

Napa Valley Transportation Authority

625 Burnell Street
Napa, CA 94559



Agenda - Final

Monday, March 28, 2022
5:30 PM

REFER TO COVID-19 SPECIAL NOTICE

Active Transportation Advisory Committee (ATAC)

*****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 (NVTA) Active Transportation Advisory Committee (ATAC) 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 92900898715
- 2) To join the Zoom meeting by phone - dial 1-669-900-6833, enter meeting ID: 929 0089 8715 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 12:00 p.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 12 p.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.

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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 ATAC 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 ATAC. 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.a Roll Call

2.b **AB 361 Remote Meeting (Diana Meehan) (Page 8)**

Recommendation: ATAC action will approve holding the March 28, 2022 ATAC meeting and the May 23, 2022 ATAC meeting via teleconference as directed by NVTA Board Resolution 22-09 which confirms that conditions persist that meet the requirements of AB 361 to allow for remote teleconference meetings.

Estimated Time: 5:45 p.m.

Attachments: [Staff Report 2.b.pdf](#)

3. Public Comment

4. Committee Member Comments

5. Staff Comments

6. STANDING AGENDA ITEMS

6.1 Safe Routes to School (SRTS) Update

6.2 Napa Valley Vine Trail Update

6.3 Active Transportation Legislative Updates*

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. PRESENTATIONS

7.1 **City of American Canyon Active Transportation Projects (Ron Ranada)**

City of American Canyon staff will provide a presentation on the City's active transportation projects.

Estimated Time: 5:45 p.m.

8. CONSENT AGENDA

- 8.1 **Meeting Minutes of January 24, 2022 Active Transportation Advisory Committee (ATAC) (Diana Meehan) (Pages 9-11)**
- Recommendation:** ATAC action will accept the January 24, 2022 ATAC Meeting Minutes.
- Estimated Time:** 6:00 p.m.
- Attachments:** [Draft Minutes.pdf](#)

9. REGULAR AGENDA ITEMS

- 9.1 **One Bay Area Grant Cycle 3 (OBAG 3) Update (Alberto Esqueda) (Pages 12-31)**

Recommendation: The ATAC will receive an update on the OBAG 3 program. Information only

Estimated Time: 6:00 p.m.

Attachments: [Staff Report.pdf](#)

- 9.2 **Active Transportation Funding Overview (Diana Meehan) (Pages 32-39)**

Recommendation: The ATAC will receive information on active transportation funding sources. Information only

Estimated Time: 6:10 p.m.

Attachments: [Staff Report.pdf](#)

- 9.3 **Proposed Bicycle Facilities List - Countywide Bicycle Plan (Diana Meehan) (Pages 40-70)**

Recommendation: The ATAC will receive a review of project lists from the Napa Countywide Bicycle-Pedestrian Plan. Information only

Estimated Time: 6:20 p.m.

Attachments: [Staff Report.pdf](#)

- 9.4 **Transportation Development Act Article 3 (TDA-3) Fiscal Year (FY) 2022-23 Countywide Claim to the Metropolitan Transportation Commission (MTC) (Diana Meehan) (Pages 71-100)**

Recommendation: That the ATAC review and recommend the NVTA Board submit the TDA-3 FY 2022-23 Countywide Claim to the MTC.

Estimated Time: 6:35 p.m.

Attachments: [Staff Report.pdf](#)

9. FUTURE AGENDA ITEMS

10. ADJOURNMENT

10.1 Approval of Next Regular Meeting Date of May 23, 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 NVTVA offices, 625 Burnell Street, Napa, CA by 5:00 p.m., on Tuesday, March 22, 2022

Kathy Alexander (e-sign) 03/22/2022

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



NAPA VALLEY TRANSPORTATION AUTHORITY Active Transportation Advisory Committee Agenda Memo

TO: Active Transportation 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 ATAC approve holding the March 28, 2022 ATAC meeting and the May 23, 2022 ATAC meeting via teleconference as directed by NVTA Board Resolution 22-09 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 March 16, 2022, the NVTA Board adopted Resolution 22-09, 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.

ATTACHMENTS

None

Napa Valley Transportation Authority

625 Burnell Street
Napa, CA 94559

March 28, 2022
ATAC Agenda Item 8.1

Continued From: New
Action Requested: Approve

Meeting Minutes - Draft Active Transportation Advisory Committee (ATAC)

Monday, January 24, 2022

5:30 PM

REFER TO COVID-19 SPECIAL NOTICE

1. Call To Order

Chair Knapczyk called the meeting to order at 5:30 p.m.

2.a Roll Call

Present: 6 - Frances Knapczyk
Barry Christian
Spiro Makras
Michael Rabinowitz
Jeffrey Davis
Lee Philipson

Absent: 2 - Colin Petheram
Sean Hughes

Public Present:

Lorien Clark, City of Napa
Rich Collins
Justin Hamilton Hole
Eric Janzen, City of St. Helena
Kara Vernor, Napa County Bicycle Coalition
Shawn Casey-White, Napa Valley Vine Trail Coalition

Staff Present:

Diana Meehan

2.b AB 361 Remote Meeting Authorization (Diana Meehan) (Page 7)

MOTION by KNAPCZYCK, **SECOND** by MAKRAS to approve holding the January 24, 2022 and March 28, 2022 meetings remotely in accordance with NVTA Resolution 21-30. Motion passed unanimously with the following vote:

Aye: 6 - Chairperson Knapczyk, Vice Chair Christian, Member Makras, Member Rabinowitz, Member Davis, and Member Philipson

Absent: 2 - Member Petheram, and Member Hughes

3. Public Comment

Justin Hole asked about sidewalk repair on Imola Avenue near transit stops.

Shawn Casey-White announced several public meetings coming up to solicit comments from members of the public on the Vine Trail alignment through the City of St. Helena. Two in-person

meetings will be held at the Napa Valley College upper valley campus, Feb. 12 and 16 from noon- 5pm, two via Zoom one on Feb. 10 and one will be a special meeting of the St. Helena Active Transportation and Sustainability Committee meeting March 2.

Eric Janzen, City of St. Helena Assistant Public Works Director introduced himself to the committee.

4. Committee Member Comments

None

5. Staff Comments

Staff member Diana Meehan provided a brief update on the Active Transportation Program (ATP) Cycle 6.

6. STANDING AGENDA ITEMS

6.1 Safe Routes to School (SRTS) Update

None

6.2 Napa Valley Vine Trail Update

None

6.3 Active Transportation Legislative Updates

None

7. PRESENTATIONS

Introduction of New Executive Directors for the Napa Valley Vine Trail Coalition (NVVTC) and Napa County Bicycle Coalition (NCBC) (Diana Meehan)

Staff member Diana Meehan introduced the new Napa Valley Vine Trail Coalition Executive Director, Shawn Casey-White and the new Napa County Bicycle Coalition Executive Director Kara Vernor.

Each Director provided committee members with information on their respective organizations including goals and opportunities for this year.

8. CONSENT AGENDA

8.1 Meeting Minutes of November 22, 2021 Active Transportation Advisory Committee (ATAC) (Diana Meehan) (Pages 8-11)

MOTION by CHRISTIAN, SECOND by PHILLIPSON to accept the November 22, 2021 meeting minutes as submitted. Motion passed unanimously with the following vote:

Aye: 6 - Chairperson Knapczyk, Vice Chair Christian, Member Makras, Member Rabinowitz, Member Davis, and Member Philipson

Absent: 2 - Member Petheram, and Member Hughes

9. REGULAR AGENDA ITEMS

9.1 Election of Chairperson and Vice Chairperson for Calendar Year 2022 (Diana Meehan) (Pages 12-14)

The ATAC reviewed past Chair and Vice Chair positions for the last five years and selected new members to serve as Chair and Vice Chair for Calendar Year 2022.

MOTION by PHILIPSON, **SECOND** by RABINOWITZ to elect Barry Christian as Chairperson and Frances Knapczyk as Vice Chairperson of the ATAC for Calendar Year 2022. Motion passed unanimously with the following vote:

Aye: 6 - Chairperson Knapczyk, Vice Chair Christian, Member Makras, Member Rabinowitz, Member Davis, and Member Philipson

Absent: 2 - Member Petheram, and Member Hughes

9.2 Regional Active Transportation Plan Update (Diana Meehan) (Pages 15-17)

Staff member Diana Meehan reviewed draft Complete Streets policies and changes in the Draft Regional Active Transportation Plan. Updated Complete Streets policies and checklist will be finalized in advance of the upcoming Call for Projects for OBAG Cycle 3.

The plan will be finalized in Summer 2022.

10. FUTURE AGENDA ITEMS

- City of Napa-Bicycle Plan Progress-tentative
- Active Transportation Funding Sources
- Review Countywide Bicycle Plan Proposed Projects list
- OBAG Cycle 3

11. ADJOURNMENT

11.1 Approval of Next Regular Meeting Date of March 28, 2021 and Adjournment.

Meeting was adjourned at 7:25 p.m.



NAPA VALLEY TRANSPORTATION AUTHORITY

Active Transportation Advisory Committee Agenda Memo

TO: Active Transportation Advisory Committee
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 (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 region wide 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 region-wide active transportation investment target. No targets for active transportation projects were established in prior OBAG cycles.

Cost effectiveness calculation will be incorporated into Congestion Mitigation and Air Quality Improvement Program (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, NVTAs will work on a local call for projects, which will be released in May 2022.

BACKGROUND

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 MTC CTAs assist with initial outreach, project screening, and developing prioritized list of project nominations Wide range of project eligibilities, with a focus on investing in PDAs and community-identified projects in EPCs Investment targets for active transportation, Safe Routes to School (SRTS), and PDA investments Project 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
<p>Performance-based planning and programming activities</p>	<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

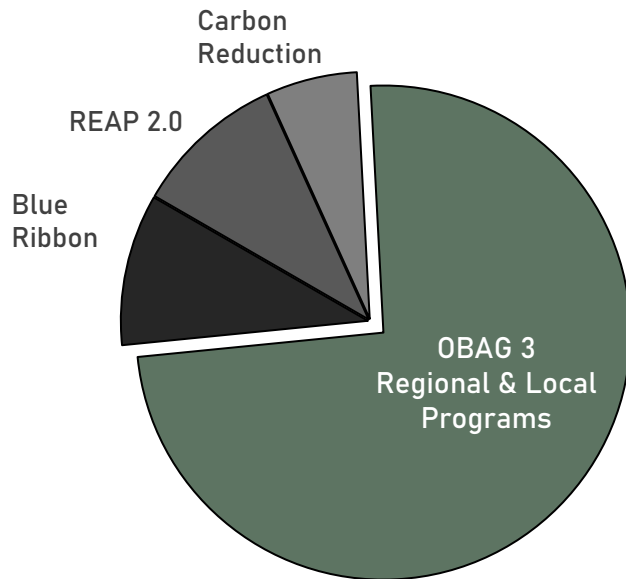
Notes: Amounts in millions. Totals may not add due to rounding.

Updates to OBAG 3 Proposal After November PAC

- Planning & Program Implementation
 - (+) \$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)
- Multimodal Systems Operations & Performance
 - (-) \$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) ²⁶

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

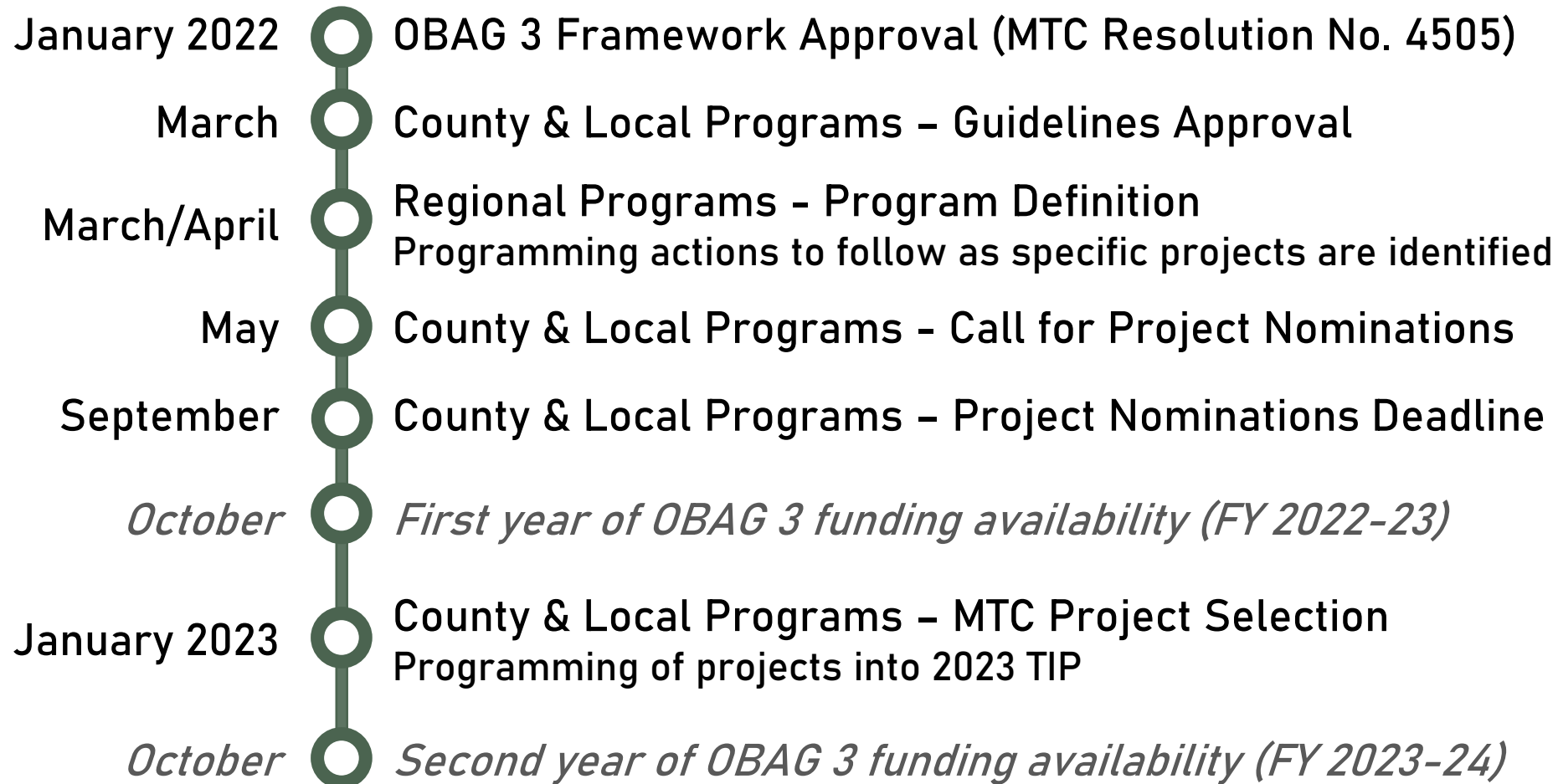
Equity Opportunities

- ❖ 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**



NAPA VALLEY TRANSPORTATION AUTHORITY

Active Transportation Advisory Committee Agenda Memo

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

RECOMMENDATION

Information only

EXECUTIVE SUMMARY

Funding for transportation projects comes from a variety of sources including federal, state, regional and local. Some funds come to the region through formulas, while other fund sources are competitive. Some fund sources are unique to particular project types, while some sources can be used to fund a variety of project types.

Historically, approximately only 2% of all transportation funding was directed towards non-motorized or active modes of transportation. With a renewed interest in providing safer and more sustainable alternatives to driving, many funding sources may receive additional resources for active transportation projects and programs. Staff will review the various fund sources available for active transportation projects, programs and plans.

BACKGROUND AND INFORMATION

In California the largest fund source for active transportation is the Active Transportation Program (ATP). ATP was created by Senate Bill 99 in 2013 to encourage increased use of active modes of transportation, such as walking and biking. This program is a highly competitive grant program.

ATP consolidated various transportation programs, such as the Bicycle Transportation Account (BTA), and Safe Routes to Schools (SRTS) into a single program and was originally funded at about \$123 million a year from a combination of state and federal funds. The goals of the ATP include, but are not limited to:

-
- Increasing the proportion of trips accomplished by walking and biking
 - Increasing the safety and mobility of non-motorized users
 - Advancing efforts of regional agencies to achieve greenhouse gas reduction goals
 - Enhancing public health, and providing a broad spectrum of projects to benefit many types of users including disadvantaged communities.

In 2017, the Legislature passed and the Governor signed Senate Bill (SB) 1, also known as the Road Repair and Accountability Act. SB 1 directs \$100 million annually from the Road Maintenance and Rehabilitation Account (RMRA) to the ATP, significantly augmenting the available funding for this popular program. Although funding has gradually increased since the inception of ATP, the program remains significantly oversubscribed with a much greater request for project funding than is available.

Examples of ATP funded projects in Napa County:

- Napa Valley Vine Trail Oak Knoll Section (Napa to Yountville-\$3.6M)
- SR 29 Undercrossing Project-City of Napa (\$500K)
- Napa County Safe Routes to School-Non Infrastructure Program-2018-2022 (\$439K)
- Napa Valley Vine Trail-Calistoga to St. Helena Section (\$6.1M)

The One Bay Area Grant Program (OBAG) is now beginning its third cycle, OBAG 3, which will fund regional projects over the next 4 years. This regional program is administered by the Metropolitan Transportation Commission (MTC) and made up of federal (Surface Transportation Program [STP] and Congestion Management Air Quality [CMAQ]) and other fund sources with a focus on the nexus between transportation and housing.

Examples of OBAG funded projects in Napa County:

- Vine Trail-Soscol Gap (\$650K)
- Vine Trail-Calistoga to St. Helena (\$711K)

The other two fund sources managed by NVTa that fund active transportation are the Transportation Development Act, Article 3 (TDA-3), and the Transportation Fund for Clean Air (TFCA) programs. TDA-3 funds are exclusively for bicycle and pedestrian projects and programs and are made up of a portion of a statewide sales tax and generates approximately \$150,000 annually in Napa County. These funds can accumulate if not programmed and will remain available for projects in Napa County.

TFCA funds are generated through a \$4 Vehicle License Fee (VLF) and are managed by the Bay Area Air Quality Management District (BAAQMD). Projects and programs funded under TFCA must have an air quality benefit to qualify for funding. Forty percent of TFCA

funds generated known as Program Manager (PM) funds come directly to Napa County and are administered by NVTA. The PM funds generate approximately \$190,000 annually. PM funds must be programmed annually, or risk being moved to other counties. The remaining 60% of the VLF are administered by the Air District in the Regional Fund program which is distributed throughout various programs available through competitive grants in the region. In addition, the Lifeline Transportation Program, typically made up of Federal Transit Administration (FTA) funding supports projects that have a transit nexus and are included in the Countywide Community Based Transportation Plan (CBTP).

TDA-3, TFCA and Lifeline have funded numerous active transportation projects throughout Napa County. Additional information on these and other funding sources for transportation projects and programs can be found on the NVTA website under the “our work” heading: <https://www.nvta.ca.gov/ourwork>

Measure T is a local tax measure funded by a ½ cent sales tax and administered by the NVTA Tax Agency for local streets and roads repair and maintenance. As roads are rehabilitated, there are opportunities for including on-street bicycle facilities, such as Class II lanes or Class III shared facilities. The Countywide Bicycle Plan includes a list of proposed projects that overlap with Measure T projects. In addition, the Measure T ordinance requires that jurisdictions collectively use other sources of funds, such as general funds or any transportation formula funds (must be non-competitive sources) in an amount equal to 6.67% of the annual revenue total generated by Measure T for Class I facility construction or maintenance.

There are numerous other programs that can be used to fund various active transportation projects and programs as shown on the matrix is Attachment 1. Programs in the matrix include links for additional information. Each program has its own guidance and specific requirements that must be followed to qualify for funds. Funding for transportation is primarily available to public agencies, although private and non-profit organizations can partner with a public agency for various funding opportunities.

