-style-type: none"> • Multimodal Systems Operations & Performance | <ul style="list-style-type: none"> (-) \$10M – Corresponding decrease in program total; revenues from other complementary funding programs will be needed to deliver regional initiatives |

Complementary Funding Backdrop

Leverage complementary funding to augment OBAG 3 and deliver regional priorities:



Amount	Fund Source	Purpose
\$750 million	OBAG 3 - STP/CMAQ <i>FHWA formula funds</i>	STP: Flexible federal fund source CMAQ: Emissions reductions focus
\$85 million	Blue Ribbon <i>One-time funding</i>	State and federal fund sources identified for near-term Blue Ribbon projects
\$103 million	REAP 2.0 <i>One-time funding from State budget surplus</i>	Flexible source for projects that advance the Sustainable Communities Strategy
\$60 million	Carbon Reduction <i>Potential new FHWA formula program</i>	Flexible source for projects that reduce greenhouse gas emissions
~\$1 billion	Total	

County & Local Programs

County & Local Program Highlights

- ❖ \$375 million - 50% of OBAG 3 program
- ❖ Includes \$35 million base amount for countywide planning and programming activities; may be augmented through the call for projects
- ❖ Remaining \$340 million programmed through a call for projects process prescribed by MTC
- ❖ Focuses investments in PDAs and other select geographies
- ❖ Allows for broad range of project types to address *PBA 2050* goals
- ❖ Emphasizes:
 - Bicycle/pedestrian projects and programs, including Safe Routes to School (SRTS) and other safety efforts
 - Projects within EPCs or that otherwise benefit equity
 - Transit access and other improvements to accelerate transit-oriented development

County & Local Programs

Updates to OBAG 3 Proposal After November PAC

- ❖ Uniform definition for PDA-supportive projects
 - Located within one mile of a PDA boundary; with allowance for exceptions
- ❖ \$25 million regionwide SRTS investment target, replaces county-specific SRTS targets
- ❖ \$200 million regionwide active transportation investment target considered within broader context of increased ATP, other active transportation fund sources
- ❖ Requirement for Highway Safety Improvement Program (HSIP)-compliant Local Roadway Safety Plans (LRSPs)
- ❖ Clarifications and deadlines for compliance with various state housing laws
- ❖ Cost-effectiveness assessments incorporated into CMAQ project selection process

County & Local Programs – Call for Projects

Changes necessary to address federal requirements:

- ❖ MTC adopts County & Local Program guidelines & nomination targets (March 2022)
- ❖ Call for projects - CTAs assist with local outreach and initial project screening process, using processes reviewed by MTC for consistency with guidelines
- ❖ Countywide nomination targets guide CTAs in the maximum amount of funding requests that they can submit to MTC for project selection
- ❖ MTC selects projects based on initial screening & prioritization by CTAs and additional regional considerations (Jan. 2023) 39

Nomination targets

- ❖ 120% of the total amount available for County & Local Program, minus base amounts for county planning activities
- ❖ Based on housing outcomes and planned growth of local jurisdictions; and are based on considerations required to be addressed in MTC's performance-based planning process
- ❖ Do not imply guaranteed amounts for individual jurisdictions

Key Policy Provisions

Growth Framework

Maintain PDA investment targets at OBAG 2 levels

- 50% North Bay counties
- 70% elsewhere
- ❖ Uniform definition for projects that are credited towards PDA targets
- ❖ Investments in new *PBA 2050* growth areas also emphasized

Local Policy Adoption

For fund eligibility, local jurisdictions must maintain:

- ❖ Certified Housing Element and annual progress reporting
- ❖ Compliance with current state laws governing surplus lands, density bonus, and accessory dwelling units, including the Housing Accountability Act
- ❖ Compliance with regional Complete Streets policy & checklist, and state LRSP

CMAQ Process

For all projects seeking CMAQ funding, MTC will:

- ❖ Assess emissions benefits and cost-effectiveness of projects prior to project selection
- ❖ Document CMAQ programming process in OBAG 3 resolution

