

Napa Valley Transportation Authority

625 Burnell Street
Napa, CA 94559



Agenda - Final

Thursday, April 7, 2022
2:00 PM

REFER TO COVID-19 SPECIAL NOTICE

Technical Advisory Committee (TAC)

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

PUBLIC MEETING GUIDELINES FOR PARTICIPATING VIA PHONE/VIDEO CONFERENCING

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

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

Public Comments

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

6. STANDING AGENDA ITEMS

- 6.1 County Transportation Agency Report (Danielle Schmitz)
- 6.2 Project Monitoring Funding Programs* (Alberto Esqueda)
- 6.3 Caltrans' Report (Caltrans Staff) *(Pages 8-12)*

Attachments: [Caltrans Report.pdf](#)

- 6.4 Vine Trail Update (Eric Janzen)
- 6.5 Transit Update (Rebecca Schenck)
- 6.6 Measure T Update (Victoria Ortiz)

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

7. CONSENT AGENDA

- 7.1 Meeting Minutes of March 3, 2022 TAC Meeting (Kathy Alexander)
(Pages 13-16)

Recommendation: TAC action will approve the March 3, 2022 meeting minutes.

Estimated Time: 2:30 p.m.

Attachments: [Draft Minutes.pdf](#)

7.2 AB 361 Remote Meeting Authorization (Kathy Alexander) (Page 17)

Recommendation: TAC action will approve holding the May 5, 2022 TAC meeting via teleconference as directed by NVTA Board Resolution 22-XX which confirms that conditions persist that meet the requirements of AB 361 to allow for remote teleconference meetings.

Estimated Time: 2:30 p.m.

Attachments: [Staff Report.pdf](#)

8. REGULAR AGENDA ITEMS

8.1 Transportation Fund for Clean Air (TFCA) Program Manager Fund for Fiscal Years Ending (FYE) 2023 to 2025 (Diana Meehan) (Pages 18-68)

Recommendation: That the TAC recommend the Napa Valley Transportation Authority (NVTA) Board open a call for projects for TFCA Program Manager Funds for FYE 2023-2025.

Estimated Time: 2:35 p.m.

Attachments: [Staff Report.pdf](#)

8.2 One Bay Area Grant Cycle 3 (OBAG 3) Update (Alberto Esqueda) (Pages 69-89)

Recommendation: The TAC will receive an update on the OBAG 3 Program.

Estimated Time: 2:40 p.m.

Attachments: [Staff Report.pdf](#)

8.3 Transportation Development Act Article 3 (TDA 3) Countywide Claim Annual Review (Diana Meehan) (Pages 90-119)

Recommendation: That the Technical Advisory Committee (TAC) review and recommend the Napa Valley Transportation Authority (NVTA) Board submit the Transportation Development Act Article 3 (TDA-3) FY 2022-23 Countywide Claim to the Metropolitan Transportation Commission (MTC).

Estimated Time: 2:50 p.m.

Attachments: [Staff Report.pdf](#)

8.4 Legislative Update* (Kate Miller)

Recommendation: Information only - the TAC will receive the monthly federal and state legislative report.

Estimated Time: 2:55 p.m.

8.5 Draft April 20, 2022 Napa Valley Transportation Authority (NVTa) and Napa Valley Transportation Authority-Tax Agency (NVTa-TA) Board Meeting Agendas* (Kate Miller)

Recommendation: Information only - the TAC will receive the draft April 20, 2022 NVTa and NVTa-TA Board Meeting Agendas.

Estimated Time: 3:00 p.m.

9. FUTURE AGENDA ITEMS

10. ADJOURNMENT

10.1 Approval of Next Regular Meeting Date of May 5, 2022 and Adjournment.

I, Kathy Alexander, hereby certify that the agenda for the above stated meeting was posted at a location freely accessible to members of the public at the NVTa offices, 625 Burnell Street, Napa, CA by 5:00 p.m., on Friday, April 1, 2022

Kathy Alexander (e-sign) 04/01/2022

Kathy Alexander, Deputy Board Secretary

*Information will be available at the meeting

Glossary of Acronyms

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

Glossary of Acronyms

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

PROJECT INITIATION REPORT

EA 4AC80 (Completed in June 2021)

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

Scope: Pavement rehabilitation

EA 4AC90 (Completed in June 2021)

Safety; Various Locations in County of Napa

Scope: Install/ Upgrade Horizontal Alignment Warning Signs

EA 4Q010

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

Scope: Multi-Modal Corridor Improvements

EA 2Q510

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

Scope: Pavement rehabilitation

EA 0Q800

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

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

EA 2W370

Major Damage ; NAPA 29 PM 42.57 in County of Napa

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

ENVIRONMENTAL

EA 4AA30

Storm Damage; NAPA 128 PM 12.5 in County of Napa

Scope: Storm Damage Restoration – Install Soil Nail Wall

Cost Estimate: \$5.3 M Construction Capital

Schedule: PAED: 10/2024 PS&E: 11/2025 RWC: 12/2025 RTL: 01/2026

EA 2Q610

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

Scope: Pavement rehabilitation.

Cost Estimate: \$23.3M Construction Capital

Schedule: PAED: 04/2022 PS&E: 02/2024 RWC: 04/2024 RTL: 05/2024

EA 0Q830

Storm Damage; NAPA 29 PM 46.1 in County of Napa

Scope: Construct CIDH segmented pile wall at slipout

Cost Estimate: \$1.3M Construction Capital

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

PIR (Project Initiation Report)

PAED (Project Approval/ Environmental Document)

RWC (Right of Way Certification)

ADV (Advertise Contract)

PSR (Project Study Report)

RTL (Ready to List)

BO (Bid Open)

DED (Draft Environmental Document)

PSE (Plans, Specifications, and Estimate)

CCA (Construction Contract Acceptance)

AWD (Award Contract)

EA 0P730

Advance Mitigation; NAPA 29 in County of Napa

Scope: Roadside Protection and Restoration Program mitigation purchase

Cost Estimate: \$3.7M Funding Contribution

Schedule: **PAED:** 04/2022 **RTL:** 09/2022

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

Scope: Pavement repair.

Cost Estimate: \$23.9M Construction Capital

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

EA 4J820

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

Scope: Bridge Replacement

Cost Estimate: \$15.6M Construction Capital

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

EA 0J890

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

Scope: Intersection Improvement

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

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

EA 0Q790

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

Scope: Construct RSP at five slipout locations.

Cost Estimate: \$4.3M Construction Capital

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

EA 4J830

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

Scope: Bridge Replacement

Cost Estimate: \$7.9M Construction Capital

Schedule: **DED:** 03/18/2022 **PAED:** 06/2022 **PS&E:** 03/2024 **RWC:** 04/2024 **RTL:** 05/2024

DESIGN

EA 3Q760

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

Scope: Construct rumble strips at seven locations.

Cost Estimate: \$3.3M Construction Capital

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

PIR (Project Initiation Report)

PAED (Project Approval/ Environmental Document)

RWC (Right of Way Certification)

ADV (Advertise Contract)

PSR (Project Study Report)

RTL (Ready to List)

BO (Bid Open)

DED (Draft Environmental Document)

PSE (Plans, Specifications, and Estimate)

CCA (Construction Contract Acceptance)

AWD (Award Contract)

EA 0Q820

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

Scope: Repair Culvert and stabilize the roadway.

Cost Estimate: \$13.4M Construction Capital

Schedule: PAED: 09/10/2021 PS&E: 05/2022 RWC: 05/2022 RTL: 02/2024 CCA: 10/2025

EA 2Q260

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

Scope: Construct Class 1 Multiuse Path

Cost Estimate: \$6.1M Construction Capital

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

EA 0Q690

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

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

Cost Estimate: \$1.2M Construction Capital

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

EA 0K000

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

Scope: Upgrade Pedestrian Facilities

Cost Estimate: \$2.1M Construction Capital

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

EA 4J410

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

Scope: Rehabilitate Culverts

Cost Estimate: \$3.3M Construction Capital

Schedule: PAED: 2/4/20 PSE: 11/2021 RWC: 1/2024 RTL: 2/2024 CCA: 09/2023

EA 28120

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

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

Cost Estimate: \$47.5M Construction Capital

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

EA 4Q000

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

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

Cost Estimate: \$1,261K Construction Capital

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

EA 0K630

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

Scope: Upgrade / Replace Bridge Rails

Cost Estimate: \$7.1M Construction Capital

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

PIR (Project Initiation Report)

PAED (Project Approval/ Environmental Document)

RWC (Right of Way Certification)

ADV (Advertise Contract)

PSR (Project Study Report)

RTL (Ready to List)

BO (Bid Open)

DED (Draft Environmental Document)

PSE (Plans, Specifications, and Estimate)

CCA (Construction Contract Acceptance)

AWD (Award Contract)

EA 2J88U

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

Scope: Sub-structure rehabilitation and 3 bridges scour mitigation

Cost Estimate: \$5.26M Construction Capital

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

EA 4G21A

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

Scope: Environmental mitigation, monitoring and report at Huichica Creek

Cost Estimate: \$1.0M Construction Capital

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

EA 1G43A

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

Scope: Environmental mitigation, monitoring and report at Conn Creek

Cost Estimate: \$0.2M Construction Capital

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

EA 4G84A

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

Scope: Environmental Permit Mitigation & Plant Establishment to Bridge Replacement

Cost Estimate: \$0.5M Construction Capital

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

EA 4J990

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

Scope: Improve water quality and fish passage

Cost Estimate: \$6.9M Construction Capital

Schedule: DED: 12/2/20 PAED: 06/2021 PS&E: 02/2023 RWC: 03/2023 RTL: 04/2023

EA 0Q810

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

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

Cost Estimate: \$1.3M Construction Capital

Schedule: PAED: 02/02/2022 PS&E: 03/2023 RWC: 05/2023 RTL: 06/2023

CONSTRUCTION

EA 4J300

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

Scope: Roadway/ Pavement preservation (CAPM)

Cost Estimate: \$9.7M Construction Capital

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

PIR (Project Initiation Report)

PAED (Project Approval/ Environmental Document)

RWC (Right of Way Certification)

ADV (Advertise Contract)

PSR (Project Study Report)

RTL (Ready to List)

BO (Bid Open)

DED (Draft Environmental Document)

PSE (Plans, Specifications, and Estimate)

CCA (Construction Contract Acceptance)

AWD (Award Contract)

EA 2J100

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

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

Cost Estimate: \$3.8M Construction Capital

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

EA 3G64A

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

Scope: Environmental mitigation at Napa River Bridge

Cost Estimate: \$0.5M Construction Capital

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

EA 4G210

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

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

Cost Estimate: \$8.7M Construction Capital

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

EA 4J210

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

Scope: Sub-structure rehabilitation and bridge scour mitigation

Cost Estimate: \$1.4M Construction Capital

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

EA 2J570

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

Scope: Embankment stabilization and culvert repair

Cost Estimate: \$1.48M Construction Capital

Schedule: PAED: 7/24/17 RTL: 6/29/18 AWD: 11/19/18 (Granite Rock Co.) CCA: 03/30/2022

EA 1G430

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

Scope: Replace Bridge at Conn Creek

Cost Estimate: \$7.1M Construction Capital

Schedule: PAED: 10/5/15 RTL: 6/29/18 AWD:3/29/19 (Ghilotti Construction) CCA: 03/02/2022

EA 4G840

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

Scope: Bridge Replacement

Cost Estimate: \$12.1M Construction Capital

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

ACTION ITEMS:

PIR (Project Initiation Report)

PAED (Project Approval/ Environmental Document)

RWC (Right of Way Certification)

ADV (Advertise Contract)

PSR (Project Study Report)

RTL (Ready to List)

BO (Bid Open)

DED (Draft Environmental Document)

PSE (Plans, Specifications, and Estimate)

CCA (Construction Contract Acceptance)

AWD (Award Contract)

Napa Valley Transportation Authority

625 Burnell Street
Napa, CA 94559

April 7, 2022
TAC Agenda Item 7.1
Continued From: New
Action Requested: Approval

Meeting Minutes - Draft Technical Advisory Committee (TAC)

Thursday, March 3, 2022

2:00 PM

SEE COVID-19 SPECIAL NOTICE

1. Call To Order

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

Chair Clark announced that Item 9.4, Transportation Fund for Clean Air (TFCA) Program Manager Fund Project List for Fiscal Year Ending 2023 and 2024 was pulled from the agenda. A revised TFCA item will be placed on the April 7, 2022 TAC agenda.