ATTACHMENTS

Attachments: (1) Active Transportation Funding Matrix

FUNDING PROGRAMS THAT MAY INCLUDE ACTIVE TRANSPORTATION ELEMENTS

PROGRAM	ADMINISTERING AGENCY	PURPOSE/DESCRIPTION	OVERLAP WITH ATP	ACTIVE TRANSPORTATION			PROJECT EXAMPLES	WEBSITE
				Inf.	NI	Plan		
Sustainable Communities Planning Grants	Caltrans Division of Transportation Planning	The program includes \$29.5 million to encourage local and regional planning that furthers state goals, including, but not limited to, the goals and best practices cited in the Regional Transportation Plan Guidelines adopted by the California Transportation Commission.	Eligible Types: <ul style="list-style-type: none"> Active Transportation Plan Bike Plan Pedestrian Plan Safe Routes to School Plan 			X	<ul style="list-style-type: none"> Safe Routes to School Plan Active Transportation Plan Bike/ped Trail/Path Feasibility Study Complete Streets Plan Sustainable Communities Plan Transit-Oriented Development Plan First/Last Mile Connectivity Plan 	https://dot.ca.gov/programs/transportation-planning/regional-planning/sustainable-transportation-planning-grants
Affordable Housing and Sustainable Communities Program (AHSC)	Strategic Growth Council and Department of Housing and Community Development	The Program funds land-use, housing, transportation, and land preservation projects to support infill and compact development that reduce greenhouse gas emissions. The Program included \$550M in its latest round. (California Climate Investments)	Eligible Types: <ul style="list-style-type: none"> Bike and pedestrian facilities NI Programs - Education <i>(Must connect with affordable housing component of the grant)</i>	X	X		<ul style="list-style-type: none"> Class I, II, III, & IV bike lanes Active transportation projects to encourage connectivity to transit networks 	https://hcd.ca.gov/grants-funding/active-funding/ahsc.shtml
Urban Greening	California Natural Resources Agency	The Program supports the development of green infrastructure projects that reduce GHG emissions and provide multiple benefits. Must include at least one of the following: <ul style="list-style-type: none"> Sequester and store carbon by planting trees Reduce building energy use by strategically planting trees to shade buildings Reduce commute vehicle miles traveled by constructing bicycle paths, bicycle lanes or pedestrian facilities that provide safe routes for travel between residences, workplaces, commercial centers, and schools. (California Climate Investments)	Eligible Types: <ul style="list-style-type: none"> Bicycle and pedestrian facilities 	X			<ul style="list-style-type: none"> Non-motorized urban trails that provide safe routes for both recreation and travel between residences, workplaces, commercial centers, and schools Projects that expand or improve the usability of existing active transportation routes (e.g., walking or bicycle paths) or create new active transportation routes that are publicly accessible by walking 	https://resources.ca.gov/grants/urban-greening
Transformative Climate Communities (TCC)	Strategic Growth Council and Department of Conservation	The Program funds community-led development and infrastructure projects that achieve major environmental, health, and economic benefits in California's most disadvantaged communities. (California Climate Investments)	Eligible Types: <ul style="list-style-type: none"> Bicycle and pedestrian facilities Bike share programs <i>(However must be part of a larger place-based strategy)</i>	X			<ul style="list-style-type: none"> Bike share program Creating and considering active transportation corridors for better non-motorized connections Multi-use paths 	http://www.sgc.ca.gov/programs/tcc/

							<ul style="list-style-type: none"> Urban greening for pedestrian facilities 			
Office of Traffic Safety Grant Program	Office of Traffic Safety	The Program provides annual funds to prevent serious injury and death resulting from motor vehicle crashes so that all roadway users arrive at their destination safely. Funds can be used for bicycle and pedestrian safety	Eligible Types: <ul style="list-style-type: none"> NI Programs – education, campaigns 			X	<ul style="list-style-type: none"> Safety education and encouragement Campaigns to promote safety SRTS safety programs 	https://www.ots.ca.gov/Grants/		
Clean Mobility Options	Air Resources Board	The Program makes \$20 million available for zero-emissions shared mobility projects (such as car sharing, bike sharing, and on-demand sharing) in disadvantaged and low-income communities, including some tribal and affordable housing communities (California Climate Investments)	Eligible Types: <ul style="list-style-type: none"> Bike Share Infrastructure improvement projects 			X	<ul style="list-style-type: none"> Bikeshare programs Quick build” right-of-way safety improvements for bicycles and scooters 	http://www.cleanmobilityoptions.org/		
Sustainable Transportation Equity Project (STEP)	Air Resources Board	<p>The Program makes \$2 million available for planning and capacity building grants. Funding is intended to help low-income and disadvantaged communities identify residents’ transportation needs and prepare to implement clean transportation and land use projects.</p> <p>The Program makes \$20 million available for one to three implementation block grants to fund clean transportation and land use projects in disadvantaged communities. Funded projects will work together to increase community residents’ access to key destinations so they can get where they need to go without the use of a personal vehicle (California Climate Investments)</p>	Eligible Types: <ul style="list-style-type: none"> Bike or pedestrian facilities Active Transportation Plan Bike Plan Pedestrian Plan Safe Routes to School Plan Capacity Building (NI Programs– education, engagement, demo projects, campaigns) 			X	X	X	<ul style="list-style-type: none"> New bike routes (Class I, Class II, or Class IV) and supporting infrastructure Publicly-accessible bike parking, storage, and repair infrastructure (e.g., bike racks, bike lockers, bike repair kiosks) New walkways that improve mobility/access/safety of pedestrians (non-motorized users) Street crossing enhancements, including accessible pedestrian signals Plans 	https://ww3.arb.ca.gov/msprog/lct/oppoortunitiesgov/step.htm
Transit and Intercity Rail Capital Program (TIRCP)	CalSTA and Caltrans Division of Rail and Mass Transportation	The TIRCP provides grants from the Greenhouse Gas Reduction Fund (GGRF) to fund transformative capital improvements that will modernize California’s intercity, commuter, and urban rail systems, and bus and ferry transit systems, to significantly reduce emissions of greenhouse gases, vehicle miles traveled, and congestion.	Eligible Types: <ul style="list-style-type: none"> First/Last Mile NI Education and Outreach Bicycle and pedestrian facilities at Transit sites 			X	X	X	<ul style="list-style-type: none"> Pedestrian and bike trail First/last mile connections via bike lanes and separated paths Bike share programs Bike parking facilities Plans 	https://calsta.ca.gov/subject-areas/transit-intercity-rail-capital-program https://dot.ca.gov/programs/rail-and-mass-transportation/transit-and-intercity-rail-capital-program
Local Partnership Program (LPP)	California Transportation Commission	The primary objective of this program is to provide funding to counties, cities, districts, and regional transportation agencies in which voters have approved fees or taxes dedicated solely to transportation improvements or that have imposed fees, including uniform developer fees, dedicated solely to transportation improvements. Funding includes \$200M/year to improve aging Infrastructure, Road Conditions, Active Transportation, Transit and rail, Health and Safety Benefits	Eligible Types: <ul style="list-style-type: none"> Bicycle and pedestrian facilities 					X	<ul style="list-style-type: none"> Close sidewalk gap, install class II bike lanes and cycle track, curb extensions, pedestrian enhancements, improvements to lighting and signage Construct 4 single-lane and 1 multi-lane roundabouts, and improvements to street, pedestrian and bicycle facilities 	https://catc.ca.gov/programs/sb1/local-partnership-program

							<ul style="list-style-type: none"> Expressway pedestrian overcrossing 	
Local Streets and Roads (LSR) Program	California Transportation Commission	The purpose of the program is to provide approximately \$1.5 billion per year to cities and counties for basic road maintenance, rehabilitation, and critical safety projects on the local streets and roads system.	Eligible Types: <ul style="list-style-type: none"> Complete Streets Components Safety Projects Bike Lanes 	X			<ul style="list-style-type: none"> Implement enhanced crosswalk signing and striping Create safety separation between motorists, bicyclists and pedestrians Design and construction of school access and safety improvements to six schools (SRTS) 	https://catc.ca.gov/programs/sb1/local-streets-roads-program
Solutions for Congested Corridors (SCCP)	California Transportation Commission	The purpose of the program is to provide funding to achieve a balanced set of transportation, environmental, and community access improvements to reduce congestion throughout the state. This statewide, competitive program makes \$250 million available annually for projects that implement specific transportation performance improvements and are part of a comprehensive corridor plan by providing more transportation choices while preserving the character of local communities and creating opportunities for neighborhood enhancement.	Eligible Types: <ul style="list-style-type: none"> Bike Lanes Ped Improvements 	X			<ul style="list-style-type: none"> Construct Class I and Class II bikeways Pedestrian improvements and plaza at a transit station Intersection improvements 	https://catc.ca.gov/programs/sb1/solutions-for-congested-corridors-program
Highway Safety Improvement Program (HSIP)	Caltrans Local Assistance/ FHWA	The Program funds work on any public road or publicly owned bicycle or pedestrian pathway or trail, or on tribal lands for general use of tribal members, that improves the safety for its users. Project maximum funding- \$10M. Solicitation varies from annually to semi-annually.	Eligible Types: <ul style="list-style-type: none"> Safety projects on Bike facilities Safety projects on Ped facilities 	X		X	<ul style="list-style-type: none"> Install hybrid pedestrian signals Improve pedestrian and bicycle safety at locations with uncontrolled crossings Plans 	https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/highway-safety-improvement-program
State Highway Operations and Protection Program (SHOPP)	Caltrans Office of SHOPP Management	The Office of SHOPP Management is responsible for planning, developing, managing and reporting the four-year SHOPP portfolio of projects. The Program is the State Highway System's "fix it first" program that funds repairs and preservation, emergency repairs, safety improvements, and some highway operational improvements on the State Highway System. The Draft 2020 SHOPP Project List includes approximately \$17.4 billion in projects for fiscal years 2020-21 through 2023-24. The list includes projects carried forward from the 2018 SHOPP.	Eligible Types: <ul style="list-style-type: none"> Bike & Pedestrian elements <i>(In the context of facility type, right of way, project scope, and quality of nearby alternative facilities)</i> 	X			<ul style="list-style-type: none"> Upgrade sidewalks to ADA compliance Reconstruct damaged pavement Add bike lanes to updated corridors Upgrade pedestrian push buttons, refresh striping, and improve pedestrian and bicycle access 	https://dot.ca.gov/programs/transportation-programming/state-highway-operation-protection-program-shopp-minor-program-shopp
State Transportation Improvement Program (STIP)	California Transportation Commission	The STIP is the biennial five-year plan adopted by the Commission for future allocations of certain state transportation funds for state highway improvements, intercity rail, and regional highway and transit improvements. Local agencies should work through their Regional Transportation Planning Agency (RTPA), County Transportation Commission, or Metropolitan	Eligible Types: <ul style="list-style-type: none"> Bicycle & Pedestrian projects <i>(Must be eligible for State Highway Account or Federal funds)</i> 	X			<ul style="list-style-type: none"> Bike/ped Overcrossing and Access Improvements and bicycle and pedestrian bridge Class I, II, III, & IV bike lanes Multi-Use paths Complete Streets improvements 	https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/state-transportation-improvement-program

		Planning Organization (MPO), as appropriate, to nominate projects for inclusion in the STIP.						
Congestion Mitigation and Air Quality Improvement (CMAQ) Program	FHWA	The purpose of the CMAQ program is to provide a flexible funding source to State and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. The program supports surface transportation projects and other related efforts that contribute air quality improvement and provide congestion relief.	Eligible Types: • Bicycle & Pedestrian facilities	X			<ul style="list-style-type: none"> • Travel Demand Management to promote clean commutes • Public Education and Outreach • Pedestrian and bicycle amenities; Class I, II, III, & IV bike lanes 	https://www.fhwa.dot.gov/environment/air_quality/cmaq/
California State Parks Recreational Trails Program (RTP)	California Department of Parks and Recreation and Caltrans Active Transportation Program	Recreational trails and trail related projects (12% match requirement)	Eligible Types: • Class I Multiuse paths • Recreational trails	X			<ul style="list-style-type: none"> • Multiuse Paths • Trails 	https://www.parks.ca.gov/?page_id=24324
One Bay Area Grant Program (OBAG)	MTC/NVTA	Infrastructure projects that reduce vehicle trips, including pedestrian and bicycle facilities. Funded by the federal Surface Transportation Program and Congestion Mitigation and Air Quality Improvement (CMAQ) Program	Eligible Types: • Bicycle & Pedestrian facilities • Crossing improvements	X	X	X	<ul style="list-style-type: none"> • Class I Bicycle facilities • Sidewalk improvements-connections to affordable housing and transit 	https://mtc.ca.gov/funding/federal-funding/federal-highway-administration-grants/one-bay-area-grant-obag-2
Transportation Development Act(TDA) Article 3 (TDA-3)	MTC/NVTA	Funds plans (once every 5-years per jurisdiction), safety education (not more than 5% of total annual allocation), and design and construction of capital projects. Each county coordinates a consolidated annual request for projects to be funded in the county	Eligible Types: • Bicycle & Pedestrian facilities	X	X	X	<ul style="list-style-type: none"> • All types of bicycle facilities • Pedestrian improvements and crossings • Safety education (5% of total allocation only) 	https://mtc.ca.gov/funding/region-al-funding/tda-sta/bicycle-pedestrian-funds-tda-3
Transportation fund for Clean Air (TFCA) Program Manager Funds	Bay Area Air Quality Management District (BAAQMD)/NVTA	Funds projects that improve air quality. Must meet cost-effectiveness requirements. 40% of Vehicle License Fee	Eligible Types: • Bike and pedestrian improvements that reduce vehicle trips	X			<ul style="list-style-type: none"> • Bicycle facility upgrades • Bicycle facilities-all classes • Sidewalk improvements-connections to transit • Bicycle parking 	https://www.baaqmd.gov/funding-and-incentives/public-agencies/county-program-manager-fund
Transportation Fund for Clean Air (TFCA) Regional Funds	Bay Area Air Quality Management District (BAAQMD)	The Regional Fund is competitive among Bay Area jurisdictions. Projects must have air quality benefits 60% of Vehicle License Fee-Competitive program	Eligible types: • bicycle facilities, • lockers and racks	X			<ul style="list-style-type: none"> • Bicycle facilities such as Class I multiuse paths 	https://www.baaqmd.gov/funding-and-incentives/funding-sources/regional-fund
Measure T	NVTA	Funded through a half-cent sales tax Funding allocated to municipal and county	Eligible types: • Measure T funds local	X			<ul style="list-style-type: none"> • Class II Bike Lanes • Class IV Separated Bikeways 	https://www.nvta.ca.gov/measure-t

		governments in Napa County	street and road rehabilitation and supporting infrastructure. Jurisdictions are subject to complete streets requirements so when upgrades are appropriate, Class 2 and 4 facilities can be funded with Measure T.				<ul style="list-style-type: none"> • Class III Bike Routes • Sidewalk, curb and gutter • Crossings 	
Measure T Equivalent Funds	NVTA	Varies- Other non-Measure T funds (Gas tax, general funds etc.) from non-competitive sources. Supplementing Measure T, jurisdictions (collectively) are required to commit funds from other sources equivalent to 6.67% of the annual Measure T revenue collected	Eligible types: <ul style="list-style-type: none"> • Construction and/or maintenance of Class I multiuse facilities 	X			<ul style="list-style-type: none"> • Class I multiuse facilities 	https://www.nvta.ca.gov/equivalent-fund-667-projects





NAPA VALLEY TRANSPORTATION AUTHORITY

Active Transportation Advisory Committee Agenda Memo

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

RECOMMENDATION

Information Only

EXECUTIVE SUMMARY

The Countywide Bicycle Plan was adopted by the Napa Valley Transportation Authority (NVTA) Board in October 2019. This is Napa County's long range bicycle transportation plan. The plan includes both existing and proposed countywide bicycle network projects. Each of the proposed facilities within the plan is designed to promote and increase bicycle transportation by providing a safe, low-stress, connected bicycle network (where feasible) throughout the county as funding becomes available.

BACKGROUND AND INFORMATION

The first countywide bicycle plan was adopted in 2003, updated in 2011 and most recently updated in 2019. The 2019 plan proposes the addition of approximately 459 miles of facilities (Attachment 1) to the currently built 142 miles for a total of just over 600 miles in the planned Countywide bicycle network. This mileage includes all bicycle facility types to make up a comprehensive, context sensitive network (shown in order of most vehicle separation to least):

- Multiuse Paths (Class I) Fully Separated from the Roadway
- Separated Bikeways (Class IV) One-way facilities adjacent to the roadway with vertical separation (curb, planters, bollard etc.), for exclusive use of bicyclists - can be two-way on lower volume, slower speed streets
- Bike Lanes-(Class II) On-street bicycle facilities for the exclusive use of bicyclists.

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- Standard: 5 feet wide (excluding gutter), with a 6" stripe separating the lane from vehicles, includes signage and pavement markings
 - Buffered: Same as standard with the addition of a diagonal striped "buffer" zone between the rider and vehicle lane, typically 18"
 - Painted: Green painted lanes are to add visibility and follow the same basic measurements as a standard bike lane
 - Bike Route/Bike Boulevard (Class III) On-street shared (with vehicles) lane with signage and in some cases, pavement markings
 - Rural Bike Routes: Typically consist of signage only and are often seen on lower volume roadways with right of way constraints
 - Bike Boulevards: Typically consist of signage, pavement markings (sharrows) and traffic calming features - these are typically used on neighborhood routes where there are lower volumes of vehicles and lower speeds

Just over 100 miles are part of the Multiuse Path (Class I) facility network that includes the Vine Trail. The Vine Trail mileage is shown separately on the proposed facility chart because of its unique ability to raise private funding for planning, design and construction through the Napa Valley Vine Trail Coalition.

Multiuse path facilities are considered among the safest bicycle facility types, but due to the nature of their construction (separated from the roadway and a minimum of 10' wide) they are also the most expensive to plan and construct. Attachment 2 which is Appendix G from the Countywide Bicycle Plan includes facility cost estimate assumptions. These assumptions do not include potential additional costs for design, engineering, right of way or environmental review as these items can vary greatly due to a number of factors that often are unique to each individual project.

Separated bikeways (Class IV) are gaining popularity and have advanced in design over recent years. There are only a small number of Class IV facilities proposed in the Countywide Bicycle Plan, but a number of other locations in the plan, mostly within the City of Napa are listed as "study corridors" to allow for additional evaluation that was not part of the scope of work under the Countywide Bicycle Plan. These facilities can be more costly to implement and maintain, but recent funding sources, such as the Active Transportation Program (ATP) and the Transportation Development Act, Article 3 (TDA-3) have implemented "Quick Build" program criteria that allows jurisdictions to use less expensive materials, such as paint and movable planters or flexible posts to demonstrate these types of facilities before investing in permanent infrastructure. Quick Build projects are often used as an opportunity to demonstrate Class IV facilities to help understand the use-case and to allow for adjustments to the design prior to making significant investments in permanent infrastructure.

There are also a number of bike lanes (Class II) proposed in the plan. This is the most common on-street facility type and is widely used throughout the entire county. Class II bike facilities can use green paint for higher visibility or additional striping to create buffers between traffic and a cyclist. The City of Napa has recently installed several locations using green paint to mark conflict zones on Class II facilities. Conflict zones are areas where vehicles may cross the path of bicycle travel. The higher visibility markings alert drivers and cyclists of the potential conflict in movements and to approach with caution. Class II facilities provide significant connectivity throughout the county, but can be less comfortable for riders who prefer more separation from vehicles, especially on higher speed, higher volume roadways.

A significant portion of the proposed bicycle network consists of Bike Route (Class III) facilities. This is due to much of the county roadways being in unincorporated areas, where other facility types are difficult to implement due to roadway constraints, such as culverts and farmlands. Because volumes on many of these roadways are typically lower, these facility types do provide a level of connectivity for some riders.

The build out of the Napa Valley Vine Trail and other Class I facilities will help create a more protected bicycle network often called “all ages and abilities” networks as funding opportunities become available.

Two new strategies introduced in the 2019 update:

1. Level of Traffic Stress (LTS) (Appendix H in the Countywide Bicycle Plan)
 - a. Quantifies the level of discomfort a rider feels when riding close to traffic
 - b. Assigns a numeric stress level (1-4, with 1 being lower stress, to 4 being highest) to streets based on attributes such as:
 - i. Traffic Speed
 - ii. Traffic Volume
 - iii. Number of lanes
 - iv. Frequency of parking turnover
 - v. Ease of intersection crossing
2. Vision Zero - A strategy to eliminate all traffic fatalities and serious injuries on roadways while increasing safe, healthy equitable mobility for all.
 - a. Adopt a countywide Vision Zero Plan-Action Plan
 - b. Identify funding opportunities for Vision Zero efforts
 - c. Focus investments on identified High Injury Networks (HIN)

Both of these new strategies are structured to help develop a safer bicycle network using proven safety countermeasures in order to promote more cycling trips. The Countywide Bicycle Plan used the following comfort typology for cyclists that shows the typical percentage for each category:

- Non-Bicyclists-31-37% (no interest in riding or cannot ride)

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- Interested but Concerned 51-56% (Enjoys riding, would ride more if facilities were more protected, sense of vulnerability next to traffic)
 - Somewhat Confident 5-9% (Rides for daily trips, prefers having designated facility)
 - Highly Confident 4-7% (Comfortable riding anywhere, with or without designated facilities)

Improving bicycle facilities to a higher comfort level for the Interested but Concerned group could provide the greatest opportunity to meet the mode shift goal of 10% of all trips made by bicycle by 2035.

The Countywide Bicycle Plan is the first step in designing an all ages and abilities bicycle network. Making investments in bicycle infrastructure is determined by a number of factors including, but not limited to:

- Safety
- Mode shift
- Proximity to schools or work or other nodes
- Community support and priorities
- Funding opportunities and availability

Each Chapter in the bike plan includes a series of project characteristics and recommended implementation strategies for:

- Immediate term projects
 - Projects that can be easily implemented such as signage and striping
 - Fully funded, “shovel-ready”
- Short/Medium term projects
 - Street repaving, such as Measure T overlap projects
 - Projects that may require additional funding or right of way
 - Projects that require seeking grant funds
- Long term projects
 - Projects that require significant planning, engineering
 - Projects requiring environmental review
 - Projects requiring significant crossings such as rail, highway/freeway or water crossings

ATTACHMENTS

Attachments: (1) 2019 Countywide Bicycle Plan Proposed Projects List
(2) Appendix G Bicycle Facility Cost Assumption Estimates

Appendix E: Full List of Proposed Bicycle Facilities by Jurisdiction

CITY OF CALISTOGA

* Projects denoted with an asterisk overlap with a jurisdiction-identified Measure T project, but they do not have the same extents: the proposed bicycle network project is either longer or shorter than the Measure T project.

Project ID	Street/Trail Name	Begin	End	Facility Type	Length (Miles)
Measure T Overlap Projects					
<i>Bike Lane (Class II) Projects</i>					
41*	Lake St	Grant St	SR 29	Bike Lane (Class II)	0.35
<i>Bike Boulevard (Class III) Projects</i>					
45	Fair Way	Lake St	Lincoln Ave	Bike Boulevard (Class III)	0.28
<i>Bike Route (Class III) Projects</i>					
8*	Grant St	Greenwood Ave	Mora Ave	Bike Route (Class III)	0.41
17	Petrified Forest Rd	Calistoga city limit	Foothill Blvd	Bike Route (Class III)	0.29
All Other Projects					
<i>Shared-Use Path (Class I) Projects</i>					
12	Napa River Trail	Greenwood Ave, Calistoga city limit	Calistoga city limit	Shared-Use Path (Class I)	2.15
18	Denise Dr	Kathy Way	Cedar St	Shared-Use Path (Class I)	0.05
20	Private Property	School St	Washington St	Shared-Use Path (Class I)	0.13
21	Money Ln	Proposed class I facility at Mora Ave	Mora Ave	Shared-Use Path (Class I)	0.06
26	Silver Street Trail	Silver Street (north end)	Napa River Trail	Shared-Use Path (Class I)	0.08
39	Lincoln Ave/SR 29	Lincoln Ave/SR 29	Beginning of Class I Path off of Silverado Trail	Shared-Use Path (Class I)	0.11
54	Walnut Ave alignment	SR 29, SR 128	Proposed class I facility near Napa River	Shared-Use Path (Class I)	0.12
57	Calistoga southeast city limit	SR 29, SR 128	Silverado Trail	Shared-Use Path (Class I)	0.83
866	Fair Way	Existing class I facility annexed east of Washington St	Lincoln Ave	Shared-Use Path - Vine Trail (Class I)	1.14
<i>Bike Lane (Class II) Projects</i>					
6	SR 29	Silverado Trail	Tubbs Lane	Bike Lane (Class II)	1.58
14	Foothill Blvd/SR 128	Calistoga city limit (Foothill Blvd)	Calistoga city limit	Bike Lane (Class II)	2.06
40	Lincoln Ave	Fair Way	Silverado Trail	Bike Lane (Class II)	0.64

Project ID	Street/Trail Name	Begin	End	Facility Type	Length (Miles)
50	Lincoln Ave	Fair Way	Foothill Blvd	Bike Lane (Class II)	0.36
55	Rosedale Rd	Rickett Rd	Silverado Trail	Bike Lane (Class II)	0.77
<i>Bike Boulevard (Class III) Projects</i>					
23	Mora Ave	Grant St	SR 29	Bike Boulevard (Class III)	0.61
25	S Oak St	Cedar St	School St	Bike Boulevard (Class III)	0.06
27	Berry St	Cedar St	Foothill Blvd	Bike Boulevard (Class III)	0.11
29	Money Ln	Proposed class I facility at Mora Ave	Lake St	Bike Boulevard (Class III)	0.40
33	N Oak St	Grant St	Aurora Dr	Bike Boulevard (Class III)	0.23
34	Aurora Dr	N Oak St	Carli Dr	Bike Boulevard (Class III)	0.03
35	Carli Dr	Aurora Dr	Money Ln	Bike Boulevard (Class III)	0.06
42	3rd St	Fair Way	Washington St	Bike Boulevard (Class III)	0.15
43	Brannan St	Lincoln Ave	Silverado Trail	Bike Boulevard (Class III)	0.33
846	Lake St	Washington St	Grant St	Bike Boulevard (Class III)	0.30
847	Grant St	Mora Ave	Oak St	Bike Boulevard (Class III)	0.31
<i>Bike Route (Class III) Projects</i>					
9	Greenwood Ave	Proposed class I facility at Napa River	SR 29	Bike Route (Class III)	1.00

CITY OF ST. HELENA

* Projects denoted with an asterisk overlap with a jurisdiction-identified Measure T project, but they do not have the same extents: the proposed bicycle network project is either longer or shorter than the Measure T project.