Key Policy Provisions

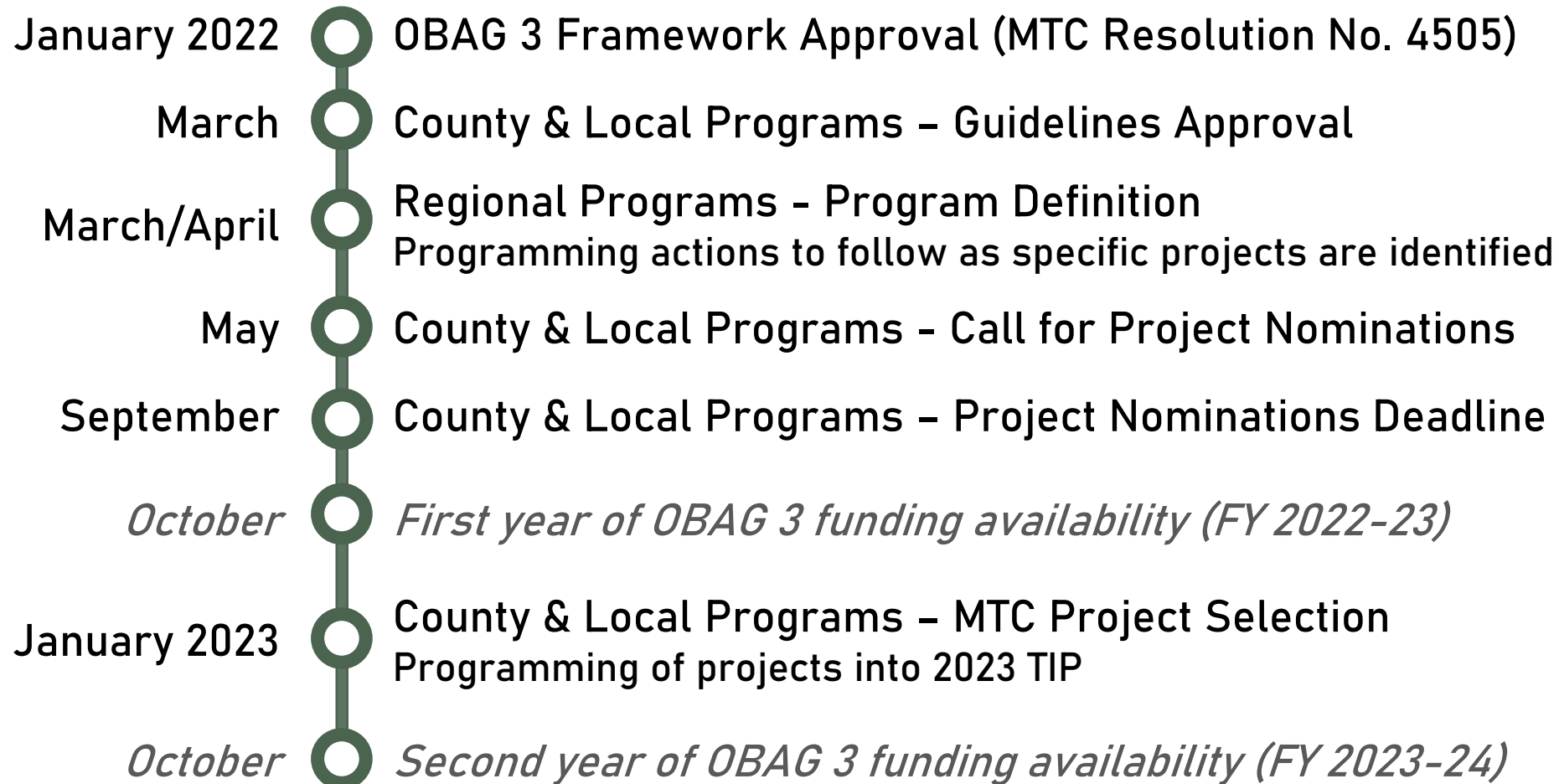
Equity Opportunities

- ❖ Equity lens will be woven throughout program
- ❖ Increases investment in community-based planning and participatory budgeting efforts
- ❖ Dedicates funding to develop community projects for implementation
- ❖ Prioritize projects within EPCs or that directly benefit low-income or minority residents

Alignment with Updated Regional Policies (underway)

- ❖ Active Transportation Plan (AT Plan) Update
 - Updated Complete Streets checklist requirements
 - Active transportation & SRTS investment targets
 - OBAG 3 policy may be revised to align with updated AT Plan and Complete Streets Policy
- ❖ Transit Oriented Development (TOD) / Transit Oriented Communities (TOC) Policy Update
 - Planning grants to meet updated residential and commercial density requirements
 - OBAG 3 framework may be revised to align with updated TOC Policy

Planned Implementation Schedule



Near-Term Actions: Complementary Funding Programs

	2022	Jan	Feb	Mar	Apr
OBAG 3					
		+			
\$750M				+	
				+	
Blue Ribbon Near-Term Implementation Roadmap					
			+		
\$85M			+		
				+	
REAP 2.0					
\$103M				+	
				+	
Carbon Reduction					
\$60M					

MTC Commission action is denoted by "+" symbol.

Notes:

* Combined \$85M in TCP and STA proposed to be programmed for BR near-term implementation, in accordance with ARP funding exchange approved in October 2021.

** Proposed framework for the new FHWA Carbon Reduction program is pending release of federal apportionment amounts and state IJA implementation guidelines.

Recommendation

Refer MTC Resolution No. 4505 to the Commission for approval

- ❖ **Adopts the overall OBAG 3 program framework**
- ❖ **Directs funding for ongoing planning & programming activities:**
 - **\$49.5 million – Regional planning & programming, OBAG 3 program implementation, and transit transformation activities**
 - **\$35.2 million – Countywide planning and programming activities**



February 3, 2022
TAC Agenda Item 8.3
Continued From: New

Action Requested: **INFORMATION**

NAPA VALLEY TRANSPORTATION AUTHORITY

Technical Advisory Committee Agenda Memo

TO: Technical Advisory Committee
FROM: Kate Miller, Executive Director
REPORT BY: Danielle Schmitz, Director Capital Development & Planning
(707) 259-5968 / Email: dschmitz@nvta.ca.gov
SUBJECT: Bay Area Safety Plan Requirements

RECOMMENDATION

Information only

EXECUTIVE SUMMARY

The Metropolitan Transportation Commission (MTC) is including a new Safety Plan requirement in the One Bay Area Grant (OBAG) 3 program framework. Local jurisdictions must have a Local Road Safety Plan (LRSP) or equivalent safety plan, such as a Systemic Safety Analysis Report Program (SSARP) or Vision Zero Action Plan, to be eligible for OBAG 3 funds. This requirement is consistent with the Highway Safety Improvement Program (HSIP) Cycle 11 eligibility requirements. Jurisdictions that have OBAG 3 funds programmed to their projects would need to meet the safety plan requirement by December 2023. After this deadline, MTC will deprogram any funds awarded to jurisdictions not in compliance with the requirement.