2. Roll Call

Present: 10 - Chairperson Lorian Clark
Feron
Ahmann Smithies
Lucido
Lederer
Hawkes
Hecock
Rincon-Ibarra
Levine
Weir

Non-Voting: 3 - Lu
Chang
Meligy

Absent: 2 - Cooper
Rayner

3. Public Comment

None

4. Committee Member Comments

None

5. Staff Comments

Kate Miller announced that former TAC member Joe Tagliaboschi was appointed to the Town of Yountville Council to fill the seat vacated by Kerri Dorman.

Diana Meehan noted that the Active Transportation Program Cycle 6 workshop recordings are available online - the link will be sent to the TAC. Applications must be submitted electronically by June 15. The program guidance will be adopted later this month.

6. STANDING AGENDA ITEMS

6.1 County Transportation Agency Report (Danielle Schmitz)

Kate Miller reported on the topics covered at the February 25 Bay Area County Transportation Agency (BACTA) meeting, including:

- An update on the Metropolitan Transportation Commission's (MTC's) key priorities for housing, transit and aligning its priorities with Plan Bay Area
- MTC provided updates on One Bay Area Grant Cycle 3 (OBAG 3), SB 1 projects, transit oriented communities (TOC), and its planning efforts

Ms. Miller noted that some of the One Bay Area Grant Cycle 2 (OBAG 2) funds will be reprogrammed to the Vine Trail Calistoga to St. Helena project and the two OBAG 2 projects (American Canyon and St. Helena) will receive OBAG 3 funds.

Ms. Miller also shared MTC's Bipartisan Infrastructure Law (BIL) Grants strategy.

6.2 Project Monitoring Funding Programs (Alberto Esqueda)

Alberto Esqueda reviewed the Caltrans Inactive List.

6.3 Caltrans' Report

Amani Meligy reviewed the Caltrans report.

6.4 Vine Trail Update

Rebecca Schenck reported that the construction contract for the Calistoga to St. Helena project, as well as construction support contracts (archaeological/biological and Native American monitoring) will be presented to the NVTB Board for approval at its March 16 meeting.

6.5 Transit Update (Rebecca Schenck)

Rebecca Schenck reported that the Vine resumed regular service on February 22 after four weeks of reduced service to help mitigate a driver shortage caused by the Omicron outbreak.

6.6 Measure T Update (Victoria Ortiz)

Victoria Ortiz thanked all of the jurisdictions for submitting their semi-annual progress reports by the new earlier due date.

Additionally she provided the following reminders:

- Jurisdictions need to submit a Notice of Completion for each Measure T project upon completion
- For projects costing \$250,000 or more, take pictures of the Measure T signage, preferably including a street sign as an identifying landmark
- The Maintenance of Effort Certifications will be presented to the Napa Valley Transportation Authority-Tax Agency (NVTB-TA) at its March 16, 2022 meeting - jurisdictions are encouraged to attend in case there are questions.

7. PRESENTATION

7.1 Caltrans Directors Policy on Complete Streets (DP-37) Presentation (Caltrans Staff) (Page 6-10)

Greg Currey, Caltrans' Pedestrian and Bicycle Branch Chief provided an overview of the Caltrans Director's Complete Streets Policy (DP-37).

8. CONSENT AGENDA

8.1 Meeting Minutes of the February 3, 2022 Technical Advisory Committee (TAC) Meeting (Kathy Alexander) (Pages 13-17)

MOTION by LEDERER, SECOND by LEVINE, to APPROVE the CONSENT CALENDAR as presented. The motion was approved by the following vote, with Hecock, Rincon-Ibarra and Hawkes abstaining from voting on the minutes as they were not present at that meeting:

8.2 AB 361 Remote Meeting (Kathy Alexander) (Page 18-21)

This Action Item was approved.

9. REGULAR AGENDA ITEMS

9.1 Updates to the Measure T Master Agreement (Victoria Ortiz) (Pages 22-54)

Victoria Ortiz reviewed the proposed changes in the Measure T Master Agreement that include the following:

- Move the current January 1 Maintenance of Effort certification deadline to January 31
- Add a self-certification process for the 6.67% Measure T Equivalent fund spending to help track expenditures
- Change the January 1 Annual California Financial Report (ACFR) due date to January 31, and remove the requirement for submitting the State Controller's Street Report
- Cleanup language in the Accounting, Reporting and Auditing Guidelines to accurately reflect current reporting practices

9.2 Measure T Policies and Procedures Update (Victoria Ortiz) (Pages 55-74)

Victoria Ortiz reviewed the proposed changes in the Measure T Policies and Procedures, which include:

- 6.67% Equivalent Fund Procedure to include a requirement that the jurisdictions and NVTa certify 6.67% Measure T equivalent expenditures
- Update the MOE and Annual Comprehensive Financial Report (ACFR) due date to January 31 so that it is consistent with Equivalent Fund Procedure in the Master Agreement
- Update the close out procedure to include a deadline to report project completion

9.3 Fiscal Year (FY) 2021-22 Year-To-Date Financial Update and July - September Measure T Sales Tax Update (Roxanna Moradi) (Pages 75-85)

Roxanna Moradi provided an overview of the Measure T sales tax revenues report which included the revenues-to-date compared to projections for Fiscal Year 2021-2022.

9.4 Transportation Fund for Clean Air (TFCA) Program Manager Fund Project List for Fiscal Year Ending (FYE) in 2023 and 2024 (Diana Meehan) (Pages 86-90)

As Chair Clark noted at the beginning of the meeting, this item was pulled from the agenda.

9.5 Legislative Update (Kate Miller)

Kate Miller reviewed the federal and state Legislative Update.

9.6 Draft March 16, 2022 NVTa and NVTa-TA Board Meeting Agendas (Kate Miller)

Kate Miller reviewed the draft March 16, 2022 Napa Valley Transportation Authority and Napa Valley Transportation Authority-Tax Agency board meeting agendas.

10. FUTURE AGENDA ITEMS

None

11. ADJOURNMENT

11.1 Approval of Next Regular Meeting Date of April 7, 2022 and Adjournment.

Chair Clark adjourned the meeting at 3:09 p.m.

Kathy Alexander, Deputy Board Secretary



NAPA VALLEY TRANSPORTATION AUTHORITY

Technical Advisory Committee Agenda Memo

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

RECOMMENDATION

That the TAC approve holding the May 5, 2022 TAC meeting via teleconference as 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 NVRTA Board adopted Resolution 22-09, directing NVRTA 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



April 7, 2022
TAC Agenda Item 8.1
Continued From: New
Action Requested: Action

NAPA VALLEY TRANSPORTATION AUTHORITY

Technical Advisory Committee Agenda Memo

TO: Technical Advisory Committee
FROM: Kate Miller, Executive Director
REPORT BY: Diana Meehan, Senior Planner
(707) 259-8327 / Email: dmeehan@nvta.ca.gov
SUBJECT: Transportation Fund for Clean Air (TFCA) Program Manager Fund
Fiscal Years Ending (FYE) in 2023 and 2025

RECOMMENDATION

That the Technical Advisory Committee (TAC) recommend the Napa Valley Transportation Authority (NVTA) Board open a call for projects for Transportation Fund for Clean Air (TFCA) Program Manager Funds for Fiscal Years Ending (FYE) 2023-2025.

EXECUTIVE SUMMARY

Napa County has approximately \$584,872 in TFCA) Program Manager Funds for FYE 2023-2025. This amount includes \$192,664 for projects in FYE 2023 and \$12,208 for Administration costs. It is projected that there will be \$190,000 for FYE 2024 and 2025 shown in TABLE 1 below.

On February 17, 2021 the NVTA Board approved the TFCA expenditure plan and opened a 3-year call for projects for FYE 2022-2024, which closed on March 19, 2021. Only one project was submitted by the City of Napa for FYE 2022, no projects were submitted for FYE 2023 or FYE 2024. In October 2021 the NVTA Board programmed the remaining portion of the 2022 TFCA funds to the City of St. Helena's Main Street Pedestrian Improvements project.

New policy guidance in the TFCA FYE 2023 program (Attachment 1, page 11) now allows funding projects from multiple funding cycles (up to three years). Multi-year funded projects must be submitted to the Air District no later than three months after the Air District Board Expenditure Plan Approval.

Staff is proposing opening a new call for projects for TFCA FYE 2023 - 2025. Qualifying multi-year projects must be submitted to the Air District no later than August 1, 2022.

FISCAL IMPACT

Is there a Fiscal Impact? No

BACKGROUND AND DISCUSSION

The TFCA is a grant program, funded by a \$4 surcharge on motor vehicles registered in the Bay Area. This generates approximately \$22 million per year in revenues. The purpose of the TFCA program is to provide grants to implement the most cost-effective projects in the Bay Area that will decrease motor vehicle emissions, and thereby improve air quality. Forty percent of the Department of Motor Vehicle (DMV) funds generated in Napa are returned to the NVTa for distribution to local projects. The remaining sixty percent is allocated by the Bay Area Air Quality Management District (BAAQMD) under the Regional Program. Projects must have an air quality benefit and be cost effective.

Air District rules and statutes only allow funds to be retained for two years unless an extension is requested. Bicycle projects are not allowed an extension and funds programmed to bicycle projects must be expended in two years from the executed contract date. NVTa adopts a list of projects annually to be funded by the TFCA Program Manager funds. New policy allows funding a single, project with funds over three fiscal years, provided the project meets all cost effectiveness requirements. This will allow funding larger projects using TFCA program manager funds.

The TFCA program can fund a wide range of project types, including the construction of new bicycle lanes; shuttle and feeder bus services to mass transit; ridesharing programs to encourage carpool and transit use; bicycle facility improvements such as bicycle racks and lockers; electric vehicles and electric vehicle infrastructure; and arterial management projects that reduce traffic congestion such as signal interconnect projects.

If FYE 2024 and 2025 program revenues are lower than expected, project funding may be reduced proportionately. If the project revenues come in higher than expected, additional revenue could be available to the projects.

TABLE 1: Proposed TFCA FYE 2023 through 2025 Program

FYE 2023 and 2024 TFCA Program Expenditures	Amount
Administration Costs for FYE 2023	\$12,208
FYE 2023 Project Funds	\$192,664
FYE 2024 Estimated Program Funds	\$190,000
FYE 2025 Estimated Program Funds	\$190,000
TOTAL	\$584,872

Staff is recommending a new call for projects be opened by the NVTA Board at the April 20, 2022 meeting for TFCA program manager funds FYE 2023-2024. The proposed timeline for this three-year cycle is shown in TABLE 2 below.