Project ID	Street/Trail Name	Begin	End	Facility Type	Length (Miles)
Measure T Overlap Projects					
<i>Bike Lane (Class II) Projects</i>					
821	S Crane Ave	Grayson Ave	Sulphur Springs Ave	Bike Lane (Class II)	0.45
860	Grayson Ave	Crane Ave	SR 29 (Main St)	Bike Lane (Class II)	0.50
891*	Madrona Ave-Riesling Way	Main St	Sylvaner Ave	Bike Lane (Class II)	1.03
106*	Spring St	White Sulphur Springs Rd at city limit	Oak Ave	Bike Lane (Class II)	0.98
<i>Bike Boulevard (Class III) Projects</i>					
108*	Adams St	Railroad Ave	Allyn Ave	Bike Boulevard (Class III)	0.47
131	Birch Ave	Crane Ave	Valley View St	Bike Boulevard (Class III)	0.15
125	Church St	Hunt Ave	Pope St	Bike Boulevard (Class III)	0.13
127	Edwards St	Hunt Ave	Pope St	Bike Boulevard (Class III)	0.15
126*	Hunt Ave	Church St	Starr Ave	Bike Boulevard (Class III)	0.42
810	McKorkle Ave	Alison Ave	Proposed class I facility 675' west of College Ave	Bike Boulevard (Class III)	0.29
133*	Mitchell Dr	Main St	Crane Ave	Bike Boulevard (Class III)	0.44
116*	Oak Ave	Hillview Pl	Mitchell Dr	Bike Boulevard (Class III)	0.10
<i>Bike Route (Class III) Projects</i>					
856	Spring St	Sylvaner Ave	Sulphur Springs Ave	Bike Route (Class III)	0.18
All Other Projects					
<i>Shared-Use Path (Class I) Projects</i>					
147	Crane Park Path (to La Quinta Way)	Grayson Ave	Kennedy Ct	Shared-Use Path (Class I)	0.50
747	Library Lane Path	Adams St	Vine Trail (along RR corridor)	Shared-Use Path (Class I)	0.13
818	Lower Reservoir Loop Trail	NW city limit	Loop around Lower Reservoir and connect to Spring Mountain Rd	Shared-Use Path (Class I)	1.25
809	McCorkle Ave Path	Grayson Ave	College Ave	Shared-Use Path (Class I)	0.14
144	Mills Ln	SR 29-Main St	Proposed class I facility annex from Starr Ave	Shared-Use Path (Class I)	0.50

Project ID	Street/Trail Name	Begin	End	Facility Type	Length (Miles)
93	Napa River Trail	Pope St (Napa River Trail-Wappo Park)	St Helena city limit (Deer Park Rd / Lower Reservoir Trail)	Shared-Use Path (Class I)	1.90
151	Napa River Trail	St Helena city limit near wastewater treatment plant	SE edge Wappo Park	Shared-Use Path (Class I)	1.14
875	Pope St	Starr Ave	Silverado Trail	Shared-Use Path (Class I)	0.41
146	Starr Ave Path	Hunt Ave	Mills Ln	Shared-Use Path (Class I)	0.68
749	Starr Ave-Adams St-Railroad Ave-Fulton Ln	Hunt Ave	Railroad Ave	Shared-Use Path (Class I)	0.51
105	Sulphur Creek Path	Spring St	Sulphur Springs Ave	Shared-Use Path (Class I)	0.10
140	Sulphur Creek Path	Sulphur Springs Ave	Napa River Trail	Shared-Use Path (Class I)	0.65
96	York Creek Path	Spring Mountain Rd	Vine Trail	Shared-Use Path (Class I)	0.33
<i>Bike Lane (Class II) Projects</i>					
107	Allyn Ave	Spring St	Madrona Ave	Bike Lane (Class II)	0.34
819	Hudson Ave	Madrona Ave	Spring St	Bike Lane (Class II)	0.32
144	Mills Ln	Main St/SR 29	Proposed class I facility annex from Starr Ave	Bike Lane (Class II)	0.50
97	Pratt Ave	Vine Trail	Main St/SR 29	Bike Lane (Class II)	0.26
816	Spring Mtn Rd	Dean York Ln	Madrona Ave	Bike Lane (Class II)	0.39
895	Main St/SR 29	Chaix Ln	Charter Oak Rd	Bike Lane (Class II)	0.02
896	Main St/SR 29	Chaix Ln	Charter Oak Rd	Bike Lane (Class II)	0.21
833	Sulphur Springs Rd	S Crane Ave	Main St/SR 29	Bike Lane (Class II)	0.50
102	Sylvaner Ave	Riesling Way	Spring St	Bike Lane (Class II)	0.30
<i>Bike Boulevard (Class III) Projects</i>					
808	College Ave	Pope St	Proposed class I facility at SE end of College Ave	Bike Boulevard (Class III)	0.18
98	Elmhurst Ave	Spring Mountain Rd	Main St	Bike Boulevard (Class III)	0.23
114	Hillview Pl	Spring Mountain Rd	Oak St	Bike Boulevard (Class III)	0.14
124	Hunt Ave	Railroad Ave	Church St	Bike Boulevard (Class III)	0.02
244	Mariposa Ln	Pope St	McCorkle Ave	Bike Boulevard (Class III)	0.14
129	N Crane Ave	Spring St	Birch St	Bike Boulevard (Class III)	0.23
857	Railroad Ave	Adams St	Hunt Ave	Bike Boulevard (Class III)	0.11
859	Railroad Ave	Fulton Ln	Hunt Ave	Bike Boulevard (Class III)	0.21
820	Valley View St	Spring St	Birch St	Bike Boulevard (Class III)	0.20
<i>Bike Route (Class III) Projects</i>					
150	Chaix Ln	Main St/SR 29	Napa River Trail (proposed)	Bike Route (Class III)	1.07
806	Main St	Fulton Ln	St Helena city limit, Deer Park Rd	Bike Route (Class III)	1.11

Project ID	Street/Trail Name	Begin	End	Facility Type	Length (Miles)
812	Main St	Madrona Ave	Charter Oak Ave	Bike Route (Class III)	0.64
807	Pratt Ave	RR track/Vine Trail at Pratt Ave	Napa River Trail (proposed)	Bike Route (Class III)	0.48
815	Spring Mountain Rd	St Helena city limit (West)	Dean York Ln	Bike Route (Class III)	0.69
103	Sulphur Springs Ave	St Helena city limit	Spring St	Bike Route (Class III)	0.16
149	Sulphur Springs Ave	Sulphur Creek	Main St/SR 29	Bike Route (Class III)	0.93
<i>Vine Trail (varying facility types to be determined by Corridor Study)</i>					
854	Vine Trail	St Helena City Limits (South)	St Helena City Limits (North)	To Be Determined	3.10

TOWN OF YOUNTVILLE

* Projects denoted with an asterisk overlap with a jurisdiction-identified Measure T project, but they do not have the same extents: the proposed bicycle network project is either longer or shorter than the Measure T project.

Project ID	Street/Trail Name	Begin	End	Facility Type	Length (Miles)
Measure T Overlap Projects					
<i>Bike Boulevard (Class III) Projects</i>					
258	Jefferson St	path entrance	Monroe St	Bike Boulevard (Class III)	0.06
All Other Projects					
<i>Shared-Use Path (Class I) Project</i>					
287	Parallel to Washington St	Mission St	Oak Cir	Shared-Use Path (Class I)	0.11
<i>Bike Lane (Class II) Project</i>					
257	Lincoln Ave	Monroe St	Grant St	Bike Lane (Class II)	0.05
<i>Bike Boulevard (Class III) Projects</i>					
259	Monroe St	Lincoln Ave	Jefferson St	Bike Boulevard (Class III)	0.06
267	Webber Ave	Vine Trail access spur	Yount St	Bike Boulevard (Class III)	0.06
853	Webber Ave	Yount St	Washington St	Bike Boulevard (Class III)	0.10
<i>Bike Route (Class III) Project</i>					
256	Yount Mill Rd	Yountville Cross Rd	NE city limit	Bike Route (Class III)	0.33

CITY OF NAPA

* Projects denoted with an asterisk overlap with a jurisdiction-identified Measure T project, but they do not have the same extents: the proposed bicycle network project is either longer or shorter than the Measure T project.

Project ID	Street/Trail Name	Begin	End	Facility Type	Length (Miles)
Corridor Study Projects					
179	Browns Valley Rd/1 st Street	Partrick Rd	Freeway Dr	Corridor Study	1.56
918	Coombs St	Imola Ave	Division St	Corridor Study	0.90
182	Imola Ave	Foster Rd	Eastern City limits	Corridor Study	3.11
169	Jefferson St	Salvador Ave	Southern City limits	Corridor Study	4.99
838	Redwood Rd	Dry Creek Rd	SR 29	Corridor Study	0.94
168	Salvador Ave	Solano Ave	Jefferson St	Corridor Study	0.52
908	Terrace Drive	Coombsville Rd	Imola Ave	Corridor Study	1.19
Shared-Use Path (Class I) Projects					
195	Bay Trail Connector	Stanly Crossroad	Napa River	Shared-Use Path (Class I)	0.72
878	Bay Trail (Stanly Crossroad)	Cuttings Wharf Rd	Stanly Ln	Shared-Use Path (Class I)	1.17
468	Connector Path	Industrial Way	Sheridan Dr	Shared-Use Path (Class I)	0.06
530	SR 29 undercrossing at Napa Creek	Coffield Ave Path	California Blvd	Shared-Use Path (Class I)	0.21
181	Fairview Dr Pathway Connector	Aguire Wy	Terrace Dr	Shared-Use Path (Class I)	0.15
694	Tulocay Village Trail	Sousa Ln	Tulocay Creek Trail	Shared-Use Path (Class I)	0.41
911	Tulocay Creek Trail	Vine Trail	Soscol Ave	Shared-Use Path (Class I)	0.37
660	Napa Creek Connector Trail	Oxbow Commons Path	9/11 Memorial Garden	Shared-Use Path (Class I)	0.04
724	Napa River Trail	Bay Trail	Napa Valley Corporate Dr	Shared-Use Path (Class I)	0.51
910	Napa River Trail	Kaiser Rd	Anselmo Ct Loop trail	Shared-Use Path (Class I)	0.79
318	Napa Valley College Path along Roy Patrick Dr	College Wy, Magnolia Dr	Imola Ave	Shared-Use Path (Class I)	0.16
659	Brown St Corridor	Coombs St/Pearl St	3 rd St	Shared-Use Path (Class I)	0.3
304	Pascale Pl Connector	Pascale Pl	Montecito Blvd	Shared-Use Path (Class I)	0.04
851	Railroad Bridge	3 rd St	1 st St	Shared-Use Path (Class I)	0.19
661	Riverfront Promenade (1 st Street Underpass)	Riverfront Promenade	Opera House Plaza	Shared-Use Path (Class I)	0.03
664	River Trail Bridge	River Trail West	3 rd St	Shared-Use Path (Class I)	0.07
827	River Trail Bridge	River Trail West	Oxbow Preserve	Shared-Use Path (Class I)	0.07
669	River Trail East	Oxbow Preserve	1 st St	Shared-Use Path (Class I)	0.21
826	River Trail West	Lincoln Ave	existing River Trail terminus (near River Terrace)	Shared-Use Path (Class I)	0.4
665	River Trail West	existing trail terminus (near 1 st Street)	Railroad Bridge	Shared-Use Path (Class I)	0.28
658	River Trail West	Division St	Imola Ave	Shared-Use Path (Class I)	1.05
170	Salvador Creek Trail	SR 29	Jefferson St	Shared-Use Path (Class I)	0.68
171	Salvador Creek Trail	Maher St	Solano Ave	Shared-Use Path (Class I)	0.23

Project ID	Street/Trail Name	Begin	End	Facility Type	Length (Miles)
459	Salvador Creek Trail	existing trail (near Ranch Lane)	existing trail (near Serendipity Wy)	Shared-Use Path (Class I)	0.08
862	SR 221	Imola Ave	Kaiser Rd	Shared-Use Path (Class I)	1.57
900	SR 29	Stanly Ln	Napa City Boundary	Shared-Use Path (Class I)	0.23
194	San Francisco Bay Trail at Stanly Ranch Resort	Stanly Crossroad	San Francisco Bay Trail (Stanly Ln)	Shared-Use Path (Class I)	0.65
873	Napa River Trail/Vine Trail	Napa City Limits (Adjacent to Kaiser Rd)	Existing Vine Trail/Bay Trail at south end of Kennedy Park	Shared-Use Path - Vine Trail (Class I)	0.16
201	Napa River Trail / Bay Trail / Anselmo Ct Loop	Napa River Bay Trail	Napa River Bay Trail	Shared-Use Path - Vine Trail (Class I)	0.34
746	Vine Trail	3 rd St	Vallejo St	Shared-Use Path - Vine Trail (Class I)	0.48
745	Vine Trail	Existing Vine Trail (near Redwood Park & Ride)	Existing Vine Trail (near Vine Trail SR 29 overcrossing)	Shared-Use Path - Vine Trail (Class I)	0.10
872	Vine Trail along Kaiser Rd	River/Bay Trail	Vine Trail (north-south through Napa Pipe)	Shared-Use Path - Vine Trail (Class I)	0.28
<i>Bike Lane (Class II) Projects</i>					
663	1st St	Soscol Ave	Vernon St	Bike Lane (Class II)	0.16
531	1st St (SR 29 Overpass)	Freeway Dr	California Blvd	Bike Lane (Class II)	0.35
633	3rd St	California Blvd	Jefferson St	Bike Lane (Class II)	0.37
662	3rd St	Soscol Ave	Lawrence St	Bike Lane (Class II)	0.04
556	Browns Valley Rd	Partrick Rd	Buhman Ave	Bike Lane (Class II)	0.15
632	California Blvd	3rd St	1st St	Bike Lane (Class II)	0.12
339	Capitola Dr	Saratoga Dr	Saratoga Dr/Erin Wy	Bike Lane (Class II)	0.08
765*	Coombs St	Pearl St	Division St	Bike Lane (Class II)	0.38
192	Foster Rd	Golden Gate Dr	W Imola Ave	Bike Lane (Class II)	1.5
193	Stanly Ln	Golden Gate Dr	SR 12	Bike Lane (Class II)	0.12
716*	W Imola Ave	SR 29	Foster Rd	Bike Lane (Class II)	0.34
907	Jefferson St	Darling St	El Centro Ave	Bike Lane (Class II)	0.3
196	Kaiser Rd	Proposed Napa River/Bay Trail	SR 221	Bike Lane (Class II)	0.55
616*	Laurel St	Foothill Blvd	1 st St	Bike Lane (Class II)	0.68
513*	Lincoln Ave	Soscol Ave	existing bike lane on Lincoln	Bike Lane (Class II)	0.07
528	Lincoln St	SR 29	California Blvd	Bike Lane (Class II)	0.09
836**	Linda Vista Ave	Browns Valley Rd	Lone Oak Ave	Bike Lane (Class II)	0.34
905	Linda Vista Ave	Lone Oak Ave	Redwood Rd	Bike Lane (Class II)	0.9
913	Old Sonoma Rd	Old Sonoma Rd (near Playground Fantastico)	Jefferson St	Bike Lane (Class II)	0.46
912	Old Sonoma Rd	Western City Limits	Foster Rd	Bike Lane (Class II)	0.26
163	Orchard Ave	Western City Limits	Solano Ave	Bike Lane (Class II)	0.13
491	Pueblo Ave	California Ave	Soscol Ave	Bike Lane (Class II)	1.08
465*	Redwood Rd	Browns Valley Rd	SR 29	Bike Lane (Class II)	1.86
393	Salvador Ave	SR29	Jefferson St	Bike Lane (Class II)	0.52
338	Saratoga Dr	Capitola Dr/Erin Wy	Terrace Dr	Bike Lane (Class II)	0.13
337	Shurtleff Ave	Imola Ave	Terrace Dr	Bike Lane (Class II)	0.94

Project ID	Street/Trail Name	Begin	End	Facility Type	Length (Miles)
673	Silverado Trail	Soscol Ave	Silverado Trail (Northern City Limits)	Bike Lane (Class II)	2.41
839	Solano Ave - West F St - Coffield Ave	Proposed class I facility, Coffield Ave	W Lincoln Ave	Bike Lane (Class II)	0.42
692	Sousa Ln	Soscol Ave	Silverado Trail	Bike Lane (Class II)	0.14
828	SR 221	Kaiser Rd	Magnolia Dr	Bike Lane (Class II)	1.44
309	Terrace Dr	Coombsville Rd	Southern terminus of Terrace Dr	Bike Lane (Class II)	0.57
310**	Terrace Dr	Southern terminus of Terrace Dr	Northern terminus of Terrace Dr	Bike Lane (Class II)	0.04
311	S Terrace Dr	Northern terminus of Terrace Dr	Imola Ave	Bike Lane (Class II)	0.58
884	Thompson Rd	Napa City Limits	Browns Valley Rd	Bike Lane (Class II)	0.49
461*	Trancas St	California Blvd	Old Soscol Way	Bike Lane (Class II)	1.14
460	Villa Ln	Firefly Ln	Pear Tree Ln	Bike Lane (Class II)	0.45
390	Wine Country Ave	Linda Vista Ave	SR 29	Bike Lane (Class II)	0.54
Urban Bike Route (Class III) Projects					
674	1st St	East Ave	Silverado Trail	Urban Bike Route (Class III)	0.22
180	Arroyo Dr	Brown St	Seminary St	Urban Bike Route (Class III)	0.11
703	Ash St	Jefferson St	Franklin St	Urban Bike Route (Class III)	0.26
571	Austin Way	Scenic Dr	Browns Valley Rd	Urban Bike Route (Class III)	0.18
414	Baxter Ave	Diablo St	Rubicon St	Urban Bike Route (Class III)	0.19
477	Beard Rd	Pearl Tree Ln	Pueblo Ave	Urban Bike Route (Class III)	0.31
725	Bordeaux Way	Napa Valley Corporate Wy	Napa Valley Corporate Dr	Urban Bike Route (Class III)	0.43
514	Brown St	Lincoln Ave	Clinton St	Urban Bike Route (Class III)	0.64
682	Burnell St – 8 th St	3rd St	Soscol Ave	Urban Bike Route (Class III)	0.31
712	Cabot Wy	S Jefferson St	W Imola Ave	Urban Bike Route (Class III)	0.31
634	California Blvd	3rd St	Laurel St	Urban Bike Route (Class III)	0.23
377	Carol Dr	Oxford St	W Pueblo Ave	Urban Bike Route (Class III)	0.6
497	Central Ave	Soscol Ave	Jefferson	Urban Bike Route (Class III)	0.65
373	Cesar St	Maher St	Fairfax Dr	Urban Bike Route (Class III)	0.06
697	Clark St	Silverado Trail	East Ave	Urban Bike Route (Class III)	0.12
532	Clay St - Pearl St	Coombs St	California Blvd	Urban Bike Route (Class III)	0.78
545	Clinton St	Brown St	Soscol Ave	Urban Bike Route (Class III)	0.2
917	Coombs St	Imola Ave	Division St	Urban Bike Route (Class III)	0.90
413	Diablo St	Yellowstone St	Baxter Ave	Urban Bike Route (Class III)	0.41
653	Division St - Franklin St	Brown St	Oak St	Urban Bike Route (Class III)	0.29
398	El Centro Ave	Jefferson St	Eastern City Limits	Urban Bike Route (Class III)	0.21
401	El Centro Ave	Byway East	Jefferson St	Urban Bike Route (Class III)	0.55
698	Elm St	Franklin St	Riverside Dr	Urban Bike Route (Class III)	0.28
374	Fairfax Dr	Cesar St	Trower Ave	Urban Bike Route (Class III)	0.21
687	Fairview Dr	Silverado Trail (SR 121)	Fairview Park	Urban Bike Route (Class III)	0.2
417	Firefly Ln	Wild Rye Way	Valle Verde Dr	Urban Bike Route (Class III)	0.26
617	Foothill Blvd	Old Sonoma Rd	Laurel St	Urban Bike Route (Class III)	0.42
717	Foster Rd	W Imola Ave	Old Sonoma Rd	Urban Bike Route (Class III)	0.41
458	Garfield Ln	Austin Miller Memorial Bike Path	Culbertson Ct	Urban Bike Route (Class III)	0.02
523	Georgia St	Lincoln Ave	E St	Urban Bike Route (Class III)	0.27

Project ID	Street/Trail Name	Begin	End	Facility Type	Length (Miles)
319	Granada St	Imola Ave	Muir St	Urban Bike Route (Class III)	0.11
391	Hahnemann Ln	Salvador Ave	Wine Country Ave	Urban Bike Route (Class III)	0.27
498	Jefferson St	Central Ave	Park Ave	Urban Bike Route (Class III)	0.05
702	Jefferson St	Old Sonoma Rd	Ash St	Urban Bike Route (Class III)	0.02
677	Juarez St	1st St	3rd St	Urban Bike Route (Class III)	0.24
317	Kansas Ave	Shurtleff Ave	Soscol Ave	Urban Bike Route (Class III)	0.6
605	Kilburn Ave	Laurel St	Freeway Dr	Urban Bike Route (Class III)	0.81
557	Larkin Wy	Browns Valley Rd	Scenic Dr	Urban Bike Route (Class III)	0.11
411	Lassen St	Salvador Creek Trail	Yellowstone St	Urban Bike Route (Class III)	0.32
626*	Laurel St	Foothill Blvd	Freeway Dr	Urban Bike Route (Class III)	0.42
904	Laurel St	California Blvd	Franklin St	Urban Bike Route (Class III)	0.71
707	Lernhart St	W Imola Ave	S Hartson St	Urban Bike Route (Class III)	0.07
173*	W Lincoln Ave	Solano	Lone Oak Ave	Urban Bike Route (Class III)	0.48
906	Linda Vista Ave	Northern City Limits	Redwood Rd	Urban Bike Route (Class III)	1.22
174	Lone Oak Ave	W Lincoln Ave	Linda Vista Ave	Urban Bike Route (Class III)	0.03
372	Maher St	Wine Country Ave	Cesar St	Urban Bike Route (Class III)	0.33
494	Main St	Pueblo Ave	Lincoln Ave	Urban Bike Route (Class III)	0.51
667	McKinstry St	Water St	Soscol Ave	Urban Bike Route (Class III)	0.33
320	Muir St	Granada St	Sommer St	Urban Bike Route (Class III)	0.13
375	Oxford St	Trower Ave	Carol Dr	Urban Bike Route (Class III)	0.62
499	Park Ave	Jefferson St	California Blvd	Urban Bike Route (Class III)	0.37
551	Partrick Rd	Browns Valley Rd	City Limits	Urban Bike Route (Class III)	0.79
476	Pear Tree Ln	Soscol Ave	Beard Rd	Urban Bike Route (Class III)	0.56
415	Rubicon St	Baxter Ave	Wild Rye Way	Urban Bike Route (Class III)	0.45
708	S Hartson St	Lernhart St	Old Sonoma Rd	Urban Bike Route (Class III)	0.35
394	Salvador Ave	East city limit	Jefferson St	Urban Bike Route (Class III)	0.29
558	Scenic Dr	Larkin Wy	Browns Valley Rd	Urban Bike Route (Class III)	0.97
322	Shelter Ave	Sommer St	Soscol Ave	Urban Bike Route (Class III)	0.75
470	Sierra Ave	Willis Dr	Diablo St	Urban Bike Route (Class III)	0.46
321	Sommer St	Muir St	Shelter Ave	Urban Bike Route (Class III)	0.09
306	Tamarisk Dr	Terrace Dr	Coombsville Rd	Urban Bike Route (Class III)	0.34
418	Valle Verde Dr	Firefly Ln	Trancas St	Urban Bike Route (Class III)	0.27
446	Vine Hill Dr	Dry Creek Rd	Linda Vista Ave	Urban Bike Route (Class III)	0.51
585	W Pueblo Ave	Solano Ave	Redwood Rd	Urban Bike Route (Class III)	1.41
649	Walnut St	Laurel St	Old Sonoma Rd	Urban Bike Route (Class III)	0.37
574	Westview Dr	Redwood Rd	Browns Valley Rd	Urban Bike Route (Class III)	0.66
416	Wild Rye Way	Rubicon St	Firefly Ln	Urban Bike Route (Class III)	0.02
440	Wine Country Ave	Dry Creek Rd	Linda Vista Ave	Urban Bike Route (Class III)	0.5
492	Yajome St	Pueblo Ave	Vine Trail	Urban Bike Route (Class III)	0.41
412	Yellowstone St	Lassen St	Diablo St	Urban Bike Route (Class III)	0.17
<i>Bike Route (Class III) Projects</i>					
298	Hagen Rd	Silverado Trail	Eastern City Limits	Bike Route (Class III)	0.44
914	Redwood Rd	Browns Valley Rd	Western City Limits	Bike Route (Class III)	0.19

CITY OF AMERICAN CANYON

* Projects denoted with an asterisk overlap with a jurisdiction-identified Measure T project, but they do not have the same extents: the proposed bicycle network project is either longer or shorter than the Measure T project.