In the county, the City and County of Napa are the only jurisdictions that have safety plans that meet the OBAG 3 requirements (Attachment 1). Staff is recommending that NVRTA lead and fund a countywide Vision Zero Plan safety plan so that all jurisdictions are eligible to receive OBAG funds.

FISCAL IMPACT

None

BACKGROUND

In an effort to reinforce the region's focus on safety, cities and counties will be required to adopt a Local Road Safety Plan or equivalent safety plan to maintain eligibility for various discretionary funding sources, such as OBAG 3. A Local Roadway Safety Plan (LRSP) provides a framework for organizing stakeholders to identify, analyze, and prioritize roadway safety improvements on local and rural roads. The process of developing an LRSP or equivalent can be tailored to local protocols, needs, and issues. Local safety plans should address the 5Es of safety strategies: Education, Enforcement, Engineering, Emergency Response and Emerging Technologies.

NVTA plans to complete a countywide Vision Zero Plan in FY 2022-23 to meet the safety plan requirement for OBAG 3. Completing a Vision Zero Plan will not only benefit Napa County jurisdictions in future OBAG and HSIP cycles but it will also assist in competing for discretionary funding from the Bipartisan Infrastructure Law (BIL). The BIL has \$6 billion in *Safe Streets and Roads for All* available for California to develop and implement Vision Zero projects. It is anticipated a portion of this funding will be set aside for projects identified in a Vision Zero Plan.

ATTACHMENT

1) Bay Area Safety Plan Status

ATTACHMENT 1
TAC Agenda Item 8.3
February 3, 2022

HSIP LRSP/SSARP 102
 Other Safety Plan 7
 Without HSIP or Other Plan 21

*Draft - Confirming with Caltrans HSIP Staff
 1/6/2022

Jurisdiction	County	Local Roadway Safety Plan (LRSP)	Countywide Local Roadway Safety Plan (C-LRSP)	Systemic Safety Analysis Report (SSARP)	Other Safety Plan	HSIP Eligible Plan*	Notes
Alameda	Alameda				Vision Zero	Yes	
Alameda County	Alameda			Yes		Yes	
Albany	Alameda	Yes				Yes	
Berkeley	Alameda				Vision Zero	Yes	
Dublin	Alameda	Yes				Yes	
Emeryville	Alameda	Yes				Yes	
Fremont	Alameda			Yes	Vision Zero	Yes	
Hayward	Alameda	Yes				Yes	
Livermore	Alameda	Yes				Yes	
Newark	Alameda	Yes				Yes	
Oakland	Alameda	Yes				Yes	
Piedmont	Alameda				Piedmont Safer Streets	Unclear	This plan may qualify as LRSP equivalent, to confirm
Pleasanton	Alameda					No	No apparent plan
San Leandro	Alameda	Yes				Yes	
Union City	Alameda	Yes				Yes	
Antioch	Contra Costa	Yes				Yes	
Brentwood	Contra Costa					No	No apparent plan
Clayton	Contra Costa					No	No apparent plan
Concord	Contra Costa	Yes				Yes	
Contra Costa County	Contra Costa			Yes	Vision Zero	Yes	VZ plan in progress
Danville	Contra Costa	Yes				Yes	
El Cerrito	Contra Costa	Yes				Yes	
Hercules	Contra Costa	Yes				Yes	
Lafayette	Contra Costa	Yes				Yes	
Martinez	Contra Costa					No	No apparent plan
Moraga	Contra Costa	Yes				Yes	
Oakley	Contra Costa					No	No apparent plan
Orinda	Contra Costa	Yes				Yes	
Pinole	Contra Costa	Yes				Yes	
Pittsburg	Contra Costa	Yes				Yes	
Pleasant Hill	Contra Costa	Yes				Yes	
Richmond	Contra Costa	Yes				Yes	
San Pablo	Contra Costa	Yes		Yes		Yes	
San Ramon	Contra Costa	Yes				Yes	
Walnut Creek	Contra Costa	Yes				Yes	
Belvedere	Marin		Yes			Yes	Countywide LRSP
Corte Madera	Marin		Yes			Yes	Countywide LRSP
Fairfax	Marin		Yes			Yes	Countywide LRSP
Larkspur	Marin		Yes			Yes	Countywide LRSP
Marin County	Marin		Yes	Yes		Yes	Countywide LRSP