TABLE 2: TFCA FYE 2023-2025 Proposed Timeline

ITEM	DATE
TFCA Program Review - TAC	April 7, 2022
TFCA Call for Projects for FYE 2023-2025 - NVTA Board	April 20, 2022
Project Applications Due to NVTA	May 20, 2022
Staff and Air District Review	June 10, 2022
TFCA Program of Projects FYE 2023-25 - TAC Recommendation	July 7, 2022
TFCA Program of Projects FYE 2023-25 NVTA Board	July 20, 2022
Submit TFCA Program of Projects FYE 2023-25 to Air District	August 1, 2022

SUPPORTING DOCUMENT

Attachment: (1) TFCA Program Manager Funds FYE 2023 Guidance



BAY AREA
AIR QUALITY
MANAGEMENT
DISTRICT

County Program Manager Fund Expenditure Plan Guidance For **Fiscal Year Ending 2023**

Transportation Fund for Clean Air



Bay Area Air Quality Management District
375 Beale Street, Suite 600, San Francisco, CA 94105
Issued December 2021

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Transportation Fund for Clean Air (TFCA)

Vehicle emissions represent the largest contributor to unhealthful levels of ozone (summertime "smog") and particulate matter and on-road motor vehicles, including cars, trucks, and buses, constitute the most significant sources of air pollution in the Bay Area.

To protect public health, the California State Legislature enacted the California Clean Air Act in 1988. Pursuant to this law, the Bay Area Air Quality Management District (Air District) has adopted the [2017 Clean Air Plan \(CAP\)](#), which describes how the region will work toward compliance with State and Federal ambient air quality standards and make progress on climate protection. To reduce emissions from motor vehicles, the 2017 CAP includes transportation control measures (TCMs) and mobile source measures (MSMs). A TCM is defined as "any strategy to reduce vehicle trips, vehicle use, vehicle miles traveled, vehicle idling, or traffic congestion for the purpose of reducing motor vehicle emissions." MSMs encourage the retirement of older, more polluting vehicles and the introduction of newer, less polluting motor vehicle technologies.

In 1991, the California State Legislature authorized the Air District to impose a \$4 surcharge on motor vehicles registered within the Bay Area to fund projects of TCMs and MSMs. The Air District allocates this revenue through its Transportation Fund for Clean Air (TFCA) program to fund eligible projects and programs. The statutory authority and requirements of the TFCA program are set forth in California Health and Safety Code (HSC) Sections 44241 and 44242.

TFCA-funded projects have many benefits, for example:

- ✓ Reducing air pollution, including air toxics such as benzene and diesel particulates
- ✓ Conserving energy and helping to reduce greenhouse gas emissions
- ✓ Improving water quality by decreasing contaminated runoff from roadways
- ✓ Improving transportation options
- ✓ Reducing traffic congestion

Forty percent (40%) of these TFCA funds are pass-through funds to the designated county program manager in each of the nine counties within the Air District's jurisdiction based on the county's proportionate share of fee-paid vehicle registration ("County Program Manager Fund"). The remaining sixty percent (60%) of these funds are awarded by the Air District to eligible projects and programs implemented directly by the Air District and to a grant program known as the Regional Fund.

This document provides guidance on the expenditure of the TFCA County Program Manager Fund.

Updates from Fiscal Year Ending (FYE) 2022 to FYE 2023

Air District staff brings updates to the TFCA County Program Manager Fund Policies for Board approval annually. Based on feedback and comments received during the public comment period, the following updates have been made:

- Increased cost-effectiveness (C/E) threshold (provided more flexibility) in policy #2 for Infrastructure Improvements for Trip Reduction.
- Renamed “Shuttle/Feeder Bus Service” to “First- and Last-Mile Connections” for clarification that services aren’t limited to only shuttles or buses.
- Minor language updated in policy #17 for project extension requirements and in policy #34 for clarification purpose.
- Clarified that vehicle projects that both scrap and replace a vehicle are eligible for additional TFCA funding.
- Under the Alternative Fuel Heavy-Duty Trucks and Buses category, increased the percentage of project costs that are eligible for reimbursement for School Bus projects from 90% to 100%.
- Added Regional Active Transportation Plan, a pending update to the Metropolitan Transportation Commission’s Regional Bicycle Plan, as an eligible support document for bicycle projects.

Bay Area County Program Manager Liaisons

County	Contact	Email
Alameda	Jacki Taylor	jtaylor@alamedactc.org
Contra Costa	Peter Engel	pengel@ccta.net
Marin	Scott McDonald	SMcDonald@tam.ca.gov
Napa	Diana Meehan	dmeehan@nvta.ca.gov
Santa Clara	William Hough	William.Hough@vta.org
San Francisco	Mike Pickford	mike.pickford@sfcta.org
San Mateo	Kim Wever	kwever@smcgov.org
Solano	Brent Rosenwald	brosenwald@sta.ca.gov
Sonoma	Dana Turr�y	dana.turrey@scta.ca.gov

TFCA County Program Manager Fund

Roles and Responsibilities

County Program Managers are required to do the following:

1. Administer funding in accordance with applicable legislation, including HSC Sections 44233, 44241, and 44242, and with Air District Board-Adopted TFCA County Program Manager Fund Policies for FYE 2022 (found in Appendix D).
2. Hold one or more public meetings each year
 - a. to adopt criteria for the expenditure of the funds if those criteria have been modified in any way from the previous year (criteria must include the Air District Board-Approved TFCA County Program Manager Fund Policies)¹, and
 - b. to review the expenditure of revenues received.
3. Prepare and submit Expenditure Plan Applications, Project Information Forms, Cost-Effectiveness Worksheets, Funding Status Reports, Interim Project Reports, and Final Reports to the Air District.
4. Provide funds to only projects that comply with the Air District Board-Approved Policies and/or that have received Air District Board of Director's approval for award.
5. Encumber and expend funds within two years of the receipt of funds, unless an application for funds states that the project will take a longer period of time to implement and an extension is approved in writing by the Air District or the County Program Manager, or unless the time is subsequently extended if the recipient requests an extension and the County Program Manager finds that significant progress has been made on the project. The County Program Manager is responsible for tracking and monitoring its administrative costs and Project Sponsors' reimbursement costs. All costs incurred must be based on actual costs (e.g., timecards) and not estimated costs.
6. Limit administrative costs in handling of TFCA funds to no more than 6.25 percent of the actual funds received, or funds allocated in the funding agreement, whichever method the County Program Manager has historically administered.
7. Allocate (i.e., program) all new TFCA funds within six months of the date of the Air District Board of Director's approval of the Expenditure Plan.
8. Provide information to the Air District and to auditors on the expenditures of TFCA funds.

Air District is required to do the following:

1. Hold a public hearing to
 - a. Adopt cost-effectiveness criteria that projects and programs are required to meet. Criteria shall maximize emission reductions and public health benefits; and
 - b. Allocate County Program Managers' share of DMV fee revenues.
2. Provide guidance, offer technical support, and hold workshops on program requirements, including cost-effectiveness.
3. Review Expenditure Plan Applications, Cost-Effectiveness Worksheets, Project Information Forms, Funding Status Reports, Interim Project Reports, and Final Reports.

¹ California Senate Bill 491. *Transportation: omnibus bill*. Retrieved from <https://leginfo.legislature.ca.gov/>. Approved by Governor on October 2, 2015.

4. Re-distribute unallocated TFCA funds from the County Program Manager Fund.
5. Limit TFCA administrative costs to a maximum of 6.25 percent of the County Program Manager funds.
6. Conduct audits of TFCA programs and projects.
7. Hold a public hearing in the case of any misappropriation of revenue.

Eligible TFCA Project Types²

TFCA legislation requires that projects meet eligibility requirements, as described in the California HSC Section 44241. The following is a complete list of mobile source and transportation control project types authorized under the California HSC Section 44241(b):

1. The implementation of ridesharing programs;
2. The purchase or lease of clean fuel buses for school districts and transit operators;
3. The provision of local feeder bus or shuttle service to rail and ferry stations and to airports;
4. Implementation and maintenance of local arterial traffic management, including, but not limited to, signal timing, transit signal preemption, bus stop relocation and "smart streets";
5. Implementation of rail-bus integration and regional transit information systems;
6. Implementation of demonstration projects in telecommuting and in congestion pricing of highways, bridges, and public transit;
7. Implementation of vehicle-based projects to reduce mobile source emissions, including, but not limited to, engine repowers, engine retrofits, fleet modernization, alternative fuels, and advanced technology demonstrations;
8. Implementation of a smoking vehicles program;
9. Implementation of an automobile buy-back scrappage program operated by a governmental agency;
10. Implementation of bicycle facility improvement projects that are included in an adopted countywide bicycle plan or congestion management program; and
11. The design and construction by local public agencies of physical improvements that support development projects and that achieve motor vehicle emission reductions. The projects and the physical improvements shall be identified in an approved area-specific plan, redevelopment plan, general plan, or other similar plan.

TFCA funds may not be used for:

- *Planning activities that are not directly related to the implementation of a specific project; or*
- *The purchase of personal computing equipment for an individual's home use.*

Attributes of Cost-Effective Projects

- ✓ Project uses the best available technology or cleanest vehicle (e.g., achieves significant petroleum reduction, utilizes vehicles that have 2010 or newer engines, is not a Family Emission Limit (FEL) engine, and/or have zero tailpipe emissions).
- ✓ Project is placed into service within one year and/or significantly in advance of regulatory changes (e.g., lower engine emission standards).

² Projects must also comply with the Board-adopted County Program Manager Policies found in Appendix D.

- √ Project requests relatively low amounts of TFCA funds (Project Sponsor provides significant matching funds).
- √ The following are additional attributes of cost-effective projects for specific project categories:
 - For vehicle trip reduction projects (e.g., bike facilities, First- and Last-Mile Connections, ridesharing):
 - Project serves relatively large percentage of riders/participants who otherwise would have driven alone over a long distance.
 - Project provides “first- and last-mile” connection between employers and transit.
 - Service operates on a route (service and non-service miles) that is relatively short in distance.
 - For pilot trip reduction projects (excluding pilot First- and Last-Mile Connections projects):
 - Project reduces single-occupancy commute-hour vehicle trips. Service operates in areas that are underserved and lack other comparable service in past three years, or significantly expands service to an existing area. If multiple transit agencies provide service in the project area, the relevant transit agencies must have been given the first right of refusal and determined that the proposed project does not conflict with existing service.
 - Service is designed to be self-sustaining or require minimal TFCA funds by the end of the project’s operational period.
 - Services connects users to mass transit.
 - For vehicle-based projects:
 - Vehicle has high operational use, annual mileage, and/or fuel consumption (e.g., taxis, transit fleets, utility vehicles). A vehicle can operate outside the Air District, but only the operation within the Air District will be counted towards the air emissions reduced.
 - For arterial management and smart growth projects:
 - Pre- and post-project counts demonstrate high usage and potential to shift mode or travel behavior that reduces emissions.
 - Project demonstrates a strong potential to reduce motor vehicle trips by significantly improving mobility via walking, bicycling, and improving transit.
 - Project is located along high-volume transit corridors and/or is near major activity centers such as schools, transit centers, civic or retail centers.
 - Project is associated with a multi-modal transit center, supports high-density mixed-use development or communities.

Attributes of Projects that Meet the “Readiness” Policy

The intent of TFCA is to fund projects that achieve surplus emission reductions within two years. County Program Managers may grant a two-year extension, for a total of four years to implement projects.