Project ID	Street/Trail Name	Begin	End	Facility Type	Length (Miles)
Measure T Overlap Projects					
<i>Bike Lane (Class II) Projects</i>					
740	Danrose Dr	Marla Dr	W American Canyon Rd	Bike Lane (Class II)	0.68
212	Donaldson Wy	Elliot Dr/Donaldson Wy	Eucalyptus Dr	Bike Lane (Class II)	0.81
803*	Elliot Dr	City Limit	Knightsbridge Wy	Bike Lane (Class II)	0.47
227	Kimberly Dr	Elliot Dr	Meadow Bay Dr	Bike Lane (Class II)	0.24
207	Theresa Ave	Napa Junction Rd	Eucalyptus Dr	Bike Lane (Class II)	0.30
<i>Bike Boulevard (Class III) Projects</i>					
831	Gisela Dr	Donaldson Wy	Rio Del Mar	Bike Boulevard (Class III)	0.15
221*	James Rd	Wilson Wy	American Canyon Rd	Bike Boulevard (Class III)	0.51
<i>Bike Route (Class III) Projects</i>					
732*	Green Island Rd	Bay Trail	Commerce Rd	Bike Route (Class III)	0.84
All Other Projects					
<i>Shared-Use Path (Class I) Projects</i>					
210	Bay Area Ridge Trail - Eucalyptus Dr	Wetlands Edge Rd	Main St	Shared-Use Path (Class I)	1.04
845	Bay Area Ridge Trail - S Napa Junction Rd	Main St	Vine Trail (Newell Dr extension)	Shared-Use Path (Class I)	0.62
228	Bay Trail (Kimberly Area Segment)	Kimberly Dr	Kensington Wy	Shared-Use Path (Class I)	0.32
225	Cartagena-Via Bellagio Connector Path	150' E of Entrada Circle	Flosden Rd	Shared-Use Path (Class I)	0.40
805	Commerce Blvd	Eucalyptus Dr	Clarke Ranch Park	Shared-Use Path (Class I)	0.27
735	Green Island Rd	Vine Trail	Commerce Blvd	Shared-Use Path (Class I)	0.33
204	Hess Rd	Commerce Rd	Lombard Rd	Shared-Use Path (Class I)	0.83
864	River Trail	Vine Trail	Newell Open Space	Shared-Use Path (Class I)	1.06
909	S Kelly Rd	SR 29	Devlin Rd	Shared-Use Path (Class I)	0.20
203	SR 29	North city limit at SR 29	American Canyon Rd	Shared-Use Path (Class I)	1.15
843	SR 29	North city limit at SR 29	American Canyon Rd	Shared-Use Path (Class I)	5.21
730	SR 29 connector	River to Ridge Trail	SR 29	Shared-Use Path (Class I)	0.06
879	Broadway	Veterans Park	American Canyon Rd	Shared-Use Path - Vine Trail (Class I)	0.17

Project ID	Street/Trail Name	Begin	End	Facility Type	Length (Miles)
899	Vine Trail (along Devlin Rd)	Middleton Way	Watson Ln	Shared-Use Path - Vine Trail (Class I)	1.62
868	Vine Trail (Newell Rd Extension)	Donaldson Way (Southern Intersection of proposed Vine and Ridge Trails)	Paoli Rd	Shared-Use Path - Vine Trail (Class I)	1.06
Separated Bike Lane (Class IV) Project					
222	American Canyon Rd	Wetlands Edge Rd	SR 29	Separated Bike Lane (Class IV)	0.85
Bike Lane (Class II) Projects					
223	American Canyon Rd	Newell Dr	I-80	Bike Lane (Class II)	0.42
736	Commerce Blvd	Clarke Ranch Park	Green Island Rd	Bike Lane (Class II)	0.74
209	Donaldson Wy	Andrew Rd	Newell Dr	Bike Lane (Class II)	0.30
733	Green Island Rd	Northern intersection of Green Island Rd and Mezzetta Ct	Vine Trail (Class I facility intersecting at Green Island Rd 300' W of RR tracks)	Bike Lane (Class II)	0.25
737	Hanna St	Commerce Blvd	terminus	Bike Lane (Class II)	0.37
205	Lombard Rd	proposed Vine Trail	Napa Junction Rd	Bike Lane (Class II)	0.34
734	Mezzetta Ct	Green Island Rd	end of street	Bike Lane (Class II)	0.20
729	Napa Junction Rd	Theresa Ave	future path	Bike Lane (Class II)	0.37
830	Rio Del Mar	Bay Trail, Near Wetlands Edge Rd	SR 29 (Broadway)	Bike Lane (Class II)	1.00
Bike Boulevard (Class III) Projects					
844	Main St	Eucalyptus Dr	Bay Area Ridge Trail (S Napa Junction Rd)	Bike Boulevard (Class III)	0.25
215	Cassayre Dr	Melvin Rd	Rio Del Mar	Bike Boulevard (Class III)	0.15
218	Los Altos Dr	Theresa Ave	Rio del Mar	Bike Boulevard (Class III)	0.10
216	Melvin Rd	James Rd	Cassayre Dr	Bike Boulevard (Class III)	0.35
220	Melvin Rd	James Rd	Rio Del Mar	Bike Boulevard (Class III)	0.05
217	Theresa Ave	Eucayptus Dr	Los Altos Dr	Bike Boulevard (Class III)	0.03

UNINCORPORATED NAPA COUNTY

* Projects denoted with an asterisk overlap with a jurisdiction-identified Measure T project, but they do not have the same extents: the proposed bicycle network project is either longer or shorter than the Measure T project.

Project ID	Street/Trail Name	Begin	End	Facility Type	Length (Miles)
Measure T Overlap Projects					
<i>Bike Lane (Class II) Projects</i>					
299	3rd Ave	Where 3rd Ave turns north	Hagen Rd	Bike Lane (Class II)	1.62
303*	3rd Ave	Coombsville Rd	North Ave	Bike Lane (Class II)	0.71
726*	Airport Blvd	Devlin Rd	SR 29	Bike Lane (Class II)	0.26
64	Bale Ln	SR 29/128 (St. Helena Hwy)	Silverado Trail	Bike Lane (Class II)	0.69
61	Dunaweal Ln	Washington Street Path/Vine Trail	Silverado Tr	Bike Lane (Class II)	0.42
167	El Centro	Big Ranch Rd	Napa city limit (Sweetbriar Dr)	Bike Lane (Class II)	0.56
63	Larkmead Ln	SR 29 (St. Helena Hwy)	Silverado Trail	Bike Lane (Class II)	1.29
253*	Old Sonoma Rd	SR 12 (Carneros Hwy)	Napa City Limits	Bike Lane (Class II)	3.07
56	Pickett Rd	Silverado Trail	Rosedale Rd	Bike Lane (Class II)	0.26
166	Salvador Ave	Napa city limit	Big Ranch Rd	Bike Lane (Class II)	0.53
671*	Trancas St	Silverado Trail	Monticello Rd	Bike Lane (Class II)	0.15
<i>Bike Route (Class III) Projects</i>					
252	Dealy Ln	Old Sonoma Rd	Henry Rd	Bike Route (Class III)	1.16
84*	Deer Park Rd	Silverado Trail	White Cottage Rd	Bike Route (Class III)	4.05
247*	Dry Creek Rd	Trinity Rd	Mt Veeder Rd	Bike Route (Class III)	2.35
251*	Henry Rd	End of Henry Rd	Buhman Ave	Bike Route (Class III)	3.39
85*	Howell Mountain Rd	Deer Park Rd	Ink Grade Rd	Bike Route (Class III)	3.54
16*	Petrified Forest Rd	County border	City of Calistoga city limit	Bike Route (Class III)	1.80
291	Wooden Valley Cross Rd	Wooden Valley Rd	Gordon Vallley Rd	Bike Route (Class III)	1.29
All Other Projects					
<i>Shared-Use Path (Class I) Projects</i>					
728	American Canyon Path (along Newell Rd - S Kelly Rd)	Watson Ln	SR 12 (Jameson Canyon Rd)	Shared-Use Path (Class I)	2.27

Project ID	Street/Trail Name	Begin	End	Facility Type	Length (Miles)
229	Bay Trail (Kimberly Area Segment - south of American Canyon)	Catalina Wy, Vallejo	Class I facility adjacent to Meadow Bay Dr	Shared-Use Path (Class I)	0.52
916	Bay Trail (Along Napa River – N American Canyon Area)	Existing Bay Trail (Just S of Green Island Rd)	Soscol Ferry Rd	Shared-Use Path (Class I)	5.23
161	Conn Creek Path	Oakville Cross Rd	Skellenger Ln	Shared-Use Path (Class I)	0.92
152	Napa River Trail	SR 128	St Helena Wastewater Treatment Facility	Shared-Use Path (Class I)	3.16
153	Napa River Trail	Zinfandel Ln	St Helena city limit	Shared-Use Path (Class I)	0.87
184	Skyline Path (along Imola Ave to Skyline Park)	SR 121/221 (Napa-Vallejo Hwy)	Skyline Wilderness Park	Shared-Use Path (Class I)	2.05
863	SR 221	Kaiser Rd	Vista Point Rd	Shared-Use Path (Class I)	1.57
849	Vine Trail (along Devlin Rd)	Kelly Rd	Approx. 0.25 mi South of Airport Blvd	Shared-Use Path - Vine Trail (Class I)	0.86
871	Vine Trail/Bay Trail	Kennedy Park	Kaiser Rd	Shared-Use Path - Vine Trail (Class I)	0.86
743	Vine Trail (along SR 29)	Madison St	Chaix Ln	Shared-Use Path - Vine Trail (Class I)	7.82
867	Vine Trail (along SR 29)	Deer Park Rd	Lodi Ln	Shared-Use Path - Vine Trail (Class I)	3.08
865	Vine Trail (along SR 29/128)	Larkmead Ln	Dunaweal Ln	Shared-Use Path - Vine Trail (Class I)	2.38
869	Vine Trail (along Watson Ln - American Canyon)	Paoli Loop Rd	Newell Rd Extension	Shared-Use Path - Vine Trail (Class I)	0.42
<i>Bike Lane (Class II) Projects</i>					
300	1st Ave	Coombsville Rd	Hagen Rd	Bike Lane (Class II)	1.98
302	2nd Ave	Coombsville Rd	North Ave	Bike Lane (Class II)	0.62
224	American Canyon Rd	Newell Dr	I-80	Bike Lane (Class II)	1.94
165	Big Ranch Rd	El Centro	Oak Knoll Ave	Bike Lane (Class II)	1.65
457	Big Ranch Rd	Trancas St	El Centro Ave	Bike Lane (Class II)	1.30
832	Bothe State Park, SR 29	Bale Ln	Larkmead Ln	Bike Lane (Class II)	0.70
887	Coombsville Rd- Wild Horse Valley Rd	1st Ave	4th Ave	Bike Lane (Class II)	0.62
164	Cross Valley Path (along Oak Knoll Ave)	SR 29 (St. Helena Hwy)	Silverado Trail	Bike Lane (Class II)	2.09
898	Dry Creek Rd	Orchard Ave	Napa City Limits	Bike Lane (Class II)	0.39
186	Duhig Rd	Las Amigas Rd	SR 12	Bike Lane (Class II)	2.17
889	Hagen Rd	1st Ave	3rd Ave	Bike Lane (Class II)	1.04
295	Hardman Ave	Silverado Trail	Atlas Peak Rd	Bike Lane (Class II)	0.92
727	Kelly Rd	SR 12	Devlin Rd	Bike Lane (Class II)	0.83
886	Las Amigas Rd	Buchli Station Rd	Milton Rd	Bike Lane (Class II)	0.66
255	Milton Rd	Las Amigas Rd	Riverfront	Bike Lane (Class II)	2.91
78	Monticello Rd	Silverado Trail	Atlas Peak Rd	Bike Lane (Class II)	1.25

Project ID	Street/Trail Name	Begin	End	Facility Type	Length (Miles)
801	North Ave	1 st Ave	Where 3rd Ave turns north	Bike Lane (Class II)	1.09
241	Oakville Cross Rd	SR 29 (St. Helena Hwy)	Silverado Trail	Bike Lane (Class II)	2.51
<i>Bike Boulevard (Class III) Projects</i>					
340	4th Ave	Imola Ave	Curry Ln	Bike Boulevard (Class III)	0.76
837	Linda Vista Ave	Browns Valley Rd	Dry Creek Rd	Bike Boulevard (Class III)	0.80
250	Middle Ave	Los Carneros Ave	Cuttings Wharf Rd	Bike Boulevard (Class III)	0.25
<i>Bike Route (Class III) Projects</i>					
293	Atlas Peak	Monticello Rd	End of Atlas Peak Rd	Bike Route (Class III)	10.23
74	Berryessa Knoxville Rd	SR 128 (Sage Canyon Road)	County Border	Bike Route (Class III)	36.04
254	Buhman Ave	Napa City Limit	Old Sonoma Rd	Bike Route (Class III)	1.89
66	Butts Canyon Rd	Aetna Springs Rd	Lake/Napa County Line	Bike Route (Class III)	6.98
70	Chiles Pope Valley Rd	Lower Chiles Valley Rd	Howell Mountain Rd	Bike Route (Class III)	8.63
71	Chiles Pope Valley Rd	SR 128 (Sage Canyon Rd)	Lower Chiles Valley Rd	Bike Route (Class III)	3.66
91	Conn Valley Rd	Howell Mountain Rd	Moore Creek Park	Bike Route (Class III)	2.99
880	Coombsville Rd-Wild Horse Valley Rd	4 th Ave	Shady Brook Ln	Bike Route (Class III)	1.14
888	Coombsville Rd-Wild Horse Valley Rd	Napa City Boundary	1 st Ave	Bike Route (Class III)	0.51
902	Coombsville Rd-Wild Horse Valley Rd	Shady Brook Lane	Monticello Rd	Bike Route (Class III)	6.11
249	Dry Creek Rd	Oakville Grade Rd	Orchard Ave	Bike Route (Class III)	0.71
883	Dry Creek Rd	Oakville Grade Rd	Orchard Ave	Bike Route (Class III)	6.81
274	Finnel Rd	Holly St	Finnel Rd	Bike Route (Class III)	0.34
15	Franz Valley School Rd	County Border	Petrified Forest Rd	Bike Route (Class III)	1.88
741	Glass Mountain Rd	Silverado Trail	Sanitarium Rd	Bike Route (Class III)	0.88
297	Hagen Rd	Napa City Limits	1 st Ave	Bike Route (Class III)	0.83
69	Howell Mountain Rd	Ink Grade Rd	Pope Valley Rd	Bike Route (Class III)	2.48
87	Howell Mountain Rd	Silverado Trail	Deer Park Rd	Bike Route (Class III)	4.36
67	Ink Grade Rd	N White Cottage Rd	Pope Valley Rd	Bike Route (Class III)	4.19
92	Los Posadas Rd	Howell Mountain Rd	State Park	Bike Route (Class III)	1.91
72	Lower Chiles Valley Rd	SR1 28 (Sage Canyon Rd)	Chiles Pope Valley Rd	Bike Route (Class III)	3.36
739	McGary Rd (Extension of the Solano Bikeway)	Solano Bike (Class I multi-use path)	Hiddenbrook Pkwy	Bike Route (Class III)	0.74
19	Myrtle Dale Rd	Tubbs Ln	Greenwood Ave	Bike Route (Class III)	0.53
246	Oakville Grade Rd	Dry Creek Rd	SR 29 (St. Helena Hwy)	Bike Route (Class III)	3.68
162	Orchard Ave	Dry Creek Rd	City/County Line	Bike Route (Class III)	1.19
68	Pope Valley Rd	Howell Mountain Rd	Aetna Springs Rd	Bike Route (Class III)	1.67
248	Redwood Rd - Mt Veeder Rd	Browns Valley Rd	Dry Creek Rd	Bike Route (Class III)	11.02

Project ID	Street/Trail Name	Begin	End	Facility Type	Length (Miles)
742	Sanitarium Rd	Deer Park Rd	Deer Park Rd	Bike Route (Class III)	1.77
289	Soda Canyon Rd	Silverado Trail	county line	Bike Route (Class III)	6.53
817	Spring Mountain Rd	Sonoma/Napa County Line	St Helena city limit	Bike Route (Class III)	4.17
185	SR 12/121 (Carneros Hwy)	Ramal Rd	Stanly Rd	Bike Route (Class III)	6.31
77	SR 121 (Monticello Rd)	Atlas Peak Rd	SR 128 (Capell Valley Rd)	Bike Route (Class III)	11.15
75	SR 128 (Capell Valley Rd)	Steele Canyon Rd	Berryessa Knoxville Rd	Bike Route (Class III)	4.77
76	SR 128 (Capell Valley Rd)	Steele Canyon Rd	Napa/Solano County Line	Bike Route (Class III)	10.34
748	SR 128 (Conn Creek Rd)	Rutherford Rd	Silverado Trail	Bike Route (Class III)	1.32
3	SR 128 (Foothill Blvd)	Tubbs St	County border	Bike Route (Class III)	2.66
73	SR 128 (Sage Canyon Rd)	Berryessa Knoxville Rd	Silverado Trail	Bike Route (Class III)	11.18
278	SR 29 (Lake County Hwy)	Tubbs Ln	Lake/Napa County Line	Bike Route (Class III)	8.90
154	SR 29 (St. Helena Hwy)	Madison St	Rutherford Rd	Bike Route (Class III)	1.96
58	SR 29/128 (Foothill Blvd)	Deer Park Rd	Calistoga - southern city limit	Bike Route (Class III)	6.15

Appendix G. Bicycle Facility Cost Estimates

Napa County Bicycle Master Plan

Opinion of Probably Cost for Bike Facilities

The following tabs provide planning-level cost estimates for the facility types listed below. When applicable, low-end and high-end costs are provided to account for the various implementation methods and/or materials used.

Facility Types

Class I Shared-Use Path
Class II Bicycle Lanes (Low Cost - Without Buffer)
Class II Bicycle Lanes (High Cost - Without Buffer)
Class II Bicycle Lanes (Low Cost - With Buffer)
Class II Bicycle Lanes (High Cost - With Buffer)
Class III Bike Boulevards (Shared Lanes)
Class III Rural Routes (Shared Lanes)
Class IV Separated Bike Lanes - Buffer+Posts
Class IV Separated Bike Lanes - Concrete Curb

Disclaimer

Opinions of probable cost were developed by identifying major pay items and establishing rough quantities, to determine a rough order of magnitude cost. Additional pay items have been assigned approximate lump sum prices based on a percentage of the anticipated construction cost. Planning-level cost opinions include a 20% to 50% contingency to cover items that are undefined or are typically unknown early in the planning phase of a project. Unit costs are based on 2018 dollars and were assigned based on historical cost data from Alameda CTC recent bid prices, the Alameda CTC Cost Estimation Tool, and Caltrans Contract Cost Data. If cost data came from a year other than 2018, costs were adjusted to match 2018 dollars using an annual compounding interest of 3% for inflation.

Cost opinions do not include easement and right-of-way acquisition; permitting, inspection, or construction management; engineering, surveying, geotechnical investigation, environmental documentation, special site remediation, escalation, or the cost for ongoing maintenance. A cost range has been assigned to certain general categories such as utility relocations; however, these costs can vary widely depending on the exact details and nature of the work. The overall cost opinions are intended to be general and used only for planning purposes. Toole Design Group, LLC makes no guarantees or warranties regarding the cost opinion herein. Construction costs will vary based on the ultimate project scope, actual site conditions and constraints, schedule, and economic conditions at the time of construction.