Jurisdiction	County	Local Roadway Safety Plan (LRSP)	Countywide Local Roadway Safety Plan (C-LRSP)	Systemic Safety Analysis Report (SSARP)	Other Safety Plan	HSIP Eligible Plan*	Notes
Mill Valley	Marin		Yes			Yes	Countywide LRSP
Novato	Marin		Yes			Yes	Countywide LRSP
Ross	Marin		Yes			Yes	Countywide LRSP
San Anselmo	Marin		Yes			Yes	Countywide LRSP
San Rafael	Marin		Yes			Yes	Countywide LRSP
Sausalito	Marin		Yes			Yes	Countywide LRSP
Tiburon	Marin		Yes			Yes	Countywide LRSP
American Canyon	Napa					No	No apparent plan
Calistoga	Napa					No	No apparent plan
Napa	Napa	Yes				Yes	
Napa County	Napa	Yes				Yes	
St. Helena	Napa					No	No apparent plan
Yountville	Napa					No	No apparent plan
San Francisco	San Francisco				Vision Zero	Yes	
Atherton	San Mateo	Yes				Yes	
Belmont	San Mateo					No	No apparent plan
Brisbane	San Mateo					No	No apparent plan
Burlingame	San Mateo	Yes				Yes	
Colma	San Mateo			Yes		Yes	
Daly City	San Mateo			Yes	Vision Zero	Yes	
East Palo Alto	San Mateo					No	No apparent plan
Foster City	San Mateo					No	No apparent plan
Half Moon Bay	San Mateo					No	No apparent plan
Hillsborough	San Mateo					No	No apparent plan
Menlo Park	San Mateo					No	No apparent plan
Millbrae	San Mateo	Yes		Yes		Yes	
Pacifica	San Mateo	Yes				Yes	
Portola Valley	San Mateo					No	No apparent plan
Redwood City	San Mateo	Yes				Yes	
San Bruno	San Mateo	Yes				Yes	
San Carlos	San Mateo					No	No apparent plan
San Mateo	San Mateo	Yes				Yes	
San Mateo County	San Mateo	Yes				Yes	
South San Francisco	San Mateo	Yes		Yes		Yes	
Woodside	San Mateo					No	No apparent plan
Campbell	Santa Clara		Yes			Yes	VTA Countywide LRSP
Cupertino	Santa Clara	Yes	Yes			Yes	VTA Countywide LRSP
Gilroy	Santa Clara		Yes			Yes	VTA Countywide LRSP
Los Altos	Santa Clara		Yes			Yes	VTA Countywide LRSP
Los Altos Hills	Santa Clara		Yes			Yes	VTA Countywide LRSP
Los Gatos	Santa Clara	Yes	Yes			Yes	VTA Countywide LRSP
Milpitas	Santa Clara		Yes			Yes	VTA Countywide LRSP
Monte Sereno	Santa Clara		Yes			Yes	VTA Countywide LRSP

Jurisdiction	County	Local Roadway Safety Plan (LRSP)	Countywide Local Roadway Safety Plan (C-LRSP)	Systemic Safety Analysis Report (SSARP)	Other Safety Plan	HSIP Eligible Plan*	Notes
Morgan Hill	Santa Clara		Yes			Yes	VTa Countywide LRSP
Mountain View	Santa Clara	Yes	Yes			Yes	VTa Countywide LRSP
Palo Alto	Santa Clara		Yes			Yes	VTa Countywide LRSP
San Jose	Santa Clara		Yes			Yes	VTa Countywide LRSP
Santa Clara	Santa Clara		Yes			Yes	VTa Countywide LRSP
Santa Clara County	Santa Clara	Yes	Yes			Yes	VTa Countywide LRSP
Saratoga	Santa Clara	Yes	Yes			Yes	VTa Countywide LRSP
Sunnyvale	Santa Clara		Yes			Yes	VTa Countywide LRSP
Benicia	Solano	Yes		Yes		Yes	STA Countywide SSARP
Dixon	Solano	Yes		Yes		Yes	STA Countywide SSARP
Fairfield	Solano	Yes		Yes		Yes	STA Countywide SSARP
Rio Vista	Solano	Yes		Yes		Yes	STA Countywide SSARP
Solano County	Solano	Yes		Yes		Yes	STA Countywide SSARP
Suisun City	Solano	Yes		Yes		Yes	STA Countywide SSARP
Vacaville	Solano	Yes		Yes		Yes	STA Countywide SSARP
Vallejo	Solano	Yes		Yes		Yes	STA Countywide SSARP
Cloverdale	Sonoma					No	No apparent plan
Cotati	Sonoma	Yes				Yes	
Healdsburg	Sonoma	Yes				Yes	
Petaluma	Sonoma	Yes				Yes	
Rohnert Park	Sonoma	Yes				Yes	
Santa Rosa	Sonoma	Yes				Yes	
Sebastopol	Sonoma	Yes				Yes	
Sonoma	Sonoma			Yes		Yes	
Sonoma County	Sonoma	Yes				Yes	
Windsor	Sonoma	Yes				Yes	



NAPA VALLEY TRANSPORTATION AUTHORITY

Technical Advisory Committee Agenda Memo

TO: Technical Advisory Committee
FROM: Kate Miller, Executive Director
REPORT BY: Rebecca Schenck, Program Manager – Public Transit
(707) 259-8636 / Email: rschenck@nvta.ca.gov
SUBJECT: Vine Transit Update

RECOMMENDATION

Information only. This report will provide an update on the operational performance for Vine Transit services for the second quarter (Q2) of Fiscal Year (FY) 2021-22. The report includes an update on operational and service changes related to the pandemic.

FISCAL IMPACT

Is there a Fiscal Impact? - No

BACKGROUND

Summary of Early Pandemic-Related Operational Changes (2020 – 2021)

In March 2020, NVRTA made a number of service changes in response to reduced ridership demand associated with the coronavirus pandemic and public health orders issued by the State and County of Napa. Specifically, service hours were reduced, fare payment was suspended, seat spacing was introduced, and buses began using rear door only boarding whenever feasible to ensure the safety of riders and drivers.

In mid-March of 2020, weekday service hours on Routes 10 and 11 were reduced to a Saturday schedule. Routes 10X and 11X were suspended – after already showing mixed ridership performance in the months preceding the pandemic. On April 27, 2020, local fixed route services in the City of Napa (A-H) were suspended and transitioned to Stop to Stop On-Demand service for local trips. On May 13, 2020, following the County of Napa's revised Shelter at Home order, NVRTA posted notices requiring the use of face coverings

by passengers and staff. All of these service changes remained in effect until August 15, 2021.