The following is a list of activities that should be completed prior to awarding TFCA funds to ensure the successful completion of projects:

- Planning (e.g., design)
- Jurisdictional approval (e.g., permits)
- Legislative approvals (e.g., CPUC)
- Environmental review/approvals (e.g., EIR, negative declaration)

Program Schedule

Program Schedule for the FYE 2023 Cycle (*County Program Manager deadlines are italicized*)

Date	Activity
December 2021	Expenditure Plan Application Guidance issued by Air District
January 2022	Expenditure Plan Application funding estimates issued by Air District
March 3, 2022 (tentative)	<i>Deadline for County Program Manager to email Expenditure Plan Application, which includes:</i> <ul style="list-style-type: none"> • Summary Information Form, signed and dated by County Program Manager's Executive Director • Summary Information Addendum Form (if applicable)
April 28, 2022 (tentative)	Proposed Expenditure Plan funding allocations reviewed by Air District's Mobile Source & Climate Impacts Committee
May 4, 2022 (tentative)	Expenditure Plan funding allocations considered for approval by Air District's Board of Directors
May 12, 2022 (tentative)	Air District provides Funding Agreements for funding allocations to County Program Managers for signature
May 31, 2022	<i>Deadline for County Program Manager to email reports for projects from FYE 2022 and prior years:</i> <ul style="list-style-type: none"> • Funding Status Report – Include all open projects and projects closed since July 1. • Final Report – For projects closed July 1-December 31 (and optionally those closing later), submit both a Final Report Form and a final Cost-Effectiveness Worksheet
August 4, 2022 (tentative)	<i>Within three months of Air District Board approval, deadline for County Program Manager to email request for Board approval of any projects that do not conform to TFCA policies:</i> <ul style="list-style-type: none"> • Project Information Form (sample can be found in Appendix G) • Cost-Effectiveness Worksheet (instructions can be found in Appendix H)
October-December (tentative)	Estimated time of first FYE 2023 payment
October 31, 2022	<i>Deadline for County Program Manager to email reports for projects from FYE 2022 and prior years to the Air District:</i> <ul style="list-style-type: none"> • Interim Project Report – Submit this form for every open project. • Funding Status Report – Include all open projects and projects closed since January 1. • Final Report – For projects closed January 1-June 30 (and optionally those closing later), submit both a Final Report Form and a final Cost-Effectiveness Worksheet.

November 4, 2022 (tentative)	<i>Within six months of Air District Board approval, deadline for County Program Manager to allocate funds identified in the Expenditure Report and to email reports for each new FYE 2023 project:</i> <ul style="list-style-type: none">• Project Information Form (sample can be found in Appendix G)• Cost-Effectiveness Worksheet (instructions can be found in Appendix H)
May 31, 2023	<i>Deadline for County Program Manager to email reports for projects from FYE 2023 and prior years:</i> <ul style="list-style-type: none">• Funding Status Report – Include all open projects and projects closed since July 1.• Final Report – For projects closed July 1-December 31 (and optionally those closing later), submit both a Final Report Form and a final Cost-effectiveness Worksheet

Note: Items due on dates that fall on weekends or on State/Federal holidays are due the next following business day.

Expenditure Plan Application Process

The Air District will provide County Program Managers the Summary Information Form and Summary Information - Addendum Form (i.e., the Expenditure Plan application materials). These forms must be completed by the County Program Manager and returned to the Air District as indicated below. See Appendix B for examples of these forms.

Expenditure Plans must be **submitted electronically via email** to Hannah Cha at hcha@baaqmd.gov.

Materials sent to the Air District via fax will not be accepted.

Programming of Funds

County Program Managers must allocate (i.e., program) TFCA funds within *six months* of Air District Board approval of a County Program Manager's Expenditure Plan and submit electronic copies of: 1) the Cost-effectiveness Worksheet and 2) the Project Information Form for each new project. Any unallocated funds must be returned to the Air District for programming. Funds are considered allocated when they are awarded to a project based on that County Program Manager's own programming process.

Non-conforming projects: Policy #3 provides a mechanism for consideration of projects that are authorized in the TFCA legislation and meet the cost-effectiveness requirement for that project type, but are in some way inconsistent with the current-year TFCA County Program Manager Fund Policies. To request that such a project be considered for funding, County Program Managers must submit a Cost-Effectiveness Worksheet, Project Information Form, and supporting documentation to the Air District for review no later than *three months* after Air District Board's approval of the Expenditure Plan. (See the Program Schedule section for further details.) Upon receiving the materials, the Air District will work with the County Program Manager to bring the non-conforming project to the Air District Board for approval.

Reporting Forms

The following Air District-approved forms will be emailed to the County Program Managers or posted on either the Air District's website at www.baaqmd.gov/tfca4pm or another online platform.

- **Cost-Effectiveness Worksheet (due within six months of Air District Board approval of Expenditure Plan, and for FYE 2023 and prior year projects, with the Final Report; see Appendix H)**

The purpose of the Cost-Effectiveness Worksheet is to calculate estimated (pre-project) and realized (post-project) emissions reduced for each project and to compare the emissions reductions to the TFCA funds invested. County Program Managers must submit a worksheet for each new project and must ensure that the TFCA cost-effectiveness is equal to or less than the Board-approved TFCA cost-effectiveness limit, **as specified in Policy #2**. County Program Managers must submit a Cost-effectiveness Worksheet in Microsoft Excel format for each project to the Air District pre- and post-project. Post-project evaluations should be completed using the version of the Cost-Effectiveness Worksheet for the year the purchased, installed, or constructed project became available for use by the public.

Instructions for completing the worksheets are found in Appendix H. If you do not use the Air District's default guidelines to determine a project's cost-effectiveness, then you **must provide documentation and information to support alternative values and assumptions** to the Air District for review, evaluation, and approval. Data used to support the project should be the most recent data available.

- Pre-project cost-effectiveness worksheets must be submitted in a Microsoft Excel spreadsheet with the filename structure listed below.
 - [Last two digits of FYE][abbreviated county code][sequential project number]_CE-Submitted-[Project Name].xlsx
 - Example: 23SC12_CE-Submitted-SanJoseZeroEmissionShuttle.xlsx

- **Project Information Form (due within six months of Air District Board approval of Expenditure Plan; see Appendix G)**

The primary purpose of the Project Information Form is to provide a description of each project funded and other applicable (including technical) information that is not captured in the cost-effectiveness worksheet. A copy of this form and instructions for completing it are found in Appendix G. Project Information Forms must be submitted for all projects requesting funding, and a revised Project Information Form must be submitted whenever changes are approved by the County Program Manager that affect the information stated on this form.

- Information Forms must be submitted in a Microsoft Word document with the filename structure listed below.
 - [Last two digits of FYE][abbreviated county code][sequential project number]_ProjInfo-[Project Name].docx
 - Example: 23SC12_ProjInfo-SanJoseZeroEmissionShuttle.docx

- **Biannual Funding Status Report Form (due October 31 and May 31; see Appendix C)**

This form is used to provide an update on all open and recently closed projects (closed since January 1 for the October 31 report and closed since July 1 for the May 31 report) and report any changes in status for all projects, including cancelled, completed under budget, received supplemental funding, or received a time extension during the previous six months. A sample form is provided in Appendix C.

- **Final Report Form (due October 31 and May 31)**

A Final Report Form is due at the conclusion of every project. The Final Report Forms are specific to each type of project. Final Report Forms are due to the Air District semi-annually as follows:

- ***Due October 31: Projects that closed Jan 1–Jun 30 (and optionally those closing later)***

➤ **Due May 31:** *Projects that closed Jul 1–Dec 31 (and optionally those closing later)*

- **Annual Interim Project Report Form (due October 31)**

For each active/open project, an Interim Project Report Form is due annually on October 31. This report provides status information on project progress and fund usage.

County Program Managers may also choose to require additional reports of Project Sponsors.

Administration of Project Requests

- **Project Extension Request**

The County Program Manager may request a project extension when it finds, based on the Project Sponsor's application that despite significant progress on the particular project, the Project Sponsor requires additional time to implement the project (beyond the 2 years that the County Program Manager has already granted). The County Program Manager shall submit that request to the Air District in writing no later than sixty (60) days prior to the end of the project's Expenditure Deadline.

The County Program Manager should include the following information in the project extension request letter:

- a. Project Number
- b. Reason for extension request
- c. The date the County Program Manager's Funding Agreement ends (this information can be found in Section IV, paragraph 1 of the Funding Agreement (e.g., the corresponding Funding Agreement for fiscal year ending 2022 is 22ALA)

Then Air District staff will review the request and project's status reports. If the project qualifies for the extension request, Air District staff will determine whether the extension request requires an amendment to approve the extension or an administrative approval (option is based on the terms of the Funding Agreement). A project extension is approved once an amendment is executed by both parties, or a confirmation letter of approval from the Air District is received.

- **Project Modification Request**

Project modifications requested by a Project Sponsor can generally be approved or denied at the discretion of the County Program Manager. County Program Manager shall re-evaluate the cost-effectiveness of the project using the **most recent worksheet**. If the project modification impacts the projected emission reductions, the County Program Manager should collect the following information from the Project Sponsor:

- a. Updated Project Information Form indicating the requested project modification
- b. Updated Cost Effectiveness Worksheet indicating the change in emission reductions due to the requested modification

The County Program Manager is responsible for reviewing the materials to check that the project is still eligible and within the cost-effectiveness limit. Then s/he may determine whether the modification will be recommended for approval. Finally, if the County Program Manager decides to approve the project modification, s/he must notify the Air District of this decision by email. This email should include (1) a clear description of the project modification request, (2) the updated project information form, (3) updated cost effectiveness worksheet, and (4) a description for why the project is still eligible and compliant with the policies. County Program Managers may choose to hold off from approving project modifications until they have consulted with Air District staff.

- **Multi-Year Funded Project Request (New!)**

The County Program Manager may request to fund a project from multiple program cycles (up to 3 years), or earmark funds up to two future fiscal cycles. The County Program Manager shall submit the *initial* request to the Air District no later than *three months* after the Air District Board's approval of the Expenditure Plan.

The project must meet the following criteria to qualify as a Multi-Year Funded Project:

- a. Project Category is *Bikeways* or *Infrastructure for Trip Reduction*
- b. Project's completion date is longer than the two-year timeframe traditionally allowed.
- c. Complies with the County Program Manager Policies, including the project readiness policy.
- d. Request occurs before the project has been funded with any TFCA.

The County Program Manager should include the following information in the initial Multi-Year Funded Project request:

- a. Project Number
- b. Explanation how the project meets the Multi-Year Funded Project criteria listed above.
- c. Project Information Form
- d. Cost Effectiveness Worksheet evaluated using the total award amount (current allocation plus all future proposed allocation). To account for updates in Cost Effectiveness Worksheet, the evaluation should leave a 15% buffer from the cost effectiveness limit. For instance, a Bikeway project with a cost effectiveness limit of \$500,000 would have a buffer of \$75,000. In this example, a multi-year bikeway project should not exceed a cost effectiveness limit of \$425,000.
- e. Indicate the portioning of funds for each program year. What is allocated for the current cycle and what is earmarked for future cycle(s)?
- f. Project schedule (implementation, project service period and final reimbursement).

If the Air District approves the Multi-Year Funded project during the initial year, the Project Sponsor is still required to apply for approval for its earmarked funds during the regular programming cycle. In the subsequent program cycles, the project must still comply with the current policy for that year and provide regular documentation. The inputs for the Cost Effectiveness Worksheet evaluation would still use the total award amount (past funded, current funded, and future earmarked funds).

The project naming convention will be different for subsequent program cycles. The Project Number will be based on the initial Project Number with an added alphanumeric value. If the initial Project Number was 23ALA01, the subsequent project number will be 23ALA01a, 23ALA01b, and so forth. This will help identify the project as a Multi-Year Funded Project for reporting and audit purposes. Only one Final Report will be submitted to close the project. Although the project will be considered one project, the programmed funds will still need to comply with the corresponding policies and funding agreement.

Note: All the emission reductions will be attributed to the Project in its initial program year. Subsequent program cycles would allow for funds to be distributed but would not take additional emission reduction credit. Therefore, Multi-Year Funded Projects may **not** request any project extensions, including the 2 years that the County Program Manager may grant.