Class I Shared-Use Path

Assumes an average path width of 10 feet, and that path can be constructed within existing Right of Way

Assumes a bike symbol marking at each street crossing

Assumes 2 non-signalized street crossings per mile

Unit prices per recent Bid Items on the Alameda CTC Cost Estimating Tool website and Caltrans Contract Cost Data

All costs adjusted to 2018 dollars

Item	Unit	Quantity	Unit Cost	Total Cost	Assumptions
Roadway Excavation	CY	4693	\$16.42	\$77,082	Per Caltrans
Class 2 Aggregate Subbase	CY	3520	\$42.15	\$148,356	Per Caltrans
Asphalt Path	SF	52800	\$9.00	\$475,200	Per recent bid items via Alameda CTC Cost Estimating Tool
Thermoplastic Bike Symbol	EA	4	\$300.00	\$1,200	Per recent bid items via Alameda CTC Cost Estimating Tool
Path Curb Ramp	EA	2	\$3,000.00	\$6,000	Per recent bid items via Alameda CTC Cost Estimating Tool
Construction Cost Subtotal				\$707,837	

20% Construction Cost Contingency	\$141,567.49
10% Environmental Contingency	\$70,783.74
20% Utility/Drainage Contingency	\$141,567.49
15% Design Costs	\$106,175.62

Total Cost/Mile	\$1,167,931.79
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Rounded Cost/Mile	\$1,170,000.00
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Actual costs may vary based on project scope and current market conditions.

Future project costs should be inflated relative to a base year of 2018. Caltrans maintains historical cost indices and forecast at:

<http://www.dot.ca.gov/design/pjs/index.html>

Class II Bicycle Lanes (Low Cost - Without Buffer)

Assumes a lane width of 6 feet, bike symbol every 200 feet, along with R81(CA) signs with posts every 1000'

Assumes adding a bike lane in **both** directions, on each side of the street, without any painted buffer

Assumes bike lanes are added **as part of an existing re-paving project** - costs shown are for the bike lane component **only**

Unit prices per recent Bid Items on the Alameda CTC Cost Estimating Tool website and Caltrans Contract Cost Data

All costs adjusted to 2018 dollars

Item	Unit	Quantity	Unit Cost	Total Cost	Assumptions
Thermoplastic Bike Lane Line (6")	LF	10560	\$2.00	\$21,120	Per recent bid items via Alameda CTC Cost Estimating Tool
R81(CA) Signs/Posts	EA	10	\$450.00	\$4,500	Per recent bid items via Alameda CTC Cost Estimating Tool
Thermoplastic Bike Symbol	EA	53	\$300.00	\$15,840	Per recent bid items via Alameda CTC Cost Estimating Tool
Construction Cost Subtotal				\$41,460	
20% Construction Cost Contingency				\$8,292.00	
15% Design Costs				\$6,219.00	
Total Cost/Mile				\$55,971.00	
Rounded Cost/Mile				\$60,000.00	

Actual costs may vary based on project scope and current market conditions.

Future project costs should be inflated relative to a base year of 2018. Caltrans maintains historical cost indices and forecast at:

<http://www.dot.ca.gov/design/pjs/index.html>

Class II Bicycle Lanes (High Cost - Without Buffer)

Assumes a lane width of 6 feet, bike symbol every 200 feet, along with R81(CA) signs with posts every 1000'

Assumes adding a bike lane in **both** directions, on each side of the street, without any painted buffer

Assumes bike lanes are added **as part of a lane reduction/reallocation project (Road Diet)**

Unit prices per recent Bid Items on the Alameda CTC Cost Estimating Tool website and Caltrans Contract Cost Data

All costs adjusted to 2018 dollars

Item	Unit	Quantity	Unit Cost	Total Cost	Assumptions
Remove Existing Channelization Line (8")	LF	10560	\$ 0.50	\$5,280	Per Caltrans
Remove Existing Channelization Line (8" - Skip)	LF	3168	\$ 0.50	\$1,584	Per Caltrans
Remove Existing Channelization Line (8")	LF	10560	\$ 0.50	\$5,280	Per Caltrans
Thermoplastic Bike Lane Line (6")	LF	21120	\$2.00	\$42,240	Per recent bid items via Alameda CTC Cost Estimating Tool
Channelization Line (8")	LF	10560	\$5.00	\$52,800	Per recent bid items via Alameda CTC Cost Estimating Tool
Channelization Line (8" - Skip)	LF	2640	\$5.00	\$13,200	Per recent bid items via Alameda CTC Cost Estimating Tool
R81(CA) Signs/Posts	EA	10	\$450.00	\$4,500	Per recent bid items via Alameda CTC Cost Estimating Tool
Thermoplastic Bike Symbol	EA	53	\$300.00	\$15,840	Per recent bid items via Alameda CTC Cost Estimating Tool
Construction Cost Subtotal				\$140,724	

20% Construction Cost Contingency	\$28,144.80
15% Design Costs	\$21,108.60

Total Cost/Mile	\$189,977.40
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Rounded Cost/Mile	\$190,000.00
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Actual costs may vary based on project scope and current market conditions.

Future project costs should be inflated relative to a base year of 2018. Caltrans maintains historical cost indices and forecast at:

<http://www.dot.ca.gov/design/pjs/index.html>

Class II Bicycle Lanes (Low Cost - With Buffer)

Assumes a lane width of 6 feet, bike symbol every 200 feet, along with R81(CA) signs with posts every 1000'

Assumes adding a bike lane in **both** directions, on each side of the street, with a 3' painted buffer

Assumes buffered bike lanes are added **as part of an existing re-paving project** - costs shown are for the buffered bike lane component **only**

Unit prices per recent Bid Items on the Alameda CTC Cost Estimating Tool website and Caltrans Contract Cost Data

All costs adjusted to 2018 dollars

Item	Unit	Quantity	Unit Cost	Total Cost	Assumptions
Thermoplastic Bike Lane Line (6")	LF	10560	\$2.00	\$21,120	Per recent bid items via Alameda CTC Cost Estimating Tool - Vehicle side line
Thermoplastic Bike Lane Line (4")	LF	10560	\$1.50	\$15,840	Per recent bid items via Alameda CTC Cost Estimating Tool - Bike side line
Channelization Line (8")	LF	1584	\$5.00	\$7,920	Per recent bid items via Alameda CTC Cost Estimating Tool - Hatching
R81(CA) Signs/Posts	EA	10	\$450.00	\$4,500	Per recent bid items via Alameda CTC Cost Estimating Tool
Thermoplastic Bike Symbol	EA	53	\$300.00	\$15,840	Per recent bid items via Alameda CTC Cost Estimating Tool
Construction Cost Subtotal				\$65,220	
20% Construction Cost Contingency				\$13,044.00	
15% Design Costs				\$9,783.00	
Total Cost/Mile				\$88,047.00	
Rounded Cost/Mile				\$90,000.00	

Actual costs may vary based on project scope and current market conditions.

Future project costs should be inflated relative to a base year of 2018. Caltrans maintains historical cost indices and forecast at:

<http://www.dot.ca.gov/design/pjs/index.html>

Class II Bicycle Lanes (High Cost - With Buffer)

Assumes a lane width of 6 feet, bike symbol every 200 feet, along with R81(CA) signs with posts every 1000'

Assumes adding a bike lane in **both** directions, on each side of the street, with a 3' painted buffer

Assumes bike lanes are added **as part of a lane reduction/reallocation project (Road Diet)**

Unit prices per recent Bid Items on the Alameda CTC Cost Estimating Tool website and Caltrans Contract Cost Data

All costs adjusted to 2018 dollars

Item	Unit	Quantity	Unit Cost	Total Cost	Assumptions
Remove Existing Channelization Line (8")	LF	10560	\$ 0.50	\$5,280	Per Caltrans
Remove Existing Channelization Line (8" - Skip)	LF	3168	\$ 0.50	\$1,584	Per Caltrans
Remove Existing Channelization Line (8")	LF	10560	\$ 0.50	\$5,280	Per Caltrans
Thermoplastic Bike Lane Line (6")	LF	21120	\$2.00	\$42,240	Per recent bid items via Alameda CTC Cost Estimating Tool
Thermoplastic Bike Lane Line (4")	LF	10560	\$1.50	\$15,840	Per recent bid items via Alameda CTC Cost Estimating Tool - Bike side line
Channelization Line (8")	LF	1584	\$5.00	\$7,920	Per recent bid items via Alameda CTC Cost Estimating Tool - Hatching
Channelization Line (8")	LF	10560	\$5.00	\$52,800	Per recent bid items via Alameda CTC Cost Estimating Tool
Channelization Line (8" - Skip)	LF	2640	\$5.00	\$13,200	Per recent bid items via Alameda CTC Cost Estimating Tool
R81(CA) Signs/Posts	EA	10	\$450.00	\$4,500	Per recent bid items via Alameda CTC Cost Estimating Tool
Thermoplastic Bike Symbol	EA	53	\$300.00	\$15,840	Per recent bid items via Alameda CTC Cost Estimating Tool
Construction Cost Subtotal				\$164,484	

20% Construction Cost Contingency	\$32,896.80
15% Design Costs	\$24,672.60

Total Cost/Mile	\$222,053.40
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Rounded Cost/Mile	\$230,000.00
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Actual costs may vary based on project scope and current market conditions.

Future project costs should be inflated relative to a base year of 2018. Caltrans maintains historical cost indices and forecast at:

<http://www.dot.ca.gov/design/pjs/index.html>

Class III Bike Boulevards (Shared Lanes)

Assumes adding shared lane marking every 200 feet, along with R4-11 signs with posts every 1000'

Assumes adding shared lanes in **both** directions

Assumes shared lanes can be added without the need for modifications to existing roadway pavement markings

Assumes one intersection per mile with bike lane approaches + lane extensions + RRFB + Bike Push Buttons

Adds 4" and 6" dotted bike lane extensions approaching/through intersections, as shown below (as 4DW and 6DW, respectively)

Adds green thermoplastic conflict markings between dotted lane extension lines, as shown below.

Right of way costs are not included. Specific utility, drainage or environmental costs are included as a percentage for the RRFB, and may vary

Unit prices per recent Bid Items on the Alameda CTC Cost Estimating Tool website and Caltrans Contract Cost Data

All costs adjusted to 2018 dollars

Item	Unit	Quantity	Unit Cost	Total Cost	Assumptions
R4-11 Signs/Posts	EA	10	\$750.00	\$7,500	Per recent bid items via Alameda CTC Cost Estimating Tool
Thermoplastic Shared Lane Marking	EA	53	\$300.00	\$15,840	Per recent bid items via Alameda CTC Cost Estimating Tool
Thermoplastic Bike Lane Line (6")	LF	26	\$2.00	\$52	Per recent bid items via Alameda CTC Cost Estimating Tool - Vehicle side line
Thermoplastic Bike Lane Line (4")	LF	26	\$1.50	\$39	Per recent bid items via Alameda CTC Cost Estimating Tool - Bike side line
Green Thermoplastic	SF	145	\$30.00	\$4,343	Per recent bid items via Alameda CTC Cost Estimating Tool
RRFB	EA	2	\$25,000.00	\$50,000	Per recent bid items via Alameda CTC Cost Estimating Tool
Construction Cost Subtotal				\$77,774	

20% Construction Cost Contingency	\$15,554.76	
15% Design Costs	\$11,666.07	
5% Environmental Contingency	\$2,500.00	Only applied to RRFB Component
10% Utility/Drainage Contingency	\$5,000.00	Only applied to RRFB Component

Total Cost/Mile	\$112,494.63
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Rounded Cost/Mile	\$120,000.00
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Actual costs may vary based on project scope and current market conditions.

Future project costs should be inflated relative to a base year of 2018. Caltrans maintains historical cost indices and forecast at:

<http://www.dot.ca.gov/design/pis/index.html>

Class III Rural Routes (Shared Lanes)

Assumes adding minimal shared lane markings, along with R4-11 signs with posts every 1000'

Assumes adding shared lanes in **both** directions

Assumes shared lanes can be added without the need for modifications to existing roadway pavement markings

Assumes up to 300 feet of spot widening/shoulder work per mile may be required

Assumes adding 5' asphalt pavement, and 6.5' aggregate base, to create a 4' usable widened area for bicycles.

Widening includes excavation, aggregate base and asphalt paving (using asphalt path costs as an analogue for narrow shoulder paving cost)

Right of way costs are not included. Specific utility, drainage or environmental costs are included as a percentage, and may vary

Unit prices per recent Bid Items on the Alameda CTC Cost Estimating Tool website and Caltrans Contract Cost Data

All costs adjusted to 2018 dollars

Item	Unit	Quantity	Unit Cost	Total Cost	Assumptions
R4-11 Signs/Posts	EA	10	\$450.00	\$4,500	Per recent bid items via Alameda CTC Cost Estimating Tool
Thermoplastic Shared Lane Marking	EA	4	\$300.00	\$1,200	Per recent bid items via Alameda CTC Cost Estimating Tool
Roadway Excavation	CY	178	\$16.42	\$2,920	Per Caltrans
Class 2 Aggregate Subbase	CY	108	\$42.15	\$4,566	Per Caltrans
Asphalt Path	SF	1500	\$9.00	\$13,500	Per recent bid items via Alameda CTC Cost Estimating Tool
Construction Cost Subtotal				\$26,686	

20% Construction Cost Contingency	\$5,337.13
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15% Design Costs	\$4,002.85
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5% Environmental Contingency	\$1,049.28	Only applied to shoulder widening components
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10% Utility/Drainage Contingency	\$2,237.58	Only applied to shoulder widening components
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Total Cost/Mile	\$39,312.46
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Rounded Cost/Mile	\$40,000.00
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Actual costs may vary based on project scope and current market conditions.

Future project costs should be inflated relative to a base year of 2018. Caltrans maintains historical cost indices and forecast at:

<http://www.dot.ca.gov/design/pjs/index.html>

Class IV Separated Bike Lanes - Buffer+Posts

Assumes a lane width of 6 feet, bike symbol every 200 feet, along with R81(CA) signs with posts every 1000'

Assumes adding a bike lane in **both** directions, on each side of the street, with 3' painted buffer and flex posts at 20' spacing

Assumes bike lanes can be added without the need for modifications to existing roadway pavement markings

Unit prices per recent Bid Items on the Alameda CTC Cost Estimating Tool website and Caltrans Contract Cost Data

All costs adjusted to 2018 dollars

Item	Unit	Quantity	Unit Cost	Total Cost	Assumptions
Thermoplastic Bike Lane Line (6")	LF	26	\$2.00	\$52	Per recent bid items via Alameda CTC Cost Estimating Tool - Vehicle side line
Thermoplastic Bike Lane Line (4")	LF	26	\$1.50	\$39	Per recent bid items via Alameda CTC Cost Estimating Tool - Bike side line
Channelization Line (8")	LF	1584	\$5.00	\$7,920	Per recent bid items via Alameda CTC Cost Estimating Tool - Hatching
Soft Hit Posts	LF	10560	\$5.00	\$52,800	Per recent bid items via Alameda CTC Cost Estimating Tool
R81(CA) Signs/Posts	EA	10	\$450.00	\$4,500	Per recent bid items via Alameda CTC Cost Estimating Tool
Thermoplastic Bike Symbol	EA	53	\$300.00	\$15,840	Per recent bid items via Alameda CTC Cost Estimating Tool
Construction Cost Subtotal				\$81,151	

20% Construction Cost Contingency	\$16,230.20
15% Design Costs	\$12,172.65

Total Cost/Mile	\$109,553.85
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Rounded Cost/Mile	\$110,000.00
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Actual costs may vary based on project scope and current market conditions.

Future project costs should be inflated relative to a base year of 2018. Caltrans maintains historical cost indices and forecast at:

<http://www.dot.ca.gov/design/pjs/index.html>

Class IV Separated Bike Lanes - Concrete Curb

Assumes a lane width of 6 feet, bike symbol every 200 feet, along with R81(CA) signs with posts every 1000'
 Assumes adding a bike lane in **both** directions, on each side of the street, with 3' buffer with concrete pre-cast curb
 Assumes bike lanes can be added without the need for modifications to existing roadway pavement markings
 Unit prices per recent Bid Items on the Alameda CTC Cost Estimating Tool website and Caltrans Contract Cost Data
 All costs adjusted to 2018 dollars

Item	Unit	Quantity	Unit Cost	Total Cost	Assumptions
Cement Buffer	LF	10560	\$50.00	\$528,000	Per Seattle 2nd Avenue Final Bid Package
R81(CA) Signs/Posts	EA	10	\$450.00	\$4,500	Per recent bid items via Alameda CTC Cost Estimating Tool
Thermoplastic Bike Symbol	EA	53	\$300.00	\$15,840	Per recent bid items via Alameda CTC Cost Estimating Tool
Construction Cost Subtotal				\$548,340	
20% Construction Cost Contingency				\$109,668.00	
15% Design Costs				\$82,251.00	
Total Cost/Mile				\$740,259.00	
Rounded Cost/Mile				\$750,000.00	

Actual costs may vary based on project scope and current market conditions.

Future project costs should be inflated relative to a base year of 2018. Caltrans maintains historical cost indices and forecast at:

<http://www.dot.ca.gov/design/pjs/index.html>



NAPA VALLEY TRANSPORTATION AUTHORITY **Active Transportation Advisory Committee Agenda Memo**

TO: Active Transportation Advisory Committee (ATAC)
FROM: Kate Miller, Executive Director
REPORT BY: Diana Meehan, Senior Program Planner/Administrator
(707) 259-8327 | dmeehan@nvta.ca.gov
SUBJECT: Transportation Development Act Article 3 (TDA-3) Fiscal Year (FY)
2022-23 Countywide Claim Annual Review

RECOMMENDATION

That the ATAC review and recommend the NVTA Board submit the Transportation Development Act Article 3 (TDA-3) FY 2022-23 Countywide Claim to the Metropolitan Transportation Commission.

EXECUTIVE SUMMARY

The NVTA Board adopted the TDA-3 three-year program of projects for FY 2021-22 through FY 2023-24 at its July 21, 2021 meeting. The program recommended fully funding one project, and partially funding three projects from three (3) jurisdictions.

The FY 2021-22 through FY 2023-24 total revenue estimate was \$205,454 in July 2021. The three-year project list (Attachment 1) has been revised to reflect estimated revenue adjustments of \$224,388 for FY 2022-23. Final program estimates will be updated in July. All funds for FY 2022-23 will be programmed to the Calistoga Brannon Street Crossing Project.

FISCAL IMPACT

Is there a fiscal impact? None, but Board approval of the annual countywide claim in July will make approximately \$224,388 available for programming in the FY 2022-23.

BACKGROUND AND DISCUSSION

The TDA-3 program is a grant program funded by approximately 2% of the ¼ cent Statewide Sales Tax. This generates approximately \$160,000 per year in revenues for

Napa County jurisdictions. The purpose of the TDA-3 program is to provide grants for local bicycle and pedestrian projects.

The TDA-3 call for projects was opened by the NVTA Board at the March 17, 2021 meeting and closed on April 23, 2021. Four (4) project applications were received from three jurisdictions, two applications from the City of Calistoga, one application from the City of American Canyon, and one application from the Town of Yountville. In the last three-year cycle call for projects, the Town of Yountville pulled their application to allow funds to be programmed to other projects with the agreement that the Town would receive full funding in the next program cycle.

Project prioritization considers the TDA-3 Project Selection Criteria for Napa County (listed in the TDA-3 Guidelines) to ensure funding priority projects. TDA funds can be used on plans but locally the NVTA Board has determined priority will be given to capital projects. An annual review of the program must take place each year to ensure selected projects are in compliance with program guidelines and to update actual funding amounts. Project funds must be expended within two years of their programming year. The FY 2022-23 fund estimate is \$224,388.

Staff is recommending submission of the FY 2022-23 Countywide Claim of \$224,388 to the Calistoga Brannon Street Crossing Project. If funds come in lower or higher than estimated, the project amount will be adjusted accordingly. The TDA-3 FY 2022-23 program timeline is shown in Table A below.

Table A: TDA-3 Timeline FY 2022-23

ITEM	DATE
TDA-3 Program Review-ATAC	March 28, 2022
TDA-3 Program Review-TAC	April 7, 2022
TDA-3 Final Fund Estimate FY 2022-23	July 1, 2022
Countywide Claim Approval-NVTA Board	July 20, 2022
Project Resolutions of Local Support Due on or before	August 1, 2022
Submit FY 2022-23 Countywide Claim to MTC	August 5, 2022

SUPPORTING DOCUMENTS

- Attachment(s): (1) Project List FY 2021-22 through FY 2023-24-Revised
(2) FY 2022-23 TDA Fund Estimate
(3) TDA-3 Program Guidance

Project Sponsor	Project Description	Amount Requested	NVTA Proposed Programming by Year				Notes
			FY 2021-22	FY 2022-23	FY 2023-24	Staff Recommendation	
Amount rolled over from prior year			53000*	\$0	-		
Fund Estimate		209,745	\$205,454	\$224,388	\$150,000		
Total Available for Programming		262,745	\$258,454	\$224,388	\$150,000		
City of American Canyon	Eucalyptus Dr. sidewalk Gap Closure	150,000	98,454			Partial funding (includes \$53,000 from FY 2019-20) Staff recommends programming remaining available funds from FY 2021-22 to this project	Environmental complete; Resolution of local support. This project was delayed due to staffing changes. Funds previously allocated have expired and will be reallocated to this project.
City of Calistoga	Logvy Park Sidewalk Extension	415,000			150,000	Partial funding	
City of Calistoga	Brannon St. Crosswalk and RRFB	\$360,000		224,388		Partial funding. Estimate increase of \$74,388 (Feb. 2022)	This project has received funding through the Lifeline Transportation Program Cycle IV and has experienced significant delays due to requested changes by Caltrans. The project has a significant funding shortfall
Town of Yountville	Washington Park ADA Sidewalk Improvements	\$160,000	160,000			Fully Fund	Yountville staff postponed requesting funds for this project in the last TDA-3 Cycle Call for Projects to allow time to do additional public outreach and in lieu of receiving funding priority in this round.
Total Project Request		\$1,085,000	\$258,454	\$224,388	\$150,000		
Proposed Programming		\$632,842					
Total Shortfall		\$452,158	0	0	0		

*\$53,000 allocation to the American Canyon Eucalyptus Sidewalk Gap closure in FY 2019-20-must be expended by June 30 2022

FY 2022-23 FUND ESTIMATE REGIONAL SUMMARY								
TDA REGIONAL SUMMARY TABLE								
<i>Column</i>	A	B	C	D	E	F	G	H=Sum(A:G)
	6/30/2021	FY2020-22	FY2021-22	FY2021-22	FY2021-22	FY2022-23	FY2022-23	FY2022-23
Apportionment Jurisdictions	Balance¹	Outstanding Commitments, Refunds, & Interest²	Original Estimate	Revenue Adjustment	Revised Admin. & Planning Charge	Revenue Estimate	Admin. & Planning Charge	Available for Allocation
Alameda	24,803,191	(79,710,755)	84,846,744	15,920,543	(4,030,691)	101,774,961	(4,070,999)	139,532,994
Contra Costa	34,461,353	(59,471,021)	45,908,428	9,354,916	(2,210,534)	58,468,618	(2,338,745)	84,173,015
Marin	2,923,423	(14,454,328)	12,017,498	4,103,338	(644,833)	16,523,000	(660,920)	19,807,177
Napa	7,734,546	(12,572,975)	8,979,207	1,123,374	(404,103)	10,405,658	(416,226)	14,849,482
San Francisco	1,487,917	(43,506,561)	44,562,500	(840,000)	(1,748,900)	45,952,500	(1,838,101)	44,069,354
San Mateo	4,496,469	(39,097,488)	42,857,457	9,258,515	(2,084,639)	52,172,265	(2,086,890)	65,515,689
Santa Clara	7,630,267	(130,143,494)	130,850,000	5,042,343	(5,435,694)	140,649,000	(5,625,960)	142,966,462
Solano	37,790,606	(16,198,611)	22,483,483	3,043,926	(1,021,096)	25,527,409	(1,021,096)	70,604,620
Sonoma	23,582,197	(28,476,418)	26,600,000	3,900,000	(1,220,000)	32,025,000	(1,281,000)	55,129,780
TOTAL	\$144,909,969	(\$423,631,651)	\$419,105,317	\$50,906,955	(\$18,800,490)	\$483,498,410	(\$19,339,937)	\$636,648,572
STA, AB 1107, BRIDGE TOLL, LOW CARBON TRANSIT OPERATIONS PROGRAM, & SGR PROGRAM REGIONAL SUMMARY TABLE								
<i>Column</i>	A		B	C	D	E=Sum(A:D)		
	6/30/2021		FY2020-22	FY2021-22	FY2022-23	FY2022-23		
Fund Source	Balance (w/ interest)¹		Outstanding Commitments²	Revenue Estimate	Revenue Estimate	Available for Allocation		
State Transit Assistance								
Revenue-Based	31,040,545		(133,857,886)	179,286,505	196,846,972	273,316,134		
Population-Based	69,456,022		(61,086,399)	65,303,438	71,699,675	145,372,737		
SUBTOTAL	100,496,567		(194,944,285)	244,589,943	268,546,647	418,688,871		
AB1107 - BART District Tax (25% Share)	0		(98,000,000)	98,000,000	100,000,000	100,000,000		
Bridge Toll Total								
MTC 2% Toll Revenue	8,458,867		(4,137,805)	1,700,000	1,450,000	7,471,062		
5% State General Fund Revenue	18,039,971		(281,706)	3,408,427	3,729,880	24,896,572		
SUBTOTAL	26,498,838		(4,419,511)	5,108,427	5,179,880	32,367,634		
Low Carbon Transit Operations Program	0		0	59,629,152	66,605,301	126,234,453		
State of Good Repair Program								
Revenue-Based	4		(31,477,988)	31,477,988	32,422,154	32,422,156		
Population-Based	18,692,026		(30,100,865)	11,465,566	11,809,467	11,866,194		
SUBTOTAL	18,692,030		(61,578,853)	42,943,554	44,231,622	44,288,350		
TOTAL	\$145,687,435		(\$358,942,649)	\$450,271,076	\$484,563,450	\$721,579,308		

Please see Attachment A pages 2-20 for detailed information on each fund source.