Throughout the COVID-19 pandemic, NVTa supported auxiliary Emergency Operation Center (EOC) functions that included meal delivery to residents in isolation and quarantine sites, food bank distribution when distribution centers were closed to the public, and related transportation. These operations ceased on August 15, 2021. NVTa returned to higher level of service and Napa County EOC operations slowed down.

On May 9, 2021, the Vine returned to a weekday schedule on the Routes 10 and 11 (had been running on Saturday schedules since March 2020); implemented a fixed-route/on-demand hybrid which introduced two new fixed routes (Routes N and S), and maintained the existing on-demand service in the City of Napa. The Yountville Trolley and Calistoga Shuttle also extended hours on Friday and Saturday nights.

On August 15, 2021 the Vine reintroduced the Route 11X in response to the Vallejo Ferry's new service in July; and added Routes E and W in the City of Napa. Vine also reinstated a second shuttle in Calistoga and American Canyon and fixed route school trippers in St. Helena and American Canyon.

In response to bus driver shortages, the Vine made additional service changes on November 21, 2021. These changes included extending Route N to service Rohlfs Manor & the Napa Senior Center, and extending run times to 45 minutes (previously 30 minutes) on Routes W and S. The Vine also limited on-demand services in the City of Napa to operate only where a fixed route is not available, and removed low performing trips on Routes 21, 11 and 11X.

Emergency Service Reductions (2022)

Vine Transit operations have not been immune from the current increase in COVID cases in the community. A number of bus drivers are currently out due to contracting COVID and being exposed to others with COVID. Due to this short-term reduction in the number of available bus drivers, NVTa took steps to reduce service to limit the number of unplanned missed trips. NVTa announced the changes via press release, social media and signs to allow riders to plan ahead to take different trips to reach their destinations over the next two weeks.

As of January 22, Vine Transit instituted reduced services on its fixed route system and community shuttles. Service changes include:

- Regional Service on the Route 10 Monday-Saturday has been reduced to Saturday Service. Route 10 Sunday service is on the normal Sunday Schedule.
- Sunday Service on the Yountville Trolley has been temporarily discontinued. Service remains the same for all other days of the week.

- All Service on the 11X has been temporarily discontinued.
- Two trips on the Napa BART Express will not run. Route 29 will not go to the El Cerrito Del Norte BART station at 6:00 am or return to the Redwood Park and Ride on the 7:20 am.

NVTA hopes to have enough available drivers to go back to the regular schedule on February 6. However, staff is assessing the situation daily to evaluate whether further changes are warranted.

Vine Transit continues to follow recommended health and sanitation requirements. As mandated by the Transportation Security Administration, face masks are required on Vine vehicles, at bus stops, and all facilities through March 18, 2022. Vine buses are thoroughly sterilized each day and frequently touched areas, such as handrails, are cleaned several times daily.

Vine Transit Performance

The first four tables compare ridership across different services in the second quarter of FY 2021-22 (October to December) to the same period in the prior fiscal year. Table 1 shows a 102.19% increase in ridership from 12,654 to 25,585 in the City of Napa from the second quarter of FY 2020-21 to the current fiscal year. This increase is most likely due to the re-introduction of fixed routes (N, S, W & E) in the City of Napa. In the prior fiscal year, there was only on-demand service. One of the purposes of re-introducing those fixed routes was to increase ridership and ease the amount of riders using the on-demand services by transferring them to fixed routes.

Table 1: City of Napa– Comparing Q2 of FY21 & FY22

	FY 20/21	FY 21/22	% Difference	Numerical Difference
Napa Local On-Demand	12,654	6,316	-50.09%	-6,338
Route N	N/A	9,365	N/A	9,365
Route S	N/A	3,084	N/A	3,084
Route W	N/A	5,955	N/A	5,955
Route E	N/A	865	N/A	865
Total Rides	12,654	25,585	102.19%	12,931

Table 2 indicates an overall increase in ridership on the regional and express routes (10, 11, 11X, 21 and 29). The increase in the second quarter between fiscal years 2020-21 and 2021-22 was 22.31% percent. Route 10 showed the largest percentage increase in ridership (29.80%) of all of the regional and express routes.

Table 2: Routes 10, 11, 11X, 21 and 29 Ridership – Comparing Q2 of FY21 & FY22

	FY 20/21	FY 21/22	% Difference	Numerical Difference
Route 10	21,121	27,415	29.80%	6,294
Route 11	21,660	25,482	17.65%	3,822
Route 11X *	N/A	1,524	-	1,524
Route 21	3,641	4,185	14.95%	544
Route 29	8,193	8,194	0.01%	1
Total	54,615	66,800	22.31%	12,185

*Route 11X was reinstated on August 15, 2021

Table 3 shows the ridership patterns on the four community shuttles. The combined ridership is up significantly at 111.60% compared to the same quarter in the prior fiscal year. Ridership substantially increased across all the community shuttles in the second quarter of the current fiscal year.

Table 3: Community Shuttles– Comparing Q2 of FY21 & FY22

	FY 20/21	FY 21/22	% Difference	Numerical Difference
Calistoga Shuttle	1,403	3,324	136.92%	1,921
St. Helena Shuttle	704	1,181	67.76%	477
Yountville Trolley	763	984	28.96%	221
American Canyon Transit	1,450	3,652	151.86%	2,202
Total	4,320	9,141	111.60%	4,821

VineGo ridership is also rebounding (57.21%) compared to the same time last year as shown in Table 4. NVTa still has a reduced number of vehicles serving VineGo as ridership remains well below pre-COVID levels. Many of the customers who use VineGo travel for programs that remain suspended during the pandemic such as Collabria Day Program, Napa Senior Center events, and Clinic Olé classes.