Additional Information

Workshops, Support, and Assistance

Air District staff is available to assist with TFCA project cost-effectiveness analysis, workshops for Project Sponsors, and outreach for TFCA projects. County Program Managers are urged to consult with Air District staff when evaluating complex projects (such as bike share, vehicle, and vehicle infrastructure projects requiring the evaluation of emission reductions beyond those required by regulations) or when using cost-effectiveness assumptions other than those provided by the Air District in this Guidance. Consulting with the Air District prior to awarding funds minimizes the risk of both funding projects that are not eligible for TFCA funds and awarding more funding to a project than it is eligible for. Please contact us and let us know how we can assist you.

Air District Contact

Please direct questions to: Hannah Cha, Staff Specialist, hcha@baaqmd.gov

Appendix A: Guidelines for Eligible TFCA Reimbursable Costs

The TFCA-enabling legislation allows vehicle registration fees collected for the program to be used for project implementation costs, as well as administrative project costs. This appendix provides guidance on differentiating and reporting these costs. The Air District will use the definitions and interpretations discussed below in the financial accounting of the TFCA program. The Air District conducts audits on TFCA-funded projects to ensure that the funds have been spent in accordance with the program guidelines and policies.

Project Implementation Costs

Project implementation costs are charges associated with implementing a TFCA-funded project including:

- Documented hourly labor charges (salaries, wages, and benefits) directly and solely related to implementation of the TFCA project;
- Capital equipment and installation costs;
- Shuttle driver labor and equipment maintenance costs;
- Contractor labor charges related to the TFCA project;
- Travel, training, and associated personnel costs that are directly related to the implementation of the TFCA-funded project (e.g., the cost of training mechanics to service TFCA-funded natural gas clean air vehicles); and
- Indirect costs associated with implementing the project, including reasonable overhead costs incurred to provide a physical place of work (e.g., rent, utilities, office supplies), general support services (e.g., payroll, reproduction), and managerial oversight. Project Sponsors should itemize these costs and, for each item, provide evidence that it supports the implementation of the project.

To determine if an indirect cost falls under the administrative or implementation costs, the reviewer should look at the cost in the larger context of the project type. For example, a printer can be purchased and used for (1) a project which installs a charging station versus (2) an outreach project. In the first instance, the printer is an administrative cost since the printer is not used directly as part of the charging station project; implementing the charging station project can be completed without the printer. In the second instance, the printer could be an implementation cost as a part of the project scope if the printer is used to print outreach materials related to the project; the printer is an integral part of the outreach project.

Administrative Project Costs for Project Sponsors³

Administrative project costs are costs associated with the administration of a TFCA project, and do not include project capital or operating costs, as discussed above. As best practice, we recommend that administrative project costs that are reimbursable to a Project Sponsor are limited to a maximum of 6.25% of the total TFCA funds received.

Administrative project costs are limited to the following activities that have documented hourly labor and overhead costs (salaries, wages, and benefits). Hourly labor charges must be expressed on the basis of hours worked on the TFCA project.

- Costs associated with administering the TFCA Funding Agreement (e.g., responding to requests for information from Air District and processing amendments). Note that costs incurred in preparation of a TFCA application or costs incurred prior to the execution of the Funding Agreement are not eligible for reimbursement;
- Accounting for TFCA funds;

³ This section applies to the Project Sponsor. The County Program Manager's own administrative costs are discussed in County Program Roles and Responsibilities.

- Fulfilling all monitoring, reporting, and record-keeping requirements specified in the TFCA Funding Agreement, including the preparation of reports, invoices, and final reports; and
- Documented indirect administrative costs associated with administering the project, including reasonable overhead costs of utilities, office supplies, reproduction and managerial oversight. These costs should be itemized and for each item provide evidence that it supports the administration of the project.

Reimbursement Procedure

The County Program Manager must track and monitor Project Sponsors reimbursement costs, including the following:

- Project implementation and administrative project costs that are approved by the County Program Manager shall be described in a Funding Agreement with the Project Sponsor.
- The Project Sponsor may seek reimbursement for project implementation and administrative project costs by providing proper documentation with project invoices. Documentation for these costs will show how these costs were calculated, for example, by listing the date when the hours were worked, employees' job titles, employees' hourly pay rates, tasks being charged, and total charges. Documentation of hourly charges may be provided with time sheets or any other generally accepted accounting method to allocate and document staff time.
- It is the County Program Manager's responsibility to review reimbursement requests for proper documentation, such as itemized timesheets/time tracking, before reimbursing the Project Sponsor.
- All costs reimbursed by TFCA, including Administrative Cost, are required to be included in the Cost-Effectiveness Worksheet.

Appendix B: Sample Expenditure Plan Application

County Program Manager Agency Name:

Address:

Summary Information

PART A: NEW TFCA FUNDS

			Project	Admin (default 6.25%)	Total (Project + Admin)
Estimated FYE 2023 DMV revenues (based on projected CY2021 revenues):	Line 1	\$	\$	\$	
Difference between prior-year estimate and actual revenue:	Line 2	\$	\$	\$	
a. Actual FYE 2021 DMV revenues (based on CY2020):	2a	\$	\$	\$	
b. Estimated FYE 2021 DMV revenues:	2b	\$	\$	\$	
<i>('a' minus 'b' equals Line 2.)</i>					
Estimated New Allocation (Sum of Lines 1 and 2):	Line 3	\$	\$	\$	

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

Total available for programming/reprogramming to other projects.	Line 4	\$	\$	\$	
a. Amount available from previously funded projects:	4a	\$			
b. Admin expended in FYE 2021:	4b		\$		
c. Interest income earned on TFCA funds in CY 2021:	4c	\$		\$	
<i>(Project equals '4a' plus '4c' equals Line 4. Admin equals '2a' minus '4b'.)</i>					

PART C: TOTAL AVAILABLE TFCA FUNDS

Total Available TFCA Funds (Sum of Lines 3 and 4)	Line 5	\$	\$	\$	
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I certify that, to the best of my knowledge, the information contained in this application is complete and accurate.

Executive Director Signature

Date

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

SUMMARY INFORMATION – ADDENDUM

Complete if there are TFCA Funds available for reprogramming.

[illegible]

TOTAL TFCA FUNDS AVAILABLE FOR REPROGRAMMING

\$ _____

(Enter this amount in Part B, Line 4.a. of Summary Information form)

* Enter UB (for projects that were completed under budget) and CP (for cancelled projects).

BAAQMD Transportation Fund for Clean Air

Appendix D: Board-Adopted Policies for FYE 2023

Adopted November 17, 2021

The following Policies apply to the Bay Area Air Quality Management District's (Air District) Transportation Fund for Clean Air (TFCA) County Program Manager Fund for fiscal year ending (FYE) 2023.

BASIC ELIGIBILITY

1. **Reduction of Emissions:** Only projects that result in the reduction of motor vehicle emissions within the Air District's jurisdiction are eligible.

Projects must conform to the provisions of the California Health and Safety Code (HSC) sections 44220 et seq. and these Air District Board of Directors adopted TFCA County Program Manager Fund Policies.

Projects must achieve surplus emission reductions, i.e., reductions that are beyond what is required through regulations, ordinances, contracts, and other legally binding obligations at the time of the execution of a grant agreement between the County Program Manager and the grantee. Projects must also achieve surplus emission reductions at the time of an amendment to a grant agreement if the amendment modifies the project scope or extends the project completion deadline.

2. **TFCA Cost-Effectiveness:** Projects must not exceed the maximum cost-effectiveness (C-E) limit specified in Table 1. Cost-effectiveness (\$/weighted ton) is the ratio of TFCA funds awarded to the sum of surplus emissions reduced, during a project's operational period, of reactive organic gases (ROG), nitrogen oxides (NOx), and weighted PM10 (particulate matter 10 microns in diameter and smaller). All TFCA-generated funds (e.g., reprogrammed TFCA funds) that are awarded or applied to a project must be included in the evaluation. For projects that involve more than one independent component (e.g., more than one vehicle purchased, more than one shuttle route), each component must achieve this cost-effectiveness requirement.

County Program Manager administrative costs are excluded from the calculation of a project's TFCA cost-effectiveness.

Table 1: Maximum Cost-Effectiveness for TFCA County Program Manager Fund Projects

Policy No.	Project Category	Maximum C-E (\$/weighted ton)
22	Alternative Fuel Light- and Medium-Duty Vehicles	500,000
23	Reserved	Reserved
24	Alternative Fuel Heavy-Duty Trucks and Buses	500,000
25	On-Road Truck Replacements	90,000
26	Alternative Fuel Infrastructure	500,000
27	Ridesharing Projects – Existing	150,000
28	First- and Last-Mile Connections – Existing	200,000; 250,000 for services in CARE Areas or PDAs

29.a.	First- and Last-Mile Connections – Pilot projects not in CARE Areas or PDAs. <i>These projects will be evaluated every year.</i>	Year 1 - 500,000 Year 2 and beyond - see Policy #28 service is considered existing
	First- and Last-Mile Connections – <i>Pilot shuttle projects located in Highly Impacted Communities as defined in the Air District CARE Program and/or a Planned or Potential PDA may receive TFCA Funds under the Pilot designation. These projects will be evaluated every year.</i>	Years 1 & 2 - 500,000 Year 3 and beyond - see Policy #28 service is considered existing
29.b.	Pilot Trip Reduction	500,000
30.a.	Bicycle Parking	250,000
30.b.	Bikeways	500,000
31	Bike Share	500,000
32	Arterial Management	250,000
33	Infrastructure Improvements for Trip Reduction	500,000
34	Telecommuting	150,000

3. **Eligible Projects and Case-by-Case Approval:** Eligible projects are those that conform to the provisions of the HSC section 44241, Air District Board-adopted policies, and Air District guidance. On a case-by-case basis, County Program Managers must receive approval by the Air District for projects that are authorized by the HSC section 44241 and achieve Board-adopted TFCA cost-effectiveness but do not fully meet other Board-adopted Policies.
4. **Consistent with Existing Plans and Programs:** All projects must comply with the Transportation Control and Mobile Source Control Measures included in the Air District's most recently approved strategies for achieving and maintaining State and national ozone standards ([2017 Clean Air Plan](#)), those plans and programs established pursuant to HSC sections 40233, 40717, and 40919; and, when specified, other adopted federal, State, regional, and local plans and programs.
5. **Eligible Recipients:** Grant recipients must be responsible for the implementation of the project, have the authority and capability to complete the project, and be an applicant in good standing with the Air District (Policies #8-10).
 - a. **Public agencies** are eligible to apply for all project categories.
 - b. **Non-public entities** are eligible to apply for only new alternative-fuel (light, medium, and heavy-duty) vehicle and infrastructure projects, and advanced technology demonstrations that are permitted pursuant to HSC section 44241(b)(7).
6. **Readiness:** Projects must commence by the end of calendar year 2023 or within 24 months from the date of execution of the funding agreement with the subgrantee. For purposes of this policy, “commence” means a tangible preparatory action taken in connection with the project’s operation or implementation, for which the grantee can provide documentation of the commencement date and action performed. “Commence” includes, but is not limited to, the issuance of a purchase order to secure project vehicles and equipment, commencement of first- and last-mile connections and ridesharing service, or the delivery of the award letter for a construction contract.

7. **Maximum Two Years Operating Costs for Service-Based Projects:** Unless otherwise specified in policies #22 through #33, TFCA County Program Manager Funds may be used to support up to two years of operating costs for service-based projects (e.g., ridesharing, first- and last-mile connections service). Grant applicants that seek TFCA funds for additional years must reapply for funding in the subsequent funding cycles.