1. Balance as of 6/30/21 is from the MTC FY2020-22 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.
 2. The outstanding commitments figure includes all unpaid allocations as of 6/30/21, and FY2021-22 allocations as of 1/31/22.

**FY 2022-23 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
ALAMEDA COUNTY**

Attachment A
Res No. 4504
Page 2 of 20
2/23/2022

FY2021-22 TDA Revenue Estimate		FY2022-23 TDA Revenue Estimate	
FY2021-22 Generation Estimate Adjustment		FY2022-23 County Auditor's Generation Estimate	
1. Original County Auditor Estimate (Feb, 21)	84,846,744	13. County Auditor Estimate	101,774,961
2. Revised Revenue (Feb, 21)	100,767,287	FY2022-23 Planning and Administration Charges	
3. Revenue Adjustment (Lines 2-1)	15,920,543	14. MTC Administration (0.5% of Line 13)	508,875
FY2021-22 Planning and Administration Charges Adjustment		15. County Administration (0.5% of Line 13)	508,875
4. MTC Administration (0.5% of Line 3)	79,603	16. MTC Planning (3.0% of Line 13)	3,053,249
5. County Administration (Up to 0.5% of Line 3) ⁴	79,603	17. Total Charges (Lines 14+15+16)	4,070,999
6. MTC Planning (3.0% of Line 3)	477,616	18. TDA Generations Less Charges (Lines 13-17)	97,703,962
7. Total Charges (Lines 4+5+6)	636,822	FY2022-23 TDA Apportionment By Article	
8. Adjusted Generations Less Charges (Lines 3-7)	15,283,721	19. Article 3.0 (2.0% of Line 18)	1,954,079
FY2021-22 TDA Adjustment By Article		20. Funds Remaining (Lines 18-19)	95,749,883
9. Article 3 Adjustment (2.0% of line 8)	305,674	21. Article 4.5 (5.0% of Line 20)	4,787,494
10. Funds Remaining (Lines 8-9)	14,978,047	22. TDA Article 4 (Lines 20-21)	90,962,389
11. Article 4.5 Adjustment (5.0% of Line 10)	748,902		
12. Article 4 Adjustment (Lines 10-11)	14,229,145		

TDA APPORTIONMENT BY JURISDICTION

Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2021	FY2020-21	6/30/2021	FY2020-22	FY2021-22	FY2021-22	FY2021-22	6/30/2022	FY2022-23	FY2022-23
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ¹	Outstanding Commitments ²	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	5,213,118	59,236	5,272,354	(5,416,736)	0	1,629,057	305,674	1,790,349	1,954,079	3,744,428
Article 4.5	805,262	4,519	809,781	(4,584,534)	0	3,991,191	748,902	965,340	4,787,494	5,752,834
SUBTOTAL	6,018,380	63,755	6,082,135	(10,001,270)	0	5,620,248	1,054,576	2,755,689	6,741,573	9,497,262
Article 4										
AC Transit										
District 1	581,923	27,769	609,692	(48,597,106)	0	48,597,106	9,118,704	9,728,397	58,247,727	67,976,124
District 2	154,384	7,370	161,754	(12,980,480)	0	12,980,480	2,435,642	2,597,396	15,683,052	18,280,448
BART ³	16,560	65	16,625	(104,953)	0	89,475	16,789	17,937	97,096	115,033
LAVTA	7,763,948	104,123	7,868,071	(18,458,315)	10,711,602	10,823,468	2,030,903	12,975,729	12,938,264	25,913,993
Union City	10,267,996	117,077	10,385,073	(619,234)	18,842	3,342,096	627,107	13,753,884	3,996,250	17,750,134
SUBTOTAL	18,784,811	256,404	19,041,215	(80,760,088)	10,730,444	75,832,626	14,229,145	39,073,343	90,962,389	130,035,732
GRAND TOTAL	\$24,803,191	\$320,160	\$25,123,350	(\$90,761,358)	\$10,730,444	\$81,452,874	\$15,283,721	\$41,829,032	\$97,703,962	\$139,532,994

1. Balance as of 6/30/21 is from the MTC FY2020-21 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/21, and FY2021-22 allocations as of 1/31/22.

3. Details on the proposed apportionment of BART funding to local operators are shown on page 16 of the Fund Estimate.

4. Unclaimed County Administration charges will be redistributed as carryover for apportionment jurisdictions.

**FY 2022-23 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
CONTRA COSTA COUNTY**

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FY2021-22 TDA Revenue Estimate		FY2022-23 TDA Revenue Estimate	
FY2021-22 Generation Estimate Adjustment		FY2022-23 County Auditor's Generation Estimate	
1. Original County Auditor Estimate (Feb, 21)	45,908,428	13. County Auditor Estimate	58,468,618
2. Revised Revenue (Feb, 21)	55,263,344	FY2022-23 Planning and Administration Charges	
3. Revenue Adjustment (Lines 2-1)	9,354,916	14. MTC Administration (0.5% of Line 13)	292,343
FY2021-22 Planning and Administration Charges Adjustment		15. County Administration (0.5% of Line 13)	292,343
4. MTC Administration (0.5% of Line 3)	46,775	16. MTC Planning (3.0% of Line 13)	1,754,059
5. County Administration (Up to 0.5% of Line 3) ⁴	46,775	17. Total Charges (Lines 14+15+16)	2,338,745
6. MTC Planning (3.0% of Line 3)	280,647	18. TDA Generations Less Charges (Lines 13-17)	56,129,873
7. Total Charges (Lines 4+5+6)	374,197	FY2022-23 TDA Apportionment By Article	
8. Adjusted Generations Less Charges (Lines 3-7)	8,980,719	19. Article 3.0 (2.0% of Line 18)	1,122,597
FY2021-22 TDA Adjustment By Article		20. Funds Remaining (Lines 18-19)	55,007,276
9. Article 3 Adjustment (2.0% of line 8)	179,614	21. Article 4.5 (5.0% of Line 20)	2,750,364
10. Funds Remaining (Lines 8-9)	8,801,105	22. TDA Article 4 (Lines 20-21)	52,256,912
11. Article 4.5 Adjustment (5.0% of Line 10)	440,055		
12. Article 4 Adjustment (Lines 10-11)	8,361,050		

TDA APPORTIONMENT BY JURISDICTION

Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2021	FY2020-21	6/30/2021	FY2020-22	FY2021-22	FY2021-22	FY2021-22	6/30/2022	FY2022-23	FY2022-23
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ¹	Outstanding Commitments ²	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	1,768,996	13,503	1,782,498	(2,465,818)	0	881,442	179,614	377,736	1,122,597	1,500,333
Article 4.5	798,516	1,587	800,103	(2,912,016)	0	2,159,532	440,055	487,674	2,750,364	3,238,038
SUBTOTAL	2,567,512	15,090	2,582,602	(5,377,834)	0	3,040,974	619,669	865,410	3,872,961	4,738,371
Article 4										
AC Transit										
District 1	351,997	3,145	355,142	(7,072,554)	0	7,072,554	1,441,198	1,796,340	8,977,874	10,774,214
BART ³	89,490	620	90,110	(362,361)	0	287,090	58,501	73,340	217,708	291,048
CCCTA	21,467,243	66,542	21,533,786	(27,307,465)	0	19,194,326	3,911,293	17,331,940	24,521,140	41,853,080
ECCTA	5,785,308	31,557	5,816,865	(16,505,094)	0	12,032,800	2,451,964	3,796,535	15,435,040	19,231,575
WCCTA	4,199,803	25,968	4,225,771	(3,953,995)	965,360	2,444,348	498,093	4,179,577	3,105,151	7,284,728
SUBTOTAL	31,893,842	127,832	32,021,673	(55,201,468)	965,360	41,031,117	8,361,050	27,177,732	52,256,912	79,434,644
GRAND TOTAL	\$34,461,353	\$142,921	\$34,604,275	(\$60,579,303)	\$965,360	\$44,072,091	\$8,980,719	\$28,043,142	\$56,129,873	\$84,173,015

1. Balance as of 6/30/21 is from the MTC FY2020-21 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/21, and FY2021-22 allocations as of 1/31/22.

3. Details on the proposed apportionment of BART funding to local operators are shown on page 16 of the Fund Estimate.

4. Unclaimed County Administration charges will be redistributed as carryover for apportionment jurisdictions.

**FY 2022-23 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
MARIN COUNTY**

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FY2021-22 TDA Revenue Estimate		FY2022-23 TDA Revenue Estimate	
FY2021-22 Generation Estimate Adjustment		FY2022-23 County Auditor's Generation Estimate	
1. Original County Auditor Estimate (Feb, 21)	12,017,498	13. County Auditor Estimate	16,523,000
2. Revised Revenue (Feb, 21)	16,120,836	FY2022-23 Planning and Administration Charges	
3. Revenue Adjustment (Lines 2-1)	4,103,338	14. MTC Administration (0.5% of Line 13)	82,615
FY2021-22 Planning and Administration Charges Adjustment		15. County Administration (0.5% of Line 13)	82,615
4. MTC Administration (0.5% of Line 3)	20,517	16. MTC Planning (3.0% of Line 13)	495,690
5. County Administration (Up to 0.5% of Line 3) ⁴	20,517	17. Total Charges (Lines 14+15+16)	660,920
6. MTC Planning (3.0% of Line 3)	123,100	18. TDA Generations Less Charges (Lines 13-17)	15,862,080
7. Total Charges (Lines 4+5+6)	164,134	FY2022-23 TDA Apportionment By Article	
8. Adjusted Generations Less Charges (Lines 3-7)	3,939,204	19. Article 3.0 (2.0% of Line 18)	317,242
FY2021-22 TDA Adjustment By Article		20. Funds Remaining (Lines 18-19)	15,544,838
9. Article 3 Adjustment (2.0% of line 8)	78,784	21. Article 4.5 (5.0% of Line 20)	0
10. Funds Remaining (Lines 8-9)	3,860,420	22. TDA Article 4 (Lines 20-21)	15,544,838
11. Article 4.5 Adjustment (5.0% of Line 10)	0		
12. Article 4 Adjustment (Lines 10-11)	3,860,420		

TDA APPORTIONMENT BY JURISDICTION

Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2021	FY2020-21	6/30/2021	FY2020-22	FY2021-22	FY2021-22	FY2021-22	6/30/2022	FY2022-23	FY2022-23
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ¹	Outstanding Commitments ²	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	247,994	(8,755)	239,239	(478,731)	0	230,736	78,784	70,028	317,242	387,270
Article 4.5										
SUBTOTAL	247,994	(8,755)	239,239	(478,731)	0	230,736	78,784	70,028	317,242	387,270
Article 4/8										
GGBHTD	985,374	7,799	993,173	(7,416,263)	0	6,430,889	2,195,807	2,203,606	5,804,443	8,008,049
Marin Transit	1,690,054	6,849	1,696,904	(6,565,228)	0	4,875,174	1,664,613	1,671,463	9,740,395	11,411,858
SUBTOTAL	2,675,428	14,649	2,690,077	(13,981,491)	0	11,306,063	3,860,420	3,875,069	15,544,838	19,419,907
GRAND TOTAL	\$2,923,423	\$5,894	\$2,929,316	(\$14,460,222)	\$0	\$11,536,799	\$3,939,204	\$3,945,097	\$15,862,080	\$19,807,177

1. Balance as of 6/30/21 is from the MTC FY2020-21 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/21, and FY2021-22 allocations as of 1/31/22.

**FY 2022-23 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
NAPA COUNTY**

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FY2021-22 TDA Revenue Estimate			FY2022-23 TDA Revenue Estimate		
FY2021-22 Generation Estimate Adjustment			FY2022-23 County Auditor's Generation Estimate		
1. Original County Auditor Estimate (Feb, 21)	8,979,207		13. County Auditor Estimate		10,405,658
2. Revised Revenue (Feb, 21)	10,102,581		FY2022-23 Planning and Administration Charges		
3. Revenue Adjustment (Lines 2-1)		1,123,374	14. MTC Administration (0.5% of Line 13)		52,028
FY2021-22 Planning and Administration Charges Adjustment			15. County Administration (0.5% of Line 13)		52,028
4. MTC Administration (0.5% of Line 3)	5,617		16. MTC Planning (3.0% of Line 13)		312,170
5. County Administration (Up to 0.5% of Line 3) ⁴	5,617		17. Total Charges (Lines 14+15+16)		416,226
6. MTC Planning (3.0% of Line 3)	33,701		18. TDA Generations Less Charges (Lines 13-17)		9,989,432
7. Total Charges (Lines 4+5+6)		44,935	FY2022-23 TDA Apportionment By Article		
8. Adjusted Generations Less Charges (Lines 3-7)		1,078,439	19. Article 3.0 (2.0% of Line 18)		199,789
FY2021-22 TDA Adjustment By Article			20. Funds Remaining (Lines 18-19)		9,789,643
9. Article 3 Adjustment (2.0% of line 8)	21,569		21. Article 4.5 (5.0% of Line 20)		489,482
10. Funds Remaining (Lines 8-9)		1,056,870	22. TDA Article 4 (Lines 20-21)		9,300,161
11. Article 4.5 Adjustment (5.0% of Line 10)	52,844				
12. Article 4 Adjustment (Lines 10-11)		1,004,026			

TDA APPORTIONMENT BY JURISDICTION

Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2021	FY2020-21	6/30/2021	FY2020-22	FY2021-22	FY2021-22	FY2021-22	6/30/2022	FY2022-23	FY2022-23
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ¹	Outstanding Commitments ²	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	225,982	3,028	229,011	(398,382)	0	172,401	21,569	24,599	199,789	224,388
Article 4.5	62,969	439	63,409	(300,000)	0	422,382	52,844	238,635	489,482	728,117
SUBTOTAL	288,952	3,468	292,419	(698,382)	0	594,783	74,413	263,234	689,271	952,505
Article 4/8										
NVTA ³	7,445,594	53,860	7,499,455	(11,931,921)	0	8,025,256	1,004,026	4,596,816	9,300,161	13,896,977
SUBTOTAL	7,445,594	53,860	7,499,455	(11,931,921)	0	8,025,256	1,004,026	4,596,816	9,300,161	13,896,977
GRAND TOTAL	\$7,734,546	\$57,328	\$7,791,874	(\$12,630,303)	\$0	\$8,620,039	\$1,078,439	\$4,860,050	\$9,989,432	\$14,849,482

1. Balance as of 6/30/21 is from the MTC FY2020-21 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/21, and FY2021-22 allocations as of 1/31/22.

3. NVTA is authorized to claim 100% of the apportionment to Napa County.

**FY 2022-23 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
SAN FRANCISCO COUNTY**

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FY2021-22 TDA Revenue Estimate		FY2022-23 TDA Revenue Estimate	
FY2021-22 Generation Estimate Adjustment		FY2022-23 County Auditor's Generation Estimate	
1. Original County Auditor Estimate (Feb, 21)	44,562,500	13. County Auditor Estimate	45,952,500
2. Revised Revenue (Feb, 21)	43,722,500	FY2022-23 Planning and Administration Charges	
3. Revenue Adjustment (Lines 2-1)	(840,000)	14. MTC Administration (0.5% of Line 13)	229,763
FY2021-22 Planning and Administration Charges Adjustment		15. County Administration (0.5% of Line 13)	229,763
4. MTC Administration (0.5% of Line 3)	(4,200)	16. MTC Planning (3.0% of Line 13)	1,378,575
5. County Administration (Up to 0.5% of Line 3) ⁴	(4,200)	17. Total Charges (Lines 14+15+16)	1,838,101
6. MTC Planning (3.0% of Line 3)	(25,200)	18. TDA Generations Less Charges (Lines 13-17)	44,114,399
7. Total Charges (Lines 4+5+6)	(33,600)	FY2022-23 TDA Apportionment By Article	
8. Adjusted Generations Less Charges (Lines 3-7)	(806,400)	19. Article 3.0 (2.0% of Line 18)	882,288
FY2021-22 TDA Adjustment By Article		20. Funds Remaining (Lines 18-19)	43,232,111
9. Article 3 Adjustment (2.0% of line 8)	(16,128)	21. Article 4.5 (5.0% of Line 20)	2,161,606
10. Funds Remaining (Lines 8-9)	(790,272)	22. TDA Article 4 (Lines 20-21)	41,070,505
11. Article 4.5 Adjustment (5.0% of Line 10)	(39,514)		
12. Article 4 Adjustment (Lines 10-11)	(750,758)		

TDA APPORTIONMENT BY JURISDICTION

Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2021	FY2020-21	6/30/2021	FY2020-22	FY2021-22	FY2021-22	FY2021-22	6/30/2022	FY2022-23	FY2022-23
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ¹	Outstanding Commitments ²	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	1,494,496	27,326	1,521,822	(1,621,504)	0	855,600	(16,128)	739,790	882,288	1,622,078
Article 4.5	0	0	0	0	0	2,096,220	(39,514)	2,056,706	2,161,606	4,218,312
SUBTOTAL	1,494,496	27,326	1,521,822	(1,621,504)	0	2,951,820	(55,642)	2,796,496	3,043,894	5,840,390
Article 4										
SFMTA	(6,579)	12,016	5,437	(41,924,399)	0	39,828,179	(750,758)	(2,841,541)	41,070,505	38,228,964
SUBTOTAL	(6,579)	12,016	5,437	(41,924,399)	0	39,828,179	(750,758)	(2,841,541)	41,070,505	38,228,964
GRAND TOTAL	\$1,487,917	\$39,342	\$1,527,259	(\$43,545,903)	\$0	\$42,779,999	(\$806,400)	(\$45,045)	\$44,114,399	\$44,069,354

1. Balance as of 6/30/21 is from the MTC FY2020-21 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/21, and FY2021-22 allocations as of 1/31/22.

**FY 2022-23 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
SAN MATEO COUNTY**

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FY2021-22 TDA Revenue Estimate		FY2022-23 TDA Revenue Estimate	
FY2021-22 Generation Estimate Adjustment		FY2022-23 County Auditor's Generation Estimate	
1. Original County Auditor Estimate (Feb, 21)	42,857,457	13. County Auditor Estimate	52,172,265
2. Revised Revenue (Feb, 21)	52,115,972	FY2022-23 Planning and Administration Charges	
3. Revenue Adjustment (Lines 2-1)	9,258,515	14. MTC Administration (0.5% of Line 13)	260,861
FY2021-22 Planning and Administration Charges Adjustment		15. County Administration (0.5% of Line 13)	260,861
4. MTC Administration (0.5% of Line 3)	46,293	16. MTC Planning (3.0% of Line 13)	1,565,168
5. County Administration (Up to 0.5% of Line 3) ⁴	46,293	17. Total Charges (Lines 14+15+16)	2,086,890
6. MTC Planning (3.0% of Line 3)	277,755	18. TDA Generations Less Charges (Lines 13-17)	50,085,375
7. Total Charges (Lines 4+5+6)	370,341	FY2022-23 TDA Apportionment By Article	
8. Adjusted Generations Less Charges (Lines 3-7)	8,888,174	19. Article 3.0 (2.0% of Line 18)	1,001,707
FY2021-22 TDA Adjustment By Article		20. Funds Remaining (Lines 18-19)	49,083,668
9. Article 3 Adjustment (2.0% of line 8)	177,763	21. Article 4.5 (5.0% of Line 20)	2,454,183
10. Funds Remaining (Lines 8-9)	8,710,411	22. TDA Article 4 (Lines 20-21)	46,629,485
11. Article 4.5 Adjustment (5.0% of Line 10)	435,521		
12. Article 4 Adjustment (Lines 10-11)	8,274,890		

TDA APPORTIONMENT BY JURISDICTION

Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2021	FY2020-21	6/30/2021	FY2020-22	FY2021-22	FY2021-22	FY2021-22	6/30/2022	FY2022-23	FY2022-23
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ¹	Outstanding Commitments ²	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	3,821,580	5,921	3,827,501	(2,335,200)	0	822,863	177,763	2,492,927	1,001,707	3,494,634
Article 4.5	33,745	7,443	41,187	(1,845,853)	0	2,016,015	435,521	646,870	2,454,183	3,101,053
SUBTOTAL	3,855,325	13,363	3,868,688	(4,181,053)	0	2,838,878	613,284	3,139,797	3,455,890	6,595,687
Article 4										
SamTrans	641,144	141,406	782,550	(35,071,204)	0	38,304,281	8,274,890	12,290,517	46,629,485	58,920,002
SUBTOTAL	641,144	141,406	782,550	(35,071,204)	0	38,304,281	8,274,890	12,290,517	46,629,485	58,920,002
GRAND TOTAL	\$4,496,469	\$154,769	\$4,651,239	(\$39,252,257)	\$0	\$41,143,159	\$8,888,174	\$15,430,314	\$50,085,375	\$65,515,689

1. Balance as of 6/30/21 is from the MTC FY2020-21 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/21, and FY2021-22 allocations as of 1/31/22.