Table 4: VineGo Ridership – Comparing Q2 of FY21 & FY22

	FY 20/21	FY 21/22	% Difference	Numerical Difference
VineGo	846	1,330	57.21%	484

Tables 5, 6 and 7, compare the first quarter of FY 2021-22 (July – September) to the second quarter of FY 2021-22 (October – December) to provide additional context on ridership. Table 5 shows an overall slight decrease in ridership (-1.03%) in the City of

Napa. The overall decrease is due to the significant drop in on-demand ridership particularly in December 2021 as COVID cases rose and new on-demand restrictions were put in place to decrease wait times. All the fixed routes increased their ridership. Routes W & S began their service in the middle of Q1 of FY22, compared to a full quarter's worth of Q2 data on those routes.

Table 5 City of Napa Ridership – Comparing Q1 of FY22 & Q2 of FY22

	Q1 FY 22	Q2 FY 22	% Difference	Numerical Difference
Napa Local On-Demand	12,654	6,316	-50.09%	-6,338
Route N	6,114	9,365	53.17%	3,251
Route S	2,932	3,084	5.18%	152
Route W (started Aug 15th)	3,693	5,955	61.25%	2,262
Route E (started Aug 15th)	458	865	88.86%	407
Total	25,851	25,585	-1.03%	-266

Ridership decreased over the prior quarter on the regional routes by 9.41% as seen in Table 6. Route 11X is the only route that increased its ridership. However, it was re-introduced on August 15, 2021 in the middle of Q1 of FY 22 so the 1,418 ridership figure doesn't cover the entire quarter. These drops in ridership could be caused by typical seasonal declines in ridership during the months of November & December as the weather cools down and there are more holidays and less demand for regional service.

Table 6: Routes 10, 11, 21 & 29 Ridership – Comparing Q1 of FY22 & Q2 of FY22

	Q1 FY 22	Q2 FY 22	% Difference	Numerical Difference
Route 10	31,806	27,415	-13.81%	-4,391
Route 11	26,945	25,482	-5.43%	-1,463
Route 11X (started on Aug 15)	1,418	1,524	7.48%	106
Route 21	4,909	4,185	-14.75%	-724
Route 29	8,663	8,194	-5.41%	-469
Total	73,741	66,800	-9.41%	-6,941

For the community shuttles, ridership decreased on almost all services compared to the first quarter of the current fiscal year as seen in Table 7. The decreases in ridership is most prevalent in Calistoga where ridership tends to peak in September with a lot of tourist ridership and fall in December with only one shuttle, less tourist and a long school vacation. The increase in ridership on American Canyon Transit is most likely due to students attending school for in-person learning for all three months of the second quarter.

Table 7: Community Shuttles– Comparing Q1 of FY22 & Q2 of FY22

	Q1 FY 22	Q2 FY 22	% Difference	Numerical Difference
Calistoga Shuttle	3,777	3,324	-11.99%	-453
St. Helena Shuttle	1,215	1,181	-2.80%	-34
Yountville Trolley	1,021	984	-3.62%	-37
American Canyon Transit	3,079	3,652	18.61%	573
Total	9,092	9,141	0.54%	49

Another contributing factor across local and regional fixed route and community shuttles was the high number of missed trips due to driver shortages starting in September 2021. NVTa went from under 20 missed trips per month from January to August 2021, to between 80 and 110 missed trips from September to December 2021 across all services.

VineGo ridership remained almost identical when compared to the previous quarter of the current fiscal year as seen in Table 8. NVTa has recently seen an uptick in VineGo applications and renewals, therefore VineGo ridership is expected to rise as more people become eligible. However, with the current spike in COVID cases we expect to see the demand drop in the short-term since many VineGo riders are considered higher-risk individuals.

Table 8: VineGo Ridership – Comparing Q1 of FY22 & Q2 of FY22

	Q1 FY 22	Q2 FY 22	% Difference	Numerical Difference
VineGo	1,346	1,330	-1.19%	-16

In prior reports, staff also provided a table showing on-time performance for the nine fixed route services that NVTa operates. But because of the transition between the old Avail Computer Aided Dispatch/Automatic Vehicle Locator (CAD/AVL) system to the new GMV CAD/AVL system the data is incomplete. In the third quarter for FY 21-22, all Vine buses will all be on the GMV system and staff will have a full picture of on-time performance and provide a report to the Board.

ATTACHMENTS

None



NAPA VALLEY TRANSPORTATION AUTHORITY

Technical Advisory Committee Agenda Memo

TO: Technical Advisory Committee
FROM: Kate Miller, Executive Director
REPORT BY: Diana Meehan, Senior Planner
(707) 259-8327 / Email: dmeehan@nvta.ca.gov
SUBJECT: Regional Active Transportation Plan Update

RECOMMENDATION

Information only

EXECUTIVE SUMMARY

The Metropolitan Transportation Commission (MTC) is in the process of developing the Bay Area's first regional Active Transportation Plan (AT Plan) to serve as a blueprint to strategically guide investments in active transportation infrastructure and regional policy development and implementation. The AT Plan will directly support Plan Bay Area's \$13 billion Complete Streets Network strategy, as well as help to meet the Plan's mode shift, safety, equity, health, resilience and climate goals. MTC is updating the complete streets policy checklist as it develops the region's Active Transportation Plan. The new complete streets checklist will be used in upcoming funding cycles like the One Bay Area Grant (OBAG) 3 program.