APPLICANT IN GOOD STANDING

8. **Independent Air District Audit Findings and Determinations:** Grantees who have failed either the financial statement audit or the compliance audit for a prior TFCA-funded project awarded by either County Program Managers or the Air District are excluded from receiving an award of any TFCA funds for three (3) years from the date of the Air District's final audit determination in accordance with HSC section 44242 or for a duration determined by the Air District Air Pollution Control Officer (APCO). Existing TFCA funds already awarded to the project sponsor will not be released until all audit recommendations and remedies have been satisfactorily implemented. A failed financial statement audit means a final audit report that includes an uncorrected audit finding that confirms an ineligible expenditure of TFCA funds. A failed compliance audit means an uncorrected audit finding that confirms a program or project was not implemented in accordance with the applicable Funding Agreement or grant agreement.

A failed financial statement or compliance audit of the County Program Manager or its grantee may subject the County Program Manager to a reduction of future revenue in an amount equal to the amount which was inappropriately expended pursuant to the provisions of HSC section 44242(c)(3).

9. **Authorization for County Program Manager to Proceed:** Only a fully executed Funding Agreement (i.e., signed by both the Air District and the County Program Manager) constitutes the Air District's award of County Program Manager Funds. County Program Managers may incur costs (i.e., contractually obligate itself to allocate County Program Manager Funds) only after the Funding Agreement with the Air District has been executed.
10. **Maintain Appropriate Insurance:** Both the County Program Manager and each grantee must obtain and maintain general liability insurance, workers compensation insurance, and additional insurance as appropriate for specific projects, with required coverage amounts provided in Air District guidance and final amounts specified in the respective grant agreements.

INELIGIBLE PROJECTS

11. **Duplication:** Projects that have previously received any TFCA funds, e.g., TFCA Regional Funds or County Program Manager Funds, and that do not propose to achieve additional emission reductions are not eligible.
12. **Planning Activities:** The costs of preparing or conducting feasibility studies are not eligible. Planning activities are not eligible unless they are directly related to the implementation of a specific project or program.
13. **Reserved.**
14. **Cost of Developing Proposals and Grant Applications:** The costs to prepare proposals and/or grant applications are not eligible.

USE OF TFCA FUNDS

15. **Combined Funds:** TFCA County Program Manager Funds may not be combined with TFCA Regional Funds to fund a County Program Manager Fund project. Projects that are funded by the TFCA County Program Manager Fund are not eligible for additional funding from other funding sources that claim emissions reduction credits. However, County Program Manager-funded projects may be combined with funds that do not require emissions reductions for funding eligibility.

16. **Administrative Costs:** The County Program Manager may not expend more than 6.25 percent of its County Program Manager Funds for its administrative costs. The County Program Manager's costs to prepare and execute its Funding Agreement with the Air District are eligible administrative costs. Interest earned on County Program Manager Funds shall not be included in the calculation of the administrative costs. To be eligible for reimbursement, administrative costs must be clearly identified in the expenditure plan application and in the Funding Agreement, and must be reported to the Air District.
17. **Expend Funds within Two Years:** County Program Manager Funds must be expended within two (2) years of receipt of the first transfer of funds from the Air District to the County Program Manager in the applicable fiscal year, unless a County Program Manager has made the determination based on an application for funding that the eligible project will take longer than two years to implement. Additionally, a County Program Manager may, if it finds that significant progress has been made on a project, approve no more than two one-year schedule extensions for a project. Any subsequent schedule extensions for projects can only be given on a case-by-case basis, if the Air District finds that significant progress has been made on a project.
18. **Unallocated Funds:** Pursuant to HSC 44241(f), any County Program Manager Funds that are not allocated to a project within six months of the Air District Board of Directors approval of the County Program Manager's Expenditure Plan may be allocated to eligible projects by the Air District. The Air District shall make reasonable effort to award these funds to eligible projects in the Air District within the same county from which the funds originated.
19. Reserved.
20. Reserved.
21. Reserved.

ELIGIBLE PROJECT CATEGORIES

Clean Air Vehicle Projects

22. Alternative Fuel Light- and Medium-Duty Vehicles:

These projects are intended to accelerate the deployment of zero- and partial-zero emissions motorcycles, cars, and light-duty vehicles. All of the following conditions must be met for a project to be eligible for TFCA funds:

- a. Vehicles must have a gross vehicle weight rating (GVWR) of 8,500 lbs. or lower;
- b. Vehicles may be purchased or leased;
- c. Eligible vehicle types include plug-in hybrid-electric, plug-in electric, fuel cell vehicles, and neighborhood electric vehicles (NEV) as defined in the California Vehicle Code. Vehicles must also be approved by the CARB;
- d. Vehicles that are solely powered by gasoline, diesel, or natural gas, and retrofit projects are not eligible;
- e. The total amount of TFCA funds awarded may not exceed 90% of the project's eligible cost; the sum of TFCA funds awarded with all other grants and applicable manufacturer and local/state/federal rebates and discounts may not exceed total project costs;
- f. Grantees may request authorization of up to 100% of the TFCA Funds awarded for each vehicle to be used to pay for costs directly related to the purchase and installation of alternative fueling infrastructure and/or equipment used to power the new vehicle; and

- g. Projects that seek to scrap and replace a vehicle in the same weight-class as the proposed new vehicle may qualify for additional TFCA funding. Costs related to the scrapping and/or dismantling of the existing vehicle are not eligible for reimbursement with TFCA funds.

23. Reserved.

24. Alternative Fuel Heavy-Duty Trucks and Buses:

These projects are intended to accelerate the deployment of qualifying alternative fuel vehicles that operate within the Air District's jurisdiction by encouraging the replacement of older, compliant trucks and buses with the cleanest available technology. If replacing heavy-duty vehicles and buses with light-duty vehicles, light-duty vehicles must meet Policy #22. All of the following conditions must be met for a project to be eligible for TFCA Funds:

- a. Each vehicle must be new and have a GVWR greater than 8,500 lbs.;
- b. Vehicles may be purchased or leased;
- c. Eligible vehicle types include plug-in hybrid, plug-in electric, and fuel cell vehicles. Vehicles must also be approved by the CARB;
- d. Vehicles that are solely powered by gasoline, diesel, or natural gas and retrofit projects are not eligible;
- e. The total amount of TFCA funds awarded may not exceed 100% of the project's eligible cost for School Buses and 90% of the project's eligible cost for all other vehicle types; the sum of TFCA funds awarded combined with all other grants and applicable manufacturer and local/state/federal rebates and discounts may not exceed total project costs;
- f. Grantees may request authorization of up to 100% of the TFCA Funds awarded for each vehicle to be used to pay for costs directly related to the purchase and installation of alternative fueling infrastructure and/or equipment used to power the new vehicle; and
- g. Projects that seek to scrap and replace a vehicle in the same weight-class as the proposed new vehicle may qualify for additional TFCA funding. Costs related to the scrapping and/or dismantling of the existing vehicle are not eligible for reimbursement with TFCA funds.

- 25. On-Road Truck Replacements:** These projects will replace Class 6, Class 7, and Class 8 diesel-powered trucks that have a gross vehicle weight rating (GVWR) of 19,501 lbs. or greater (per vehicle weight classification definition used by Federal Highway Administration (FHWA) with new or used trucks that have an engine certified to the 2010 CARB emissions standards or cleaner. The existing truck(s) to be replaced must be registered with the California Department of Motor Vehicles (DMV) to an address within the Air District's jurisdiction and must be scrapped after replacement.

- 26. Alternative Fuel Infrastructure:** These projects are intended to accelerate the adoption of zero-emissions vehicles through the deployment of alternative fuel infrastructure, i.e., electric vehicle charging sites, hydrogen fueling stations.

Eligible refueling infrastructure projects include new dispensing and charging facilities, or additional equipment or upgrades and improvements that expand access to existing alternative fuel fueling/charging sites. This includes upgrading or modifying private fueling/charging sites or stations to allow public and/or shared fleet access. TFCA funds may be used to cover the cost of equipment and installation. TFCA funds may also be used to upgrade infrastructure projects previously funded with TFCA funds as long as the equipment was maintained and has exceeded the duration of its useful life after being placed into service.

Equipment and infrastructure must be designed, installed, and maintained as required by the existing recognized codes and standards and as approved by the local/state authority.

TFCA funds may not be used to pay for fuel, electricity, operation, and maintenance costs.

Trip Reduction Projects

27. Existing Ridesharing Services: The project provides carpool, vanpool, or other rideshare services. Projects that provide a direct or indirect financial transit or rideshare subsidy are also eligible under this category. Projects that provide a direct or indirect financial transit or rideshare subsidy *exclusively* to employees of the grantee are not eligible.

28. Existing First- and Last-Mile Connections:

The project reduces single-occupancy vehicle trips by providing short-distance connections between mass transit and commercial hubs or employment centers. All the following conditions must be met for a project to be eligible for TFCA funds:

- a. The service must provide direct connections between stations (e.g., rail stations, ferry stations, Bus Rapid Transit (BRT) stations, or airports) and a distinct commercial or employment location.
- b. The service's schedule, which is not limited to commute hours, must be coordinated to have a timely connection with corresponding mass transit service.
- c. The service must be available for use by all members of the public.
- d. TFCA funds may be used to fund only shuttle services to locations that are under-served and lack other comparable service. For the purposes of this policy, "comparable service" means that there exists, either currently or within the last three years, a direct, timed, and publicly accessible service that brings passengers to within one-third (1/3) mile of the proposed commercial or employment location from a mass transit hub. A proposed service will not be deemed "comparable" to an existing service if the passengers' proposed travel time will be at least 15 minutes shorter and at least 33% shorter than the existing service's travel time to the proposed destination.
- e. Reserved.
- f. Grantees must be either: (1) a public transit agency or transit district that directly operates the service; or (2) a city, county, or any other public agency.
- g. Applicants must submit a letter of concurrence from all transit districts or transit agencies that provide service in the area of the proposed route, certifying that the service does not conflict with existing service.
- h. Each route must meet the cost-effectiveness requirement in Policy #2. Projects that would operate in Highly Impacted Communities or Episodic Areas as defined in the Air District Community Air Risk Evaluation (CARE) Program, or in Priority Development Areas (PDAs), may qualify for funding at a higher cost-effectiveness limit (see Policy #2).

29. Pilot Projects:

a. Pilot First- and Last-Mile Connections:

The project provides new first- and last-mile connections service that is at least 70% unique and operates where no other service was provided within the past three years. In addition to meeting the conditions listed in Policy #28 for First- and Last-Mile Connections, project applicants must also comply with the following application criteria and agree to comply with the project implementation requirements:

- i. Demonstrate the project will reduce single-occupancy vehicle trips and result in a reduction in emissions of criteria pollutants.

- ii. Provide data and/or other evidence demonstrating the public's need for the service, such as a demand assessment survey and letters of support from potential users.
- iii. Provide a written plan showing how the service will be financed in the future and require minimal, if any, TFCA funds to maintain its operation after the pilot period.
- iv. If the local transit provider is not a partner, the applicant must demonstrate that they have attempted to have the service provided by the local transit agency. The transit provider must have been given the first right of refusal and determined that the proposed project does not conflict with existing service;
- v. Projects located in Highly Impacted Communities as defined in the Air District CARE Program and/or a Planned or Potential PDA may receive a maximum of two years of TFCA County Program Manager Funds under the Pilot designation. For these projects, the project applicants understand and must agree that such projects will be evaluated every year, and continued funding will be contingent upon the projects meeting the following requirements:
 - 1. During the first year and by the end of the second year of operation, projects must not exceed a cost-effectiveness of \$500,000/ton
 - 2. Projects entering a third year of operation and beyond are subject to all of the requirements, including cost-effectiveness limit, of Policy #28 (existing First- and Last-Mile Connections).
- vi. Projects located outside of CARE areas and PDAs may receive a maximum of two years of TFCA County Program Manager Funds under this designation. For these projects, the project applicant understands and must agree that such projects will be evaluated every year, and continued funding will be contingent upon the projects meeting the following requirements:
 - 1. By the end of the first year of operation, projects shall meet a cost-effectiveness of \$500,000/ton, and
 - 2. By the end of the second year of operation, projects shall meet all of the requirements, including cost-effectiveness limit, of Policy #28 (existing First- and Last-Mile Connections).

b. Pilot Trip Reduction:

The project reduces single-occupancy commute vehicle trips by encouraging mode-shift to other forms of shared transportation. Pilot projects are defined as projects that serve an area where no similar service was available within the past three years, or that will result in significantly expanded service to an existing area. Funding is designed to provide the necessary initial capital to a public agency for the start-up of a pilot project so that by the end of the third year of the trip reduction project's operation, the project will be financially self-sustaining or require minimal public funds, such as grants, to maintain its operation.