3. Unclaimed County Administration charges will be redistributed as carryover for apportionment jurisdictions.

**FY 2022-23 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
SANTA CLARA COUNTY**

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FY2021-22 TDA Revenue Estimate			FY2022-23 TDA Revenue Estimate		
FY2021-22 Generation Estimate Adjustment			FY2022-23 County Auditor's Generation Estimate		
1. Original County Auditor Estimate (Feb, 21)	130,850,000		13. County Auditor Estimate		140,649,000
2. Revised Revenue (Feb, 21)	135,892,343		FY2022-23 Planning and Administration Charges		
3. Revenue Adjustment (Lines 2-1)		5,042,343	14. MTC Administration (0.5% of Line 13)	703,245	
FY2021-22 Planning and Administration Charges Adjustment			15. County Administration (0.5% of Line 13)	703,245	
4. MTC Administration (0.5% of Line 3)	25,212		16. MTC Planning (3.0% of Line 13)	4,219,470	
5. County Administration (Up to 0.5% of Line 3) ⁴	25,212		17. Total Charges (Lines 14+15+16)		5,625,960
6. MTC Planning (3.0% of Line 3)	151,270		18. TDA Generations Less Charges (Lines 13-17)		135,023,040
7. Total Charges (Lines 4+5+6)		201,694	FY2022-23 TDA Apportionment By Article		
8. Adjusted Generations Less Charges (Lines 3-7)		4,840,649	19. Article 3.0 (2.0% of Line 18)	2,700,461	
FY2021-22 TDA Adjustment By Article			20. Funds Remaining (Lines 18-19)		132,322,579
9. Article 3 Adjustment (2.0% of line 8)	96,813		21. Article 4.5 (5.0% of Line 20)	6,616,129	
10. Funds Remaining (Lines 8-9)		4,743,836	22. TDA Article 4 (Lines 20-21)		125,706,450
11. Article 4.5 Adjustment (5.0% of Line 10)	237,192				
12. Article 4 Adjustment (Lines 10-11)		4,506,644			

TDA APPORTIONMENT BY JURISDICTION

Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2021	FY2020-21	6/30/2021	FY2020-22	FY2021-22	FY2021-22	FY2021-22	6/30/2022	FY2022-23	FY2022-23
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ¹	Outstanding Commitments ²	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	6,698,078	127,681	6,825,759	(6,779,023)		2,512,320	96,813	2,655,869	2,700,461	5,356,330
Article 4.5	46,612	2,098	48,710	(6,176,706)	0	6,155,184	237,192	264,380	6,616,129	6,880,509
SUBTOTAL	6,744,690	129,779	6,874,469	(12,955,729)	0	8,667,504	334,005	2,920,249	9,316,590	12,236,839
Article 4										
VTA	885,577	39,860	925,437	(117,357,404)	0	116,948,496	4,506,644	5,023,173	125,706,450	130,729,623
SUBTOTAL	885,577	39,860	925,437	(117,357,404)	0	116,948,496	4,506,644	5,023,173	125,706,450	130,729,623
GRAND TOTAL	\$7,630,267	\$169,639	\$7,799,906	(\$130,313,133)	\$0	\$125,616,000	\$4,840,649	\$7,943,422	\$135,023,040	\$142,966,462

1. Balance as of 6/30/21 is from the MTC FY2020-21 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/21, and FY2021-22 allocations as of 1/31/22.

3. Unclaimed County Administration charges will be redistributed as carryover for apportionment jurisdictions.

**FY 2022-23 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
SOLANO COUNTY**

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FY2021-22 TDA Revenue Estimate		FY2022-23 TDA Revenue Estimate	
FY2021-22 Generation Estimate Adjustment		FY2022-23 County Auditor's Generation Estimate	
1. Original County Auditor Estimate (Feb, 21)	22,483,483	13. County Auditor Estimate	25,527,409
2. Revised Revenue (Feb, 21)	25,527,409	FY2022-23 Planning and Administration Charges	
3. Revenue Adjustment (Lines 2-1)	3,043,926	14. MTC Administration (0.5% of Line 13)	127,637
FY2021-22 Planning and Administration Charges Adjustment		15. County Administration (0.5% of Line 13)	127,637
4. MTC Administration (0.5% of Line 3)	15,220	16. MTC Planning (3.0% of Line 13)	765,822
5. County Administration (Up to 0.5% of Line 3) ⁴	15,220	17. Total Charges (Lines 14+15+16)	1,021,096
6. MTC Planning (3.0% of Line 3)	91,318	18. TDA Generations Less Charges (Lines 13-17)	24,506,313
7. Total Charges (Lines 4+5+6)	121,758	FY2022-23 TDA Apportionment By Article	
8. Adjusted Generations Less Charges (Lines 3-7)	2,922,168	19. Article 3.0 (2.0% of Line 18)	490,126
FY2021-22 TDA Adjustment By Article		20. Funds Remaining (Lines 18-19)	24,016,187
9. Article 3 Adjustment (2.0% of line 8)	58,443	21. Article 4.5 (5.0% of Line 20)	0
10. Funds Remaining (Lines 8-9)	2,863,725	22. TDA Article 4 (Lines 20-21)	24,016,187
11. Article 4.5 Adjustment (5.0% of Line 10)	0		
12. Article 4 Adjustment (Lines 10-11)	2,863,725		

TDA APPORTIONMENT BY JURISDICTION

Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2021	FY2020-21	6/30/2021	FY2020-22	FY2021-22	FY2021-22	FY2021-22	6/30/2022	FY2022-23	FY2022-23
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ¹	Outstanding Commitments ²	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	1,070,802	12,455	1,083,257	(1,458,247)	0	431,683	58,443	115,136	490,126	605,262
Article 4.5										
SUBTOTAL	1,070,802	12,455	1,083,257	(1,458,247)	0	431,683	58,443	115,136	490,126	605,262
Article 4/8										
Dixon	1,445,864	11,474	1,457,337	(827,497)	0	959,641	129,921	1,719,402	1,106,100	2,825,502
Fairfield	6,662,070	53,486	6,715,556	(510,449)	0	5,620,857	760,979	12,586,943	6,462,613	19,049,556
Rio Vista	754,075	6,511	760,586	(25,434)	0	479,869	64,967	1,279,988	552,037	1,832,025
Solano County	2,774,178	21,152	2,795,330	(780,504)	0	916,397	124,066	3,055,288	1,005,770	4,061,058
Suisun City	302,609	1,889	304,498	(420,138)	0	1,399,148	189,424	1,472,931	1,581,740	3,054,671
Vacaville	13,266,661	100,735	13,367,395	(4,751,090)	0	4,749,915	643,067	14,009,287	5,369,273	19,378,560
Vallejo/Benicia	11,514,349	89,180	11,603,528	(7,722,133)	0	7,026,636	951,301	11,859,332	7,938,655	19,797,987
SUBTOTAL	36,719,804	284,426	37,004,230	(15,037,245)	0	21,152,462	2,863,725	45,983,171	24,016,187	69,999,358
GRAND TOTAL	\$37,790,606	\$296,881	\$38,087,487	(\$16,495,492)	\$0	\$21,584,145	\$2,922,168	\$46,098,307	\$24,506,313	\$70,604,620

1. Balance as of 6/30/21 is from the MTC FY2020-21 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.
2. The outstanding commitments figure includes all unpaid allocations as of 6/30/21, and FY2021-22 allocations as of 1/31/22.
3. Where applicable by local agreement, contributions from each jurisdiction will be made to support the Intercity Transit Funding Agreement.

**FY 2022-23 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
SONOMA COUNTY**

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FY2021-22 TDA Revenue Estimate		FY2022-23 TDA Revenue Estimate	
FY2021-22 Generation Estimate Adjustment		FY2022-23 County Auditor's Generation Estimate	
1. Original County Auditor Estimate (Feb, 21)	26,600,000	13. County Auditor Estimate	32,025,000
2. Revised Revenue (Feb, 21)	30,500,000	FY2022-23 Planning and Administration Charges	
3. Revenue Adjustment (Lines 2-1)	3,900,000	14. MTC Administration (0.5% of Line 13)	160,125
FY2021-22 Planning and Administration Charges Adjustment		15. County Administration (0.5% of Line 13)	160,125
4. MTC Administration (0.5% of Line 3)	19,500	16. MTC Planning (3.0% of Line 13)	960,750
5. County Administration (Up to 0.5% of Line 3) ⁴	19,500	17. Total Charges (Lines 14+15+16)	1,281,000
6. MTC Planning (3.0% of Line 3)	117,000	18. TDA Generations Less Charges (Lines 13-17)	30,744,000
7. Total Charges (Lines 4+5+6)	156,000	FY2022-23 TDA Apportionment By Article	
8. Adjusted Generations Less Charges (Lines 3-7)	3,744,000	19. Article 3.0 (2.0% of Line 18)	614,880
FY2021-22 TDA Adjustment By Article		20. Funds Remaining (Lines 18-19)	30,129,120
9. Article 3 Adjustment (2.0% of line 8)	74,880	21. Article 4.5 (5.0% of Line 20)	0
10. Funds Remaining (Lines 8-9)	3,669,120	22. TDA Article 4 (Lines 20-21)	30,129,120
11. Article 4.5 Adjustment (5.0% of Line 10)	0		
12. Article 4 Adjustment (Lines 10-11)	3,669,120		

TDA APPORTIONMENT BY JURISDICTION

Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2021	FY2020-21	6/30/2021	FY2020-22	FY2021-22	FY2021-22	FY2021-22	6/30/2022	FY2022-23	FY2022-23
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ¹	Outstanding Commitments ²	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	2,353,141	20,080	2,373,220	(1,705,419)	0	510,720	74,880	1,253,401	614,880	1,868,281
Article 4.5										
SUBTOTAL	2,353,141	20,080	2,373,220	(1,705,419)	0	510,720	74,880	1,253,401	614,880	1,868,281
Article 4/8										
GGBHTD ³	122,632	6,603	129,235	(6,322,679)	0	6,216,280	911,409	934,245	7,490,436	8,424,681
Petaluma	2,146,824	18,338	2,165,162	(381,165)	0	1,951,972	286,191	4,022,160	2,405,670	6,427,830
Santa Rosa	7,538,590	48,693	7,587,283	(7,735,000)	0	6,764,333	991,763	7,608,379	8,156,373	15,764,752
Sonoma County	11,421,010	56,904	11,477,914	(12,482,771)	0	10,092,695	1,479,756	10,567,595	12,076,641	22,644,236
SUBTOTAL	21,229,057	130,537	21,359,594	(26,921,615)	0	25,025,280	3,669,120	23,132,379	30,129,120	53,261,499
GRAND TOTAL	\$23,582,197	\$150,617	\$23,732,814	(\$28,627,034)	\$0	\$25,536,000	\$3,744,000	\$24,385,780	\$30,744,000	\$55,129,780

1. Balance as of 6/30/21 is from the MTC FY2020-21 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.
2. The outstanding commitments figure includes all unpaid allocations as of 6/30/21, and FY2021-22 allocations as of 1/31/22.
3. Apportionment to GGBHTD is based on the Sonoma County Transportation Authority's coordinated TDA claim.
4. Unclaimed County Administration charges will be redistributed as carryover for apportionment jurisdictions.

**FY 2022-23 FUND ESTIMATE
STATE TRANSIT ASSISTANCE
REVENUE-BASED FUNDS (PUC 99314)**

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FY2021-22 STA Revenue Estimate		FY2022-23 STA Revenue Estimate	
1. State Estimate (Jan, 22) ³	\$179,286,505	4. Projected Carryover (Jan, 22)	\$76,469,162
2. Actual Revenue (Aug, 22)		5. State Estimate (Jan, 22)	\$196,846,976
3. Revenue Adjustment (Lines 2-1)		6. Total Funds Available (Lines 4+5)	\$273,316,138

STA REVENUE-BASED APPORTIONMENT BY OPERATOR						
Column	A	B	C	D=Sum(A:C)	E	F=Sum(D:E)
	6/30/2021	FY2020-22	FY2021-22	6/30/2022	FY2022-23	Total
Apportionment Jurisdictions	Balance (w/interest) ¹	Outstanding Commitments ²	Revenue Estimate ³	Projected Carryover ⁴	Revenue Estimate ⁵	Available For Allocation
ACCMA - Corresponding to ACE	52,613	0	261,691	314,304	287,323	601,627
Caltrain	6,889,123	10,041,955	8,497,982	25,429,060	9,330,328	34,759,388
CCCTA	265,164	(612,000)	745,031	398,195	818,003	1,216,198
City of Dixon	38,515	0	7,274	45,789	7,987	53,776
ECCTA	70,973	(358,048)	360,211	73,136	395,492	468,628
City of Fairfield	26,516	0	132,200	158,716	145,149	303,865
GGBHTD	190,889	(8,396,836)	8,154,174	(51,773)	8,952,845	8,901,072
LAVTA	430,624	(712,236)	357,375	75,763	392,378	468,141
Marin Transit	2,185,087	(1,480,837)	1,393,573	2,097,823	1,530,069	3,627,892
NVTA	16,737	(97,408)	101,174	20,503	111,084	131,587
City of Petaluma	10,422	0	43,410	53,832	47,662	101,494
City of Rio Vista	13,973	0	2,312	16,285	2,539	18,824
SamTrans	3,657,013	(10,630,852)	8,522,922	1,549,083	9,357,711	10,906,794
SMART	352,982	0	1,761,701	2,114,683	1,934,254	4,048,937
City of Santa Rosa	28,829	(174,524)	145,869	174	160,157	160,331
Solano County Transit	43,917	(291,716)	310,718	62,919	341,151	404,070
Sonoma County Transit	44,626	(206,612)	203,198	41,212	223,101	264,313
City of Union City	22,171	0	110,392	132,563	121,205	253,768
Vacaville City Coach	96,894	0	23,660	120,554	25,977	146,531
VTA	604,707	(26,436,776)	25,832,080	11	28,362,239	28,362,250
VTA - Corresponding to ACE	0	(150,975)	150,976	1	165,763	165,764
WCCTA	93,077	(472,527)	472,526	93,076	518,809	611,885
WETA	13,947,017	(5,289,400)	2,317,255	10,974,872	2,544,222	13,519,094
SUBTOTAL	29,081,870	(45,268,792)	59,907,704	43,720,781	65,775,448	109,496,229
AC Transit	533,531	(18,707,978)	22,789,317	4,614,870	25,021,448	29,636,318
BART	49	(7,190,823)	35,710,889	28,520,115	39,208,642	67,728,757
SFMTA	1,425,094	(62,690,293)	60,878,595	(386,604)	66,841,434	66,454,830
SUBTOTAL	1,958,675	(88,589,094)	119,378,801	32,748,381	131,071,524	163,819,905
GRAND TOTAL	\$31,040,545	(\$133,857,886)	\$179,286,505	\$76,469,162	\$196,846,972	\$273,316,134

1. Balance as of 6/30/21 is from the MTC FY2020-21 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/21, and FY 2021-22 allocations as of 1/31/22.

3. FY 2021-22 STA revenue generation is based on revised estimates from the State Controller's Office in August 2021.

4. Projected carryover as of 6/30/22 does not include interest accrued in FY2021-22.

5. FY2022-23 STA revenue generation based on January 2022 State Controller's Office (SCO) forecast.

**FY 2022-23 FUND ESTIMATE
STATE TRANSIT ASSISTANCE
POPULATION-BASED FUNDS (PUC 99313) - FY 2018-19 ONWARDS**

FY2021-22 STA Revenue Estimate		FY2022-23 STA Revenue Estimate	
1. State Estimate (Aug, 21) ³	\$65,303,438	4. Projected Carryover (Jan, 22)	\$73,673,061
2. Actual Revenue (Aug, 21)		5. State Estimate ⁴ (Jan, 22)	\$71,699,675
3. Revenue Adjustment (Lines 2-1)		6. Total Funds Available (Lines 4+5)	\$145,372,736

STA POPULATION-BASED COUNTY BLOCK GRANT AND REGIONAL PROGRAM APPORTIONMENT

<i>Column</i>	<i>A</i>	<i>C</i>	<i>D</i>	<i>E=Sum(A:D)</i>	<i>F</i>	<i>G=Sum(E:F)</i>
	6/30/2021	FY2020-22	FY2021-22	6/30/2022	FY2022-23	Total
Apportionment Jurisdictions	Balance (w/interest) ¹	Outstanding Commitments ²	Revenue Estimate ³	Projected Carryover ⁴	Revenue Estimate ⁵	Available For Allocation
County Block Grant⁶						
Alameda	199,785	(7,048,829)	8,055,421	1,206,377	0	1,206,377
Contra Costa	243,606	(10,286,298)	10,108,531	65,839	0	65,839
Marin	65,034	(2,547,700)	2,600,416	117,750	0	117,750
Napa	320,353	(1,908,843)	1,590,680	2,190	0	2,190
San Francisco	1,077,367	(4,691,593)	3,853,147	238,921	0	238,921
San Mateo	4,730,645	(2,670,725)	2,306,979	4,366,898	0	4,366,898
Santa Clara	151,837	(6,572,999)	6,421,702	540	0	540
Solano	10,368,402	(9,035,264)	4,785,725	6,118,863	0	6,118,863
Sonoma	149,882	(4,506,010)	5,847,190	1,491,062	0	1,491,062
SUBTOTAL	17,306,911	(49,268,261)	45,569,791	13,608,440	0	13,608,440
Regional Program	17,009,857	(9,867,520)	19,529,911	26,672,248	13,509,903	40,182,151
Means-Based Transit Fare Program	34,338,673	(1,950,618)	0	32,388,055	8,000,000	40,388,055
FY22-23 Revenue - 70% of STA Pop Revenue⁷	0	0	0	0	50,189,773	50,189,773
Transit Emergency Service Contingency Fund⁸	800,582	0	203,736	1,004,318	0	1,004,318
GRAND TOTAL	\$69,456,022	(\$61,086,399)	\$65,303,438	\$73,673,061	\$71,699,676	\$145,372,737

1. Balance as of 6/30/21 is from the MTC FY2020-21 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed. Balances from the Northern County/Small Operator and Regional Paratransit programs, previously established by MTC Resolution 3837, have been transferred to the appropriate County Block Grant program.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/21, and FY2021-22 allocations as of 1/31/22.

3. FY 2021-22 STA revenue generation is based on revised estimates from the Governor's proposed budget in January 2022.

4. The projected carryover as of 6/30/2022 does not include interest accrued in FY 2021-22.

5. FY2022-23 STA revenue generation based on forecasts from the State Controller's Office from January 2022.

6. County Block Grant adopted through MTC Resolution 4321 in February 2018, and funded through a 70% share of STA Population-Based funds.

7. The County Block Grant program will be suspended in FY23, per amendment to MTC Resolution 4321, Revised. New revenues will instead be programmed directly to operators. Additional details on p13.

8. Funds for the Transit Emergency Service Contingency Fund are taken "off the top" from the STA Population-Based program.

**FY 2022-23 FUND ESTIMATE
STATE TRANSIT ASSISTANCE
POPULATION-BASED FUNDS (PUC 99313) - AMERICAN RESCUE PLAN EXCHANGE (FY 2022-23)**

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Apportionment Jurisdictions¹	FY2022-23 Jan. 2022 Estimate²	ARP Exchange Amount³	Estimated FY2022-23 Revenue to Operators
Alameda	\$8,872,100	\$6,165,689	\$2,706,410
AC Transit	\$5,344,109	\$4,807,453	\$536,656
BART	\$859,706	\$780,570	\$79,136
LAVTA	\$1,912,825	\$535,322	\$1,377,503
Union City	\$755,459	\$42,344	\$713,115
Contra Costa	\$11,133,360	\$2,436,722	\$8,696,638
County Connection	\$5,254,946	\$548,920	\$4,706,026
Tri Delta	\$3,351,141	\$178,426	\$3,172,715
WestCAT	\$846,135	\$270,627	\$575,508
AC Transit	\$1,603,204	\$1,367,989	\$235,215
BART	\$77,934	\$70,760	\$7,174
Marin	\$2,864,053	\$1,291,961	\$1,572,091
GGBHTD	\$1,048,348	\$1,048,348	\$0
Marin Transit	\$1,756,598	\$243,613	\$1,512,985
SMART	\$59,106	\$0	\$59,106
Napa	\$1,751,947	\$216,814	\$1,535,133
NVTA	\$1,751,947	\$216,814	\$1,535,133
San Francisco	\$4,243,789	\$3,853,147	\$390,642
SFMTA	\$4,243,789	\$3,853,147	\$390,642
San Mateo	\$2,540,866	\$1,460,519	\$1,080,347
SamTrans	\$2,540,866	\$1,460,519	\$1,080,347
Santa Clara	\$7,072,750	\$5,202,490	\$1,870,260
VTA	\$7,072,750	\$5,202,490	\$1,870,260
Solano	\$5,270,914	\$613,192	\$4,657,722
Solano County Operators	\$5,270,914	\$613,192	\$4,657,722
Sonoma	\$6,439,993	\$868,262	\$5,571,731
Sonoma County Operators	\$6,439,993	\$118,262	\$6,321,731
GRAND TOTAL	\$50,189,773	\$21,358,796	\$28,830,976

1. FY 2022-23 programming amounts for each county reflect each county's share of the STA County Block Grant program established in MTC Resolution 4321, Revised.

The County Block Grant program is suspended for FY2022-23, and will resume in FY 2023-24.

2. Programming amounts by operator reflect county transportation agency adopted frameworks for FY 23 in Alameda, Contra Costa, Napa, Santa Clara, Solano and Sonoma counties, a transit operator agreement in Marin County, and a direct apportionment of funds to the local transit operator in San Francisco and San Mateo counties.

3. American Rescue Plan (ARP) exchange amounts for each operator are shown in order to fulfill the funding exchange detailed in MTC Resolution 4481, Revised.