BACKGROUND AND INFORMATION

Prior to the Active Transportation Plan effort, MTC adopted a Regional Bicycle Plan in 2001 (last updated in 2009). This plan established the Regional Bikeway Network (RBN) and served to prioritize and guide bicycle-related investments on key bicycle facilities in the region. By 2018, two-thirds of the key bike facilities identified in the plan had been built.

In an effort to ensure that pedestrian and bicycle facilities were considered in regionally funded transportation projects, in 2006, MTC adopted Resolution 3765, which serves as MTC's Complete Streets Policy. As a condition of eligibility, project sponsors seeking regional funding are required to complete a Complete Streets Checklist confirming they

have accounted for pedestrians and bicyclists in the transportation planning and design stages of their projects. As part of the resolution, project sponsors are also required to have a complete streets policy or updated circulation element in the local General Plan prior to receiving funds. As part of the update to the Active Transportation Plan, MTC is revising the complete streets policy checklist to include transit as well as other changes described in Attachment 1.

The active transportation field and MTC's involvement in active transportation and micro mobility has evolved significantly in the decade since MTC's last Bicycle Plan Update, including the addition of a new class of bicycle facilities (Class IV as established under AB 1194), increased rollout of bike share and scooter share across the region, and adoption of Vision Zero policies at both the local and regional levels, including MTC's Vision Zero Policy adopted in June 2020.

In the past several months, particularly in response to the Covid-19 pandemic, Quick Builds for Complete Streets strategies have allowed jurisdictions to rapidly enhance the public transportation network. Additionally, throughout Horizons and Plan Bay Area 2050's public engagement efforts, active transportation strategies have consistently emerged as among the most popular with the public and stakeholders. It is timely for MTC to develop the first regional Active Transportation Plan to build on strategies and programs that prioritize equity, safety, and mode shift.

Plan Overview

The AT Plan will set specific active transportation and micro mobility goals, and will identify regional infrastructure gaps to be closed, policies requiring updating or creation, and funding scenarios to help achieve the Plan's goals.

Elements of the AT Plan include:

- Development of a regional Active Transportation network that builds off adopted county, local and other regional plans
- Policy and Program analysis, updated with an equity focus, including the review and update of MTC's Complete Streets Policy
- Review and recommendation of near-term regional actions to support active transportation in response to Covid-19 pandemic-related transportation needs that accommodate social distancing requirements
- Creation of a prioritized 5-Year Implementation Plan, in coordination with Plan Bay Area's Implementation Plan, as well as longer-term implementation actions consistent with Plan Bay Area 2050's 30-year horizon.

Current progress includes:

- Update of the Complete Streets Policy and Checklist (now under internal review)
- Development of the Regional Active Transportation Network to:
 - Analyze Connectivity, High Injury Network and Level of Traffic Stress
 - Identify New Connections/Gaps (Seek Stakeholder Input)
 - Cost Assumptions
- Regional High Injury Network Analysis (Under development)

Plan Timeline and Next Steps:

- Finalize draft Complete Streets Policy (February 2022)
- Share draft AT Network (February 2022)
- Seek final CS Policy adoption in March 2022 in advance of the OBAG 3 Call for Projects
- Prepare Draft AT Plan for Spring 2022 Review

ATTACHMENT

1) Complete Streets Policy Changes

Complete Streets Description:

- Complete Streets are planned, designed, constructed, operated, and maintained to be safe and comfortable for everyone, regardless of age, ability, ethnicity, income, or chosen transportation mode.
- Complete Streets provide safe mobility and improved connectivity to community destinations for all users, and especially for people walking, rolling, biking and riding transit, while maximizing the use of the existing public right-of-way by prioritizing space-efficient forms of mobility (walking, cycling, shared mobility, public transit) over space intensive modes (single-occupancy auto travel).
- Complete Streets help to shift the focus of transportation planning, project development and maintenance from the movement of vehicles to the movement of people.

MTC Complete Streets Policies

- 2006, **MTC Res. No. 3765**, Routine Accommodation of Ped and Bicycle Facilities
- Projects funded all/in part with regional funds shall consider the accommodation of ped and bike facilities (ATP, OBAG, RM2)
- Established Complete Streets Checklist
- References Caltrans Directors Policy 37









MTC Res. No. 4202, One Bay Area Grant 2 (OBAG2) Complete Streets (CS) compliance with California CS Law

Eligibility Requirements for Jurisdictions – either:

- Resolution acknowledging compliance with CA CS Act of 2008 or;
- Updated CS circulation element of General Plan

Existing Policy and Proposed Changes:

Draft Complete Streets Policy





	Existing	Updated
	"Shall consider"	"Shall implement"
	All MTC discretionary funds	+ MTC endorsements
	BPAC review req.	+ Transit agency coordination
	(no design standards)	All Ages and Abilities for AT Network
	(no equity measures included)	Prioritize Equity Priority Communities
	(no safety measures included)	High-Injury Network

Draft Update:

- All public right-of-way projects funded with regional discretionary funding, or seeking MTC endorsements, shall implement Complete Streets as recommended in recently adopted plans (bike, pedestrian, Vision Zero/systematic safety, community-based transportation or transit plans).
- If a proposed project is located on or across the Regional Active Transportation Network (AT Network), it must include recommended CS design standards referenced in the AT Plan.