- i. Applicants must demonstrate the project will reduce single-occupancy commute vehicle trips and result in a reduction in emissions of criteria pollutants;
- ii. The proposed service must be available for use by all members of the public;
- iii. Applicants must provide a written plan showing how the service will be financed in the future and require minimal, if any, TFCA funds to maintain its operation by the end of the third year;
- iv. If the local transit provider is not a partner, the applicant must demonstrate that they have attempted to have the service provided by the local transit agency. The

transit provider must have been given the first right of refusal and determined that the proposed project does not conflict with existing service;

- v. Applicants must provide data and any other evidence demonstrating the public's need for the service, such as a demand assessment survey and letters of support from potential users;
- vi. Pilot trip reduction projects that propose to provide ridesharing service projects must comply with all applicable requirements in policy #27.

30. **Bicycle Projects:**

These projects expand public access to bicycle facilities. New bicycle facility projects or upgrades to an existing bicycle facility that are included in an adopted countywide bicycle plan, Congestion Management Program (CMP), countywide transportation plan (CTP), city plan, or the Metropolitan Transportation Commission's (MTC) Regional Bicycle Plan and/or Regional Active Transportation Plan are eligible to receive TFCA funds. Projects that are included in an adopted city general plan or area-specific plan must specify that the purpose of the bicycle facility is to reduce motor vehicle emissions or traffic congestion.

a. **Bicycle Parking:**

The project expands the public's access to new bicycle parking facilities (e.g., electronic bicycle lockers, bicycle racks), which must be publicly accessible and available for use by all members of the public. Eligible projects are limited to the purchase and installation of the following types of bike parking facilities that result in motor vehicle emission reductions:

- i. Bicycle racks, including bicycle racks on transit buses, trains, shuttle vehicles, and ferry vessels;
- ii. Electronic bicycle lockers; and
- iii. Capital costs for attended bicycle storage facilities.

b. **Bikeways:**

The project constructs and/or installs bikeways for the purpose of reducing motor vehicle emissions or traffic congestion. Bikeways for exclusively recreational use are ineligible. Projects are limited to the following types of bikeways:

- i. Class I Bikeway (bike path), new or upgrade improvement from Class II or Class III bikeway;
- ii. New Class II Bikeway (bike lane);
- iii. New Class III Bikeway (bike route); and
- iv. Class IV Bikeway (separated bikeway), new or upgrade improvement from Class II or Class III bikeway.

All bikeway projects must, where applicable, be consistent with design standards published in the California Highway Design Manual or conform to the provisions of the Protected Bikeway Act of 2014. Projects must have completed all applicable environmental reviews and either have been deemed exempt by the lead agency or have been issued the applicable negative declaration or environmental impact report or statement.

31. **Bike Share:**

Projects that make bicycles available to individuals for shared use for completing first- and last-mile trips in conjunction with regional transit and stand-alone short distance trips are eligible for TFCA funds, subject to all the following conditions:

- a. Projects must either increase the fleet size of existing service areas or expand existing service areas to include new Bay Area communities.
- b. Projects must have a completed and approved environmental plan and a suitability study demonstrating the viability of bicycle sharing.
- c. Projects must have shared membership and/or be interoperable with the Bay Area Bike Share (BABS) project when they are placed into service, in order to streamline transit for end users by reducing the number of separate operators that would comprise bike trips. Projects that meet one or more of the following conditions are exempt from this requirement:
 - i. Projects that do not require membership or any fees for use;
 - ii. Projects that were provided funding under MTC's Bike Share Capital Program to start a new or expand an existing bike share program; or
 - iii. Projects that attempted to coordinate with, but were refused by, the current BABS operator to have shared membership or be interoperable with BABS. Applicants must provide documentation showing proof of refusal.

TFCA funds may be awarded to pay for up to five years of operations, including the purchase of two-wheeled or three-wheeled vehicles (self-propelled or electric), plus mounted equipment required for the intended service and helmets.

32. Arterial Management:

Arterial management grant applications must identify a specific arterial segment and define what improvement(s) will be made to affect traffic flow on the identified arterial segment. Projects that provide routine maintenance (e.g., responding to citizen complaints about malfunctioning signal equipment) are not eligible to receive TFCA funds. Incident management projects on arterials are eligible to receive TFCA funds. Transit improvement projects include, but are not limited to, bus rapid transit and transit priority projects. Signal timing projects are eligible to receive TFCA funds. Each arterial segment must meet the cost-effectiveness requirement in Policy #2.

33. Infrastructure Improvements for Trip Reduction:

The project expands the public's access to alternative transportation modes through the design and construction of physical improvements that support development projects that achieve motor vehicle emission reductions.

- a. The development project and the physical improvement must be identified in an approved area-specific plan, redevelopment plan, general plan, bicycle plan, pedestrian plan, traffic-calming plan, or other similar plan.
- b. The project must implement one or more transportation control measures (TCMs) in the most recently adopted Air District plan for State and national ambient air quality standards. Pedestrian projects are eligible to receive TFCA funds.
- c. The project must have a completed and approved environmental plan. If a project is exempt from preparing an environmental plan as determined by the public agency or lead agency, then that project has met this requirement.

34. Telecommuting: Implementation of demonstration projects in telecommuting. No funds expended under this policy shall be used for the purchase of personal computing equipment for an individual's home use.

Appendix E: Glossary of Terms

The following is a glossary of terms found in the TFCA County Program Policies:

Community Air Risk Evaluation (CARE) Areas – Areas identified where air pollution contributes most to health impacts and where populations are most vulnerable to air pollution.

Environmental plan - A completed and approved plan to mitigate environmental impacts as required by the result of the review process of all applicable local, state, and federal environmental reviews (e.g., CEQA, NEPA). For the purpose of the County Program Manager Fund, projects requiring a completed and approved environmental plan must complete all required environmental review processes. Any project that is exempt from preparing an environmental plan, as determined by an environmental review process, has met the requirement of having a completed and approved environmental plan.

Final audit determination - The determination by the Air District of a County Program Manager or Project Sponsor's TFCA program or project, following completion of all procedural steps set forth in HSC section 44242(a) – (c).

Funding Agreement - The agreement executed by and between the Air District and the County Program Manager for the allocation of TFCA County Program Manager Funds for the respective fiscal year.

Grant Agreement - The agreement executed by and between the County Program Manager and a Project Sponsor.

Implementation Period – Status starts once Grant Agreement has been executed and project is being implemented. Status ends once Operational Period starts, i.e. once a service project starts its operation, a vehicle/equipment/facility project is purchased, installed, constructed, and placed into public service.

Operational Period – This status starts once a project has completed installation/construction/procurement and has placed equipment/vehicles/facilities into public service and ends once years of effectiveness has been met. For service projects, the operational period starts when the project starts providing service and ends once project has met its years of effectiveness.

Priority Development Areas (PDAs) – Areas within existing communities that local city or county governments have identified and approved for future growth. These areas typically are accessible by one of more transit services, and are often located near established job centers, shipping districts, and other services.

Project Sponsor - Recipient of an award of TFCA Funds from the County Program Manager to carry out a TFCA project and who executes a grant agreement with the County Program Manager to implement that project. A project sponsor is also known as a grantee.

Project Useful Life (see Years of Effectiveness)

TFCA funds - Project Sponsor's allocation of funds, or grant, pursuant to an executed grant agreement awarded pursuant to the County Program Manager Fund Funding Agreement.

TFCA-generated funds - The Transportation Fund for Clean Air (TFCA) program funds generated by the \$4 surcharge on motor vehicle registration fees that are allocated through the Regional Fund and the County Program Manager Fund.

Weighted PM10 - Weighted particulate matter less than 10 microns in diameter (PM10) is calculated by multiplying the tailpipe PM emissions by a factor of 20, which is consistent with CARB methodology for estimating PM10 emissions for the Carl Moyer Program.

Years of Effectiveness - Equivalent to the administrative period of the grant and used in calculating a project's Cost Effectiveness. This is different than how long the project will physically last.

Appendix F: Insurance Guidelines

This appendix provides guidance on the insurance coverage and documentation typically required for TFCA County Program Manager Fund projects. Note that the Air District reserves the right to specify different types or levels of insurance in the Funding Agreement.

The typical Funding Agreement requires that each Project Sponsor provide documentation showing that they meet the following requirements for each of their projects. The County Program Manager is not required to meet these requirements itself, unless it is acting as a Project Sponsor.

1. Liability Insurance:

Corporations and Public Entities - a limit of not less than \$1,000,000 per occurrence. Such insurance shall be of the type usual and customary to the business of the Project Sponsor, and to the operation of the vehicles, engines or equipment operated by the Project Sponsor.

Single Vehicle Owners - a limit of not less than \$750,000 per occurrence. Such insurance shall be of the type usual and customary to the business of the Project Sponsor, and to the operation of the vehicles, engines or equipment operated by the Project Sponsor.

2. Property Insurance:

New Equipment Purchases - an amount of not less than the insurable value of Project Sponsor's vehicles, engines or equipment funded under this Agreement, and covering all risks of loss, damage or destruction of such vehicles, engines or equipment.

Retrofit Projects - 2003 model year vehicles or engines or newer in an amount of not less than the insurable value of Project Sponsor's vehicles, engines or equipment funded under this Agreement, and covering all risks of loss, damage or destruction of such vehicles, engines or equipment.

3. Workers Compensation Insurance:

Construction projects – including but not limited to bike/pedestrian paths, bike lanes, smart growth and vehicle infrastructure, as required by California law and employers' insurance with a limit not less than \$1 million.

4. Acceptability of Insurers:

Insurance is to be placed with insurers with a current A.M. Best's rating of no less than A: VII. The Air District may, at its sole discretion, waive or alter this requirement or accept self-insurance in lieu of any required policy of insurance.

The following table lists the type of insurance coverage generally required for each project type. The requirements may differ in specific cases. County Program Managers should contact the Air District liaison with questions, especially about unusual projects.