**FY 2022-23 FUND ESTIMATE
BRIDGE TOLLS¹**

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BRIDGE TOLL APPORTIONMENT BY CATEGORY

<i>Column</i>	A	B	C	D=Sum(A:C)	E	F=D+E
	6/30/2021	FY2020-22	FY2021-22	6/30/2022	FY2022-23	Total
Fund Source	Balance²	Outstanding Commitments³	Programming Amount⁴	Projected Carryover	Programming Amount⁴	Available for Allocation
MTC 2% Toll Revenues						
Ferry Capital	7,896,840	(3,523,771)	1,000,000	5,373,069	1,000,000	6,373,069
Bay Trail	64,034	(514,034)	450,000	0	450,000	450,000
Studies	497,993	(100,000)	250,000	647,993	0	647,993
SUBTOTAL	8,458,867	(4,137,805)	1,700,000	6,021,062	1,450,000	7,471,062
5% State General Fund Revenues						
Ferry	17,859,499	0	3,126,721	20,986,220	3,442,511	24,428,731
Bay Trail	180,472	(281,706)	281,706	180,472	287,369	467,841
SUBTOTAL	18,039,971	(281,706)	3,408,427	21,166,692	3,729,880	24,896,572

1. BATA Resolution 93 and MTC Resolution 3948 required BATA to make a payment to MTC equal to the estimated present value of specified fund transfers for the next 50 years (FY2010-11 through FY2059-60) and relieved BATA from making those fund transfers for that 50 year period. The MTC 2% Toll Revenues listed above, commencing in FY2010-11, are funded from this payment.

2. Balance as of 6/30/21 is from the MTC FY2020-21 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

3. The outstanding commitments figure includes all unpaid allocations as of 6/30/21, and FY2021-22 allocations as of 1/31/22.

4. MTC Resolution 4015 states that annual funding levels are established and adjusted through the fund estimate for 2%, and 5% bridge toll revenues.

**FY 2022-23 FUND ESTIMATE
 AB1107 FUNDS
 AB1107 IS TWENTY-FIVE PERCENT OF THE ONE-HALF CENT BART DISTRICT SALES TAX**

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FY2021-22 AB1107 Revenue Estimate		FY2022-23 AB1107 Estimate	
1. Original MTC Estimate (Feb, 21)	\$83,000,000	4. Projected Carryover (Jun, 21)	\$0
2. Revised Estimate (Feb, 22)	\$98,000,000	5. MTC Estimate (Feb, 22)	\$100,000,000
3. Revenue Adjustment (Lines 2-1)	\$15,000,000	6. Total Funds Available (Lines 4+5)	\$100,000,000

AB1107 APPORTIONMENT BY OPERATOR

Column	A	B	C=Sum(A:B)	D	E	F	G=Sum(A:F)	H	I=Sum(G:H)
	6/30/2021	FY2020-21	6/30/2021	FY2020-22	FY2021-22	FY2021-22	6/30/2022	FY2022-23	FY2022-23
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ¹	Outstanding Commitments ²	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
AC Transit	0	0	0	(49,000,000)	41,500,000	7,500,000	0	50,000,000	50,000,000
SFMTA	0	0	0	(49,000,000)	41,500,000	7,500,000	0	50,000,000	50,000,000
TOTAL	\$0	\$0	\$0	(\$98,000,000)	\$83,000,000	\$15,000,000	\$0	\$100,000,000	\$100,000,000

1. Balance as of 6/30/21 is from the MTC FY2019-20 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/21, and FY2020-21 allocations as of 1/31/22.

**FY 2022-23 FUND ESTIMATE
TDA & STA FUND SUBAPPORTIONMENT FOR ALAMEDA & CONTRA COSTA COUNTIES
& IMPLEMENTATION OF OPERATOR AGREEMENTS**

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ARTICLE 4.5 SUBAPPORTIONMENT		
Apportionment Jurisdictions	Alameda Article 4.5	Contra Costa Article 4.5
Total Available	\$5,752,834	\$3,238,038
AC Transit	\$5,109,152	\$962,989
LAVTA	\$191,227	
Pleasanton	\$105,121	
Union City	\$347,336	
CCCTA		\$1,332,243
ECCTA		\$724,474
WCCTA		\$218,331

IMPLEMENTATION OF OPERATOR AGREEMENTS

Apportionment of BART Funds to Implement Transit Coordination Program	
Apportionment Jurisdictions	Total Available Funds (TDA and STA) FY 2021-22
CCCTA	\$864,033
LAVTA	\$716,617
ECCTA	\$2,808,992
WCCTA	\$2,784,874

Fund Source	Apportionment Jurisdictions	Claimant	Amount ¹	Program
Total Available BART STA Revenue-Based Funds²			\$67,728,757	
STA Revenue-Based	BART	CCCTA	(864,033)	BART Feeder Bus
STA Revenue-Based	BART	LAVTA	(601,584)	BART Feeder Bus
STA Revenue-Based	BART	ECCTA	(2,808,992)	BART Feeder Bus
STA Revenue-Based	BART	WCCTA	(2,493,826)	BART Feeder Bus
Total Payment			(6,768,434)	
Remaining BART STA Revenue-Based Funds			\$60,960,322	
Total Available BART TDA Article 4 Funds²			\$406,081	
TDA Article 4	BART-Alameda	LAVTA	(115,033)	BART Feeder Bus
TDA Article 4	BART-Contra Costa	WCCTA	(291,048)	BART Feeder Bus
Total Payment			(406,081)	
Remaining BART TDA Article 4 Funds			\$0	
Total Available SamTrans STA Revenue-Based Funds			\$10,906,794	
STA Revenue-Based	SamTrans	BART	(801,024)	SFO Operating Expense
Total Payment			(801,024)	
Remaining SamTrans STA Revenue-Based Funds			\$10,105,770	
Total Available Union City TDA Article 4 Funds			\$17,750,134	
TDA Article 4	Union City	AC Transit	(116,699)	Union City service
Total Payment			(116,699)	
Remaining Union City TDA Article 4 Funds			\$17,633,435	

1. Amounts assigned to the claimants in this page will reduce the funds available for allocation in the corresponding apportionment jurisdictions by the same amounts.

2. Discussions are ongoing between BART, MTC, county transportation agencies, and the four East Bay bus operators shown here regarding possible changes to the operator agreements which govern these payments. Until such time as an agreement is reached, or when there is a clear path to agreement, operators will be able to claim no more than 50% of FY 2022-23 programmed amounts.

**FY 2022-23 FUND ESTIMATE
STA SPILLOVER FUNDING AGREEMENT PER RESOLUTION 3814**

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PROPOSITION 1B TRANSIT FUNDING PROGRAM -- POPULATION BASED SPILLOVER DISTRIBUTION

Apportionment Category	MTC Resolution 3814	%	FY 2007-08	FY2009-20	MTC Res-3833	MTC Res-3925	FY2021-22
	Spillover Payment Schedule		Spillover Distribution	Spillover Distribution	(RM 1 Funding)	(STP/CMAQ Funding)	Remaining
Lifeline	10,000,000	16%	1,028,413	0	0	8,971,587	0
Small Operators / North Counties	3,000,000	5%	308,524	0	0	2,691,476	0
BART to Warm Springs	3,000,000	5%	308,524	0	0	0	0
eBART	3,000,000	5%	327,726	0	2,672,274	0	0
SamTrans ¹	43,000,000	69%	4,422,174	0	0	19,288,913	19,288,913
TOTAL	\$62,000,000	100%	\$6,395,361	\$0	\$0	\$30,951,976	\$19,288,914

1. On January 26, 2022, the MTC Commission adopted MTC Resolution No. 4509, which approved a funding commitment of \$19.6 million to SamTrans to satisfy the terms of the 2007 Caltrain Right of Way settlement agreement.

**FY 2022-23 FUND ESTIMATE
CAP AND TRADE LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP)**

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FY2021-22 LCTOP Revenue Estimate¹		FY2022-23 LCTOP Revenue Estimate²	
1. Estimated Statewide Appropriation (Jan, 22)	\$163,139,000	5. Estimated Statewide Appropriation (Jan, 22)	\$182,225,000
2. MTC Region Revenue-Based Funding	\$43,708,675	6. Estimated MTC Region Revenue-Based Funding	\$48,822,251
3. MTC Region Population-Based Funding	\$15,920,477	7. Estimated MTC Region Population-Based Funding	\$17,783,050
4. Total MTC Region Funds	\$59,629,152	8. Estimated Total MTC Region Funds	\$66,605,301

1. The FY 2021-22 LCTOP revenue generation is based on the \$163 million revised estimate included in the FY 2022-23 Proposed State Budget.

2. The FY 2022-23 LCTOP revenue generation is based on the \$182 million estimated in the FY 2022-23 Proposed State Budget.

**FY 2022-23 FUND ESTIMATE
STATE OF GOOD REPAIR (SGR) PROGRAM
REVENUE-BASED FUNDS**

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FY2021-22 SGR Revenue-Based Revenue Estimate		FY2022-23 SGR Revenue-Based Revenue Estimate	
1. State Estimate (Aug, 21)	\$31,477,988	4. Projected Carryover (Jan, 22)	\$1
2. Actual Revenue (Aug, 22)		5. State Estimate (Jan, 22)	\$32,422,154
3. Revenue Adjustment (Lines 2-1)		6. Total Funds Available (Lines 4+5)	\$32,422,155

STATE OF GOOD REPAIR PROGRAM REVENUE-BASED APPORTIONMENT BY OPERATOR

Column	A 6/30/2021 Balance (w/interest)	B FY2020-22 Outstanding Commitments	C FY2021-22 Revenue Estimate ¹	D=Sum(A:C) 6/30/2022 Projected Carryover	E FY2022-23 Revenue Estimate ²	F=Sum(D:E) Total Available For Allocation
ACCMA - Corresponding to ACE	0	(45,946)	45,946	0	47,324	47,324
Caltrain	0	(1,492,021)	1,492,021	0	1,536,774	1,536,774
CCCTA	0	(130,808)	130,808	0	134,731	134,731
City of Dixon	0	(1,277)	1,277	0	1,316	1,316
ECCTA	0	(63,244)	63,244	0	65,141	65,141
City of Fairfield	0	(23,211)	23,211	0	23,907	23,907
GGBHTD	0	(1,431,657)	1,431,657	0	1,474,600	1,474,600
LAVTA	0	(62,746)	62,746	0	64,628	64,628
Marin Transit	0	(244,675)	244,675	0	252,014	252,014
NVTA	0	(17,763)	17,763	0	18,296	18,296
City of Petaluma	0	(7,622)	7,622	0	7,850	7,850
City of Rio Vista	0	(406)	406	0	418	418
SamTrans	0	(1,496,400)	1,496,400	0	1,541,284	1,541,284
SMART	0	(309,308)	309,308	0	318,586	318,586
City of Santa Rosa	0	(25,611)	25,611	0	26,379	26,379
Solano County Transit	0	(54,554)	54,554	0	56,190	56,190
Sonoma County Transit	0	(35,676)	35,676	0	36,746	36,746
City of Union City	0	(19,382)	19,382	0	19,963	19,963
Vacaville City Coach	0	(4,154)	4,154	0	4,279	4,279
VTA	0	(4,535,433)	4,535,433	0	4,671,471	4,671,471
VTA - Corresponding to ACE	0	(26,508)	26,508	0	27,303	27,303
WCCTA	0	(82,963)	82,963	0	85,452	85,452
WETA	0	(406,849)	406,849	0	419,052	419,052
SUBTOTAL	3	(10,518,214)	10,518,214	0	10,833,704	10,833,704
AC Transit	0	(4,001,204)	4,001,204	0	4,121,218	4,121,218
BART	0	(6,269,892)	6,269,892	0	6,457,954	6,457,954
SFMTA	0	(10,688,678)	10,688,678	1	11,009,279	11,009,280
SUBTOTAL	1	(20,959,774)	20,959,774	1	21,588,451	21,588,452
GRAND TOTAL	\$4	(\$31,477,988)	\$31,477,988	\$1	\$32,422,155	\$32,422,156

1. FY2021-22 State of Good Repair Program revenue generation is based on August 2021 estimates from the State Controller's Office (SCO).

2. FY2022-23 State of Good Repair Program revenue generation is based on January 2022 estimates from the SCO.

**FY 2022-23 FUND ESTIMATE
STATE OF GOOD REPAIR (SGR) PROGRAM
POPULATION-BASED FUNDS**

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FY2021-22 SGR Population-Based Revenue Estimate		FY2022-23 SGR Population-Based Revenue Estimate				
1. State Estimate (Jan, 22)	\$11,465,566	4. Projected Carryover (Jan, 22)	\$56,727			
2. Actual Revenue (Aug, 22)		5. State Estimate (Jan, 22)	\$11,809,467			
3. Revenue Adjustment (Lines 2-1)		6. Total Funds Available (Lines 4+5)	\$11,866,194			
SGR PROGRAM POPULATION-BASED APPORTIONMENT						
<i>Column</i>	<i>A</i>	<i>B</i>	<i>C</i>	<i>D=Sum(A:C)</i>	<i>E</i>	<i>F=Sum(D:E)</i>
	6/30/2021	FY2020-22	FY2021-22	6/30/2022	FY2022-23	Total
Apportionment	Balance (w/interest)	Outstanding Commitments	Revenue Estimate¹	Projected Carryover	Revenue Estimate²	Available For Allocation
Clipper®/Clipper® 2.0³	18,692,026	(30,100,865)	11,465,566	56,727	11,809,467	11,866,194
GRAND TOTAL	\$18,692,026	(\$30,100,865)	\$11,465,566	\$56,727	\$11,809,467	\$11,866,194

1. FY2021-22 State of Good Repair Program revenue generation is based on August 2021 estimates from the State Controller's Office (SCO).
2. FY2022-23 State of Good Repair Program revenue generation is based on January 2022 estimates from the State Controller's Office (SCO).
3. State of Good Repair Program funds are shown here according to the policy in MTC Resolution 4321.



Guide and Application for
Transportation Development Act – Article 3 (TDA-3)
Funds for Napa County

FY 2021-22 through FY 2023-24

NVTA
625 Burnell Street
Napa, CA 94559
Phone: 707-259-8631
Fax: 707-259-8638
www.nvta.ca.gov

The TDA-3 program is a grant program, funded by approximately 2% of the ¼ cent Statewide Sales Tax. This generates approximately \$150,000 per year in revenues for Napa jurisdictions. The purpose of the TDA-3 program is to provide grants for local bicycle and pedestrian projects.

The TDA-3 program can fund a wide range of project types including:

- Construction and/or engineering of a bicycle or pedestrian capital project
- Maintenance of a multi-purpose path which is closed to motorized traffic
- Restriping Class II bicycle lanes or upgrading to buffered lanes
- Bicycle safety education programs (no more than 5% of county total)
- Development of a comprehensive bicycle and/or pedestrian facilities plan (once every 5 years)
- Quick Build Projects

The TDA-3 program is a potential funding source for your eligible bicycle and/or pedestrian projects. This packet has been created to help guide you in understanding the TDA-3 program requirements and to assist you in submitting a successful application during the next call for projects in FY 2024-25.

If you have any questions, you may contact Diana Meehan, TDA-3 Program Manager at:
NVTA
625 Burnell Street
Napa, CA 94559
Phone: 707-259-8631

Sincerely,

Kate Miller
Executive Director
Napa Valley Transportation Authority

The TDA-3 Program

The State Legislature passed the Transportation Development Act (TDA) in 1971. The TDA provides one of the major funding sources for public transportation in California. Transportation Development Act (TDA) funds are generated from a statewide ¼ cent sales tax. Article 3 of TDA is a set-aside of approximately 2% of those monies. Under Article 3 of the TDA, funds are also used by local jurisdictions for bicycle and pedestrian projects.

The Metropolitan Transportation Commission (MTC) administers TDA3, which is distributed based on population. Each year, an annual fund estimate or “entitlement” is developed for each jurisdiction. Unused “entitlement” is accumulated as credit. A jurisdiction’s claim in any given year cannot exceed the sum of their accumulated credit plus their projected entitlement for the following two years.

Funds are obtained by local jurisdictions via a three-step process: (1) apportionment, (2) allocation, and (3) payment (reimbursement). Apportionment in the San Francisco Bay Area follows a Metropolitan Transportation Commission (MTC) formula based upon population. Allocation is the discretionary action by MTC that designates funds for a specific claimant for a specific purpose. NVTA submits TDA allocation requests to MTC on a regular basis, and unused TDA funds allocated to any project may be rolled over from one fiscal year to the next. No matching funds are required, but the project must meet the funding objectives and be developed in cooperation with the community. The basic objectives of the grant source are to fund projects that increase the safety, security, and efficiency of bicycle and pedestrian travel, and to provide for a coordinated system. MTC requires supporting resolutions from the sponsoring Council.

There are no matching requirements with this funding source. TDA 3 projects are required to meet Caltrans safety design criteria and CEQA requirements; be completed within three years; be maintained; be consistent with adopted active transportation plans; and be authorized by a governing council or board.

NVTA issues a Call for Projects once every three years. The current program cycle is through FY 2023-24. The next call for projects will be issued in March 2024 upon approval by the NVTA Board of Directors. In addition to the application, project sponsors must deliver documentation of environmental clearance and maps/documents showing project locations and design parameters. Projects must be reviewed by local Bicycle and Pedestrian Advisory Committees, or the Countywide Active Transportation Advisory Committee. Projects must be approved by MTC.

As part of the grant process, MTC also requires project sponsor submits a resolution of its governing board that addresses the following six points:

1. There are no legal impediments regarding the project
2. Jurisdictional or agency staffing resources are adequate to complete the project
3. There is no pending or threatened litigation that might adversely affect the project or the ability of the project sponsor to carry out the projects
4. Environmental and right-of-way issues have been reviewed and found to be in such a state that fun obligation deadlines will not be jeopardized

5. Adequate local funding is available to complete the project
6. The project has been conceptually reviewed to the point that all contingent issues have been considered.

Basic Eligibility for TDA-3 Funding

TDA Article 3 funds may be used for the following activities relating to pedestrian and bicycle facilities (including sidewalk wheelchair ramps):

- Construction and/or engineering of a bicycle or pedestrian capital or quick build projects
- Right-of-way acquisition.
- Construction and reconstruction.
- Retrofitting existing bicycle and pedestrian facilities, including installation of signage, to comply with the Americans with Disabilities Act (ADA).
- Route improvements such as signal controls for cyclists, bicycle loop detectors, rubberized rail crossings and bicycle-friendly drainage grates.
- Purchase and installation of bicycle amenities such as:
 - secure bicycle parking,
 - benches, drinking fountains, changing rooms, rest rooms and showers which are adjacent to bicycle trails, employment centers, park-and-ride lots, and/or transit terminals and are accessible to the general public.
- Maintenance of Class I shared-use path and Class IV separated bikeways (Capital projects will be prioritized over maintenance- **routine maintenance is not eligible**)
- Restriping Class II bicycle lanes and buffered bicycle lanes. Countywide, the total funds allocated to Class II bikeway maintenance cannot exceed 20% of the total countywide TDA estimate
- Bicycle and/or pedestrian safety education programs (and not more 5% of the countywide TDA Article 3 funds)
- Comprehensive Bicycle & Pedestrian Facilities Plans (not more than once per jurisdiction every 5 years)
- Projects identified in a recent (within 5 years) comprehensive local bicycle or pedestrian plan
- Annual TDA Article 3 Audits (Only in fiscal years funds are disbursed. Can be part of annual audit program, but must comply with these additional TDA-3 audit requirements:
 - All claimants that have received a disbursement of TDA funds are required to submit an annual certified fiscal and compliance audit for that fiscal year to MTC and to the Secretary of Business and Transportation Agency within 180 days after the close of the fiscal year, in accordance with PUC Section 99245. Article 3 applicants need not file a fiscal audit if TDA funds were not disbursed (that is, reimbursed by MTC) during a given fiscal year. Reimbursement may cover eligible expenditures from a previous fiscal year. Failure to submit the required audit for any TDA article will preclude MTC from making a new Article 3 allocation. For example, a delinquent Article 4.5 fiscal audit will delay any other TDA allocation to the city/county with an

outstanding audit. Until the audit requirement is met, no new Article 3 allocations will be made

TDA Article 3 funds may be used to pay for the fiscal audit required for this funding.

TDA Article 3 funds may not be used to fully fund the salary of any one person working on these programs.

Active Transportation Advisory Committee Requirement

Cities and counties may not receive TDA Article 3 funds for projects unless the jurisdiction has established a Active Transportation Advisory Committee (ATAC) and the project is included in an adopted plan as stipulated in the MTC TDA Article 3 Rules and Procedures. For Napa County, the NVTA Active Transportation Advisory Committee fulfills this requirement. However, for those jurisdictions with additional local Active Transportation Advisory Committees, the approval of that committee is also required.

Recent Project Examples in Napa County

Project Name	Sponsor	TDA-3 Funds	Total Project \$
Eucalyptus Dr. Sidewalk Gap Closure	American Canyon	\$98,454	\$150,000
Pratt/Elmhurst Crosswalk Improvements on Main St./SR29	St. Helena	\$50,000	\$80,000
Washington Park ADA Sidewalk Improvements	Yountville	\$160,000	\$160,000

Project Selection Process

The project selection process is as follows:

- NVTA staff will run the prospective projects through an initial qualification process based on project eligibility, and present their findings to the NVTA Active Transportation Advisory Committee (ATAC) which will serve as the initial selection and prioritization committee.
- The ATAC recommendations will be forwarded to the NVTA Technical Advisory Committee (TAC) for their review and recommendation.
- The recommendation from both Committees will be forwarded to the NVTA Board for their decision.

Projects will be evaluated on cost-effectiveness and project readiness.

TDA-3 Project Selection Criteria for Napa County

For Bicycle Projects

- The project is listed in the jurisdiction's adopted Bicycle Plan
- The project provides a gap closure
- The project addresses a bicycle safety concern on a high-injury network
- Environmental Clearance is secured

For Pedestrian Projects

- The project is listed in the jurisdiction's adopted Pedestrian Plan
- The project provides a gap closure
- The project provides safer crossing or traffic calming
- Environmental Clearance is secured

Additional credit will be given to projects that

- provides a safe route to school and/or transit
- provide additional local matching funds (not required)

Application Information:

There are no applications due at this time. The next TDA-3 call for projects for FY 2024-25 through FY 2026-27 will be released in March 2024.

In preparation for the next call for projects, NVTA recommends assembling a list of priority projects for your jurisdiction.

All applications must include:

- MTC project application
- Resolution of local support following MTC requirements

Application and resolutions will be distributed during the next call for projects

Questions about program requirements or applications may be directed to Diana Meehan, TDA-3 Program Manager under the contact information below.

Contact Information

Napa County TDA-3 Program Manager:

Diana Meehan

625 Burnell Street

Napa, CA 94559

Phone: (707) 259-8327

dmeehan@nvta.ca.gov

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Metropolitan Transportation Commission
375 Beale St.
San Francisco, CA 94105
Cheryl Chi, AICP
Transit Funding Manager
MTC, Funding Policy and Programs
Phone: (415) 778-5339
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