Proposed Implementation and Exceptions:

Draft Complete Streets Implementation & Exceptions

	Existing	Updated
	No minimum project threshold	Minimum project threshold, potentially \$100,000+
	Checklist reviewed by Bicycle & Ped. Advisory Committee when project applying for funding and made public	+ checklist for MTC endorsement + exceptions approved by Public Works/DOT Director and made public
	Focused on bike, ped	+ focus on connection to transit, safety, equity
	(maintenance not included)	AT Network added to MTC's StreetSaver to improve CS maintenance

Implementation

Updated, easy to submit and analyze checklist with funding application

Exceptions

(defined by FHWA)

- roadway prohibits users (bike, ped)
- excessively disproportionate cost (data-driven based on ridership)
- alternative plan to implement CS



Thursday, February 3, 2022
TAC Agenda Item 8.6
Continued From: New
Action Requested: Action

NAPA VALLEY TRANSPORTATION AUTHORITY

Technical Advisory Committee Agenda Memo

TO: Technical Advisory Committee
FROM: Kate Miller, Executive Director
REPORT BY: Diana Meehan, Senior Planner
(707) 259-8327 / Email: dmeehan@nvta.ca.gov
SUBJECT: Transportation Fund for Clean Air (TFCA) Program Manager
Expenditure Plan for Fiscal Year End (FYE) 2023

RECOMMENDATION

That the Technical Advisory Committee (TAC) recommend that the NVRTA Board approve the Transportation Fund for Clean Air (TFCA) County Program Manager Draft Expenditure Plan for Fiscal Year Ending (FYE) 2023.

EXECUTIVE SUMMARY

The Napa Valley Transportation Authority (NVRTA) must annually allocate TFCA funds which are generated from a four-dollar vehicle license fee authorized under Assembly Bill 434 (AB 434) administered by the Bay Area Air Quality Management District (BAAQMD).

The Draft FYE 2023 Expenditure Plan provides information on program revenues (Attachment 1). There are \$204,872 dollars available for FYE 2023. A Call for Projects for FYE 2023 will be released later this spring once the 2023 Program Guidance is finalized by the Air District.

FISCAL IMPACT

Is there a Fiscal Impact? No, not for this action but approximately \$204,872 in funds may be available for programming in FYE 2023 if the NVRTA Board approves the Expenditure Plan.

BACKGROUND AND DISCUSSION

Beginning in 2018, NVRTA staff recommended the TAC collectively program the TFCA funds over a three-year rolling period in order to plan for projects more efficiently, especially larger projects. NVRTA programmed all the funds for the first three-year program

(FYs 2019-21). In February 2021, NVTa opened a three-year call for projects for FYs 2022-2024, but only received two project applications for FY 2022. The Air District is in the process of finalizing FYE 2023 Program Guidance. A new program policy allowing earmarking for up to three years in TFCA program funds for larger projects is under consideration. A Call for Projects for FYE 2023 will be released in March or April once program guidance is finalized by the Air District.

Projects in the TFCA program must meet basic project eligibility requirements described below, and be completed within two years of programming.

Basic Eligibility

1. Reduction of emissions
2. TFCA cost-effectiveness
3. Eligible recipients
4. Environmental clearance
5. Consistent with existing plans and programs
6. Public agencies applying on behalf of non-public Entities

TFCA Project Eligibility

1. Bicycle Facility Improvements
2. Arterial Management
3. Transit or Vanpool Incentive Programs
4. Shuttle/Vanpool Feeder Program
5. Smart Growth

ATTACHMENT

- 1) Draft Expenditure Plan Application FYE 2023

Summary Information

Directions: Please fill out the yellow highlights.

County Program Manager Agency Name: Napa Valley Transportation Authority
 Address: 625 Burnell St., Napa, CA 94559

PART A: NEW TFCA FUNDS

		Project	Admin (default 6.25%)[1]	Total (Project + Admin)
1. Estimated FYE 2023 DMV revenues (based on projected CY2021 revenues):	Line 1	\$191,625	\$ 12,775	\$ 204,400
2. Difference between prior-year estimate and actual revenue:	Line 2	-\$7,089	-\$473	-\$7,562
a. Actual FYE 2021 DMV revenues (based on CY2020):	2a	\$188,473	\$ 12,565	\$ 201,038
b. Estimated FYE 2021 DMV revenues: ('a' minus 'b' equals Line 2.)	2b	\$195,563	\$ 13,038	\$ 208,600
3. Estimated New Allocation (Sum of Lines 1 and 2) :	Line 3	\$184,063		\$196,800

PART B: INTEREST FOR PROGRAMMING AND TFCA FUNDS AVAILABLE FOR REPROGRAMMING

4. Total available for programming/reprogramming to other projects.	Line 4	\$8,601	-\$567	\$8,034
a. Amount available from previously funded projects:	4a	\$0		
b. Admin expended in FYE 2021:	4b		13132	
c. Interest income earned on TFCA funds in CY 2021: (Project equals '4a' plus '4c' equals Line 4. Admin equals '2a' minus '4b'.)	4c	\$8,601		\$8,601

PART C: TOTAL AVAILABLE TFCA FUNDS

5. Total Available TFCA Funds (Sum of Lines 1, 2 and 4)	Line 5	\$192,664	\$12,208	\$204,872
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I certify that, to the best of my knowledge, the information contained in this application is complete and accurate.

 Executive Director Signature

 Date

[1] The "Estimated TFCA funds budgeted for administration" amount is listed for informational purposes only. Per California Health and Safety Code Section 44233, County Program Managers must limit their administrative costs to no more than 6.25% of the actual total revenue received from the Air District.