Project Category	Liability	Property	Workers Compensation
Vehicle purchase and lease	X	X	
Engine retrofits	X	X	
Operation of shuttle services	X		X
Operation of vanpools	X		
Construction of bike/pedestrian path or overpass	X		X
Construction of bike lanes	X		X
Construction of cycle tracks/separated bikeways	X		X
Construction of smart growth/traffic calming projects	X		X
Construction of vehicle fueling/charging infrastructure	X	X	X
Arterial management/signal timing	X		X
Purchase and installation of bicycle lockers and racks	X	X	X
Transit marketing programs	X		
Ridesharing projects	X		X
Bike Share projects	X	X	X
Transit pass subsidy or commute incentives	X		
Guaranteed Ride Home Program	X		

Appendix G: Sample Project Information Form

- A. Project Number: _____
Use consecutive numbers for projects funded, with year, county code, and number, e.g., 23MAR01, 23MAR02 for Marin County. Zero (e.g., 23MAR00) is reserved for County Program Manager TFCA funds allocated for administration costs.
- B. Project Title: _____
Provide a concise, descriptive title for the project (e.g., “Elm Ave. Signal Interconnect” or “Purchase Ten Gasoline-Electric Hybrid Light-Duty Vehicles”).
- C. Project Category (project will be evaluated under this category): _____
- D. TFCA County Program Manager Funds Allocated: \$ _____
- E. TFCA Regional Funds Awarded (if applicable): \$ _____
- F. Total TFCA Funds Allocated (sum of C and D): \$ _____
- G. Total Project Cost: \$ _____
- H. Project Description:
Project Sponsor will use TFCA funds to _____. Include information sufficient to evaluate the eligibility and cost-effectiveness of the project. Please provide answers for who, what, when, and where for the project. Examples of the information needed include but are not limited to: what will be accomplished by whom, how many pieces of equipment are involved, how frequently it is used, the location, the length of roadway segments, the size of target population, etc. Background information should be brief. For shuttle/feeder bus projects, indicate the hours of operation, frequency of service, and rail station and employment areas served.
- I. Final Report Content: Final Report form and final Cost Effectiveness Worksheet
Reference the appropriate Final Report form that will be completed and submitted after project completion. See www.baaqmd.gov/tfca4pm for a listing of the following reporting forms:
- Trip Reduction
 - Clean Air Vehicles
 - Bicycle Projects
 - Arterial Management Projects
 - Repower and Retrofit
- J. Attach a completed Cost-Effectiveness Worksheet and any other information used to evaluate the proposed project. *For example, for vehicle projects, include the California Air Resources Board Executive Orders for all engines and diesel emission control systems. Note, Cost-Effectiveness Worksheets are not needed for TFCA County Program Managers’ own administrative costs.*
- K. Has or will this project receive any other TFCA funds, such as Regional Funds?
- L. Comments (if any):
- M. Please indicate if the project is located in a SB535 Disadvantaged Community and/or AB1550 Low-income Community (Please use the map to find your project’s location:
<https://ww3.arb.ca.gov/cc/capandtrade/auctionproceeds/communityinvestments.htm>)

Section 2. Project Category Specific Questions

(Pending review)

Appendix H: Instructions for Cost-Effectiveness Worksheets

Cost-Effectiveness Worksheets are used to calculate project emission reductions and TFCA cost-effectiveness (TFCA \$/ton of emission reductions). County Program Managers must submit Cost-Effectiveness Worksheets for each new project and each project receiving additional TFCA funds, along with Project Information Forms, no later than six months after Air District Board approval of the County Program Manager's Expenditure Plan. County Program Managers must also submit Worksheets with Final Report Forms as follows:

- **For service projects** (e.g., ridesharing, shuttle, bike share projects), post-project evaluations should be completed using the Cost-Effectiveness Worksheet version from the **year service was available to the public**. (This version may be the same as the one used in the pre-project evaluation).
- **For all other projects** (e.g. vehicle replacement, EV charging station), post-project evaluations should be completed using the version of the Cost-Effectiveness Worksheet for the year the purchased, installed, or constructed project became available for use by the public.

The Air District provides Microsoft Excel worksheets for download on their Box account (link is provided via email to the County Program Managers). Worksheets must be completed for all project types with the exception of TFCA County Program Manager administrative costs.

Worksheet Name	Project Type
Trip Reduction FYE 2023	<ul style="list-style-type: none"> • Ridesharing • Shuttles • Bicycle Parking, Bikeways, Bike Share • Smart Growth, Traffic Calming, Transit Bus Signal Priority (also for Transit Rail Vehicles) • Pilot Trip Reduction • Telecommuting
Arterial Management FYE 2023	<ul style="list-style-type: none"> • Arterial Management: Signal Timing
LD & HD Vehicle FYE 2023	<ul style="list-style-type: none"> • Alternative-Fuel Light-Duty and Light Heavy-Duty Vehicles
Heavy-Duty Vehicle FYE 2023	<ul style="list-style-type: none"> • Alternative-Fuel Low-Mileage Utility Trucks - Idling Service • Alternative-Fuel Heavy-Duty Trucks, Buses
EV Infrastructure FYE 2023	<ul style="list-style-type: none"> • Alternative Fuel Infrastructure

Make entries in the yellow-shaded areas only in the worksheets. Begin each new filename with the application number (e.g., 23MAR04) as described below. Each worksheet contains separate tabs for: Instructions (no user input), General Information, Calculations, Notes and Assumptions, and Emission Factors (no user input).

County Program Managers must provide all relevant assumptions used to determine the project's cost-effectiveness in the Notes & Assumptions tab. If a County Program Manager seeks to use different default values or methodologies, it is advisable that they consult with the Air District before project approval, in order to avoid the risk of funding projects that are not eligible for TFCA funds.

The Air District encourages County Program Managers to assign the shortest duration possible for the # Years Effectiveness value for a project to meet the cost-effectiveness requirement. This practice will help to minimize both the Project Sponsor and County Program Manager's administrative burdens.

Instructions Specific to Each Project Type

Ridesharing and Shuttle Projects

Two key components in calculating cost-effectiveness are the number of vehicle trips eliminated per day and the trip length. **The number of vehicle trips eliminated is the number of trips by participants that would have driven as a single occupant vehicle if not for the service; it is not the same as the total number of riders or participants.** A frequently used proxy is the percentage of survey respondents who report that they would have driven alone if not for the service provided. For calculating the length of trip, only use the length of the vehicle trip avoided by only the riders that otherwise would have driven alone.

In addition, **each shuttle route must meet the cost-effectiveness criteria** (Policy #2). If a project consists of more than one route, one worksheet should be submitted with all routes listed, **and** a separate worksheet must be prepared showing the cost-effectiveness of each route (i.e., as determined by that route's ridership, funding allocation, etc.).

Annually funded service projects with a one-year project useful life and that do propose surplus emissions reduction may continue receiving funds.

Note that MTC's regional rideshare program (i.e., 511.org) provides funding to counties. This funding may also contain some TFCA funding, which, if used in combination with this TFCA funding, may violate Policy 11. Duplication.

Pilot Trip Reduction Projects

Two key components in calculating cost-effectiveness are the number of vehicle trips eliminated per day and the trip length. **The number of vehicle commute trips eliminated is the number of trips by participants that would have driven as a single occupant vehicle if not for the service; it is not the same as the total number of riders or participants.** If a survey was conducted on potential demand, a frequently used proxy is the percentage of survey respondents who report that they would have driven alone if not for the service provided. If survey data is not available, alternative supporting documentation must be provided to justify the inputs used in the cost-effectiveness worksheet. For calculating the length of trip, only use the length of the vehicle trip avoided by only the riders that otherwise would have driven alone.

Arterial Management Projects

Please note that **each segment must meet the cost-effectiveness criteria** (Policy #2). If a project consists of more than one segment being considered for funding, one worksheet should be submitted with all segments listed, **and** a separate worksheet must be prepared showing the cost-effectiveness of each segment (i.e., as determined by that segment's traffic speed improvements, funding allocation, etc.).

For a signal timing project to qualify for four (4) years effectiveness, the signals must be retimed after two (2) years.

Transit Signal Priority

For the length of trip, a good survey practice is to determine the length of automobile trip avoided by just those riders that otherwise would have driven, rather than by all riders.

Smart Growth and Traffic Calming

Projects must reduce vehicle trips by increasing pedestrian/bicycle travel and transit use. Projects that only involve slowing automobile traffic briefly (e.g., via speed bumps) tend to not be cost-effective, as the acceleration following deceleration increases emissions. Due to the variety of potential Smart Growth and Traffic Calming projects, there currently are no default assumptions provided for emission reduction inputs aside from years effectiveness. A primary component in calculating cost-effectiveness is the number of vehicle trips eliminated as a result of the project.

Vehicle and Fueling Infrastructure Projects

The investment in each individual vehicle must be shown to be cost-effective (Policy #2). The worksheet calculates the cost-effectiveness of each vehicle separately, so only one worksheet is required when more than one vehicle is being considered for funding.

TFCA Policies require that all projects including those subject to emission reduction regulations, contracts, or other legally binding obligations achieve *surplus* emission reductions—that is, reductions that go beyond what is required. **Therefore, vehicles with engines certified as Family Emission Limit (FEL) engines are not eligible for funding because the engine is certified for participation in an averaging, banking, and trading program in which emission benefits are already claimed by the manufacturer.**

Because TFCA funds may only be used to fund early-compliance emissions reductions, and because of the various fleet rule requirements, calculating cost-effectiveness for vehicle grant projects can be complex, and it is recommended that it be done only by someone familiar with all applicable regulations and certifications.

Additionally, electric vehicle infrastructure generally does not qualify for more than \$6,000 per single-port Level 2 (6.6KW) charging station, \$8,000 per dual-port Level 2 charging station, and \$35,000 per DC fast charging station; County Program Managers should consult with the Air District on such projects, as the evaluation methodologies are evolving. Also, any questions should be raised to Air District staff well before project approval deadlines in order to assure project eligibility. Below is general guidance for charging type based on the duration the vehicle is parked at that specific location:

Category	Typical Venues	Available Charging Time	Charging Method (Primary/Secondary)
Opportunity and Destination	• Shopping Centers	0.5 – 2 hours	Level 2/DC Fast
	• Airport (short term parking)	< 1 hour	Level 2/DC Fast
	• Other	< 1 hour	Level 2/DC Fast
	• Cultural and Sports Centers	2 – 5 hours	Level 2/Level 1
	• Parking Garages	2 – 10 hours	Level 2/Level 1
	• Hotels/Recreation Sites	4 – 72 hours	Level 2/Level 1
	• Airports (long term parking)	8 – 72+ hours	Level 1/Level 2
Corridor/Pathway	• Interstate Highways	< 0.5 hours	DC Fast/
	• Commuting/Recreation Roads	< 0.5 hours	DC Fast/Level 2
Emergency	• Fixed	< 0.1 hours	DC Fast
	• Mobile	< 1 hour	Level 2/DC Fast

For more information, please refer to the [Bay Area EV Readiness Plan](#).

The cost-effectiveness of fueling infrastructure is based on the vehicles that will use the funded facility. For these projects, County Program Managers must exercise care that emission reductions

from the associated vehicles are only credited towards a TFCA infrastructure project and are not double counted in any other Air District grant program, either at the present time or for future vehicles that will use the facility during its years of effectiveness.

The total mileage a vehicle can travel may be limited by regulation, and the product of Years Effectiveness and Average Annual Miles cannot exceed that mileage (e.g., some cities limit the lifetime miles a taxicab can travel).

Heavy-duty vehicle, buses, and infrastructure projects: The California Air Resources Board (CARB) [Carl Moyer Program Guidelines](#) document is the source for the formulas and factors used in the Heavy-Duty Vehicle worksheet. Note that there are some differences between the TFCA and Moyer programs; consult Air District staff with any questions. At a minimum, a funded vehicle must have an engine complying with the model year 2010 and later emission standards. Vehicles that are funded by the TFCA shall not be co-funded with other funding sources that claim emissions credits.

Note that the Innovative Clean Transit (ICT) regulation requires all public transit agencies to gradually transition to a 100-percent zero-emission bus fleet. The zero-emission bus purchase requirement begin in 2023 for large transit agencies and 2026 for small transit agencies. A vehicle purchased to comply with ICT regulation is not considered surplus of emission reductions and therefore is not eligible for TFCA funding. Vehicle purchased that is above and beyond this requirement would be eligible for TFCA funding if the project meets all other requirements.

Zero Emission Bus Purchase Schedule (% of Total New Bus Purchases)

YEAR	LARGE TRANSIT	SMALL TRANSIT
2023	25%	-
2024	25%	-
2025	25%	-
2026	50%	25%
2027	50%	25%
2028	50%	25%
2029	100%	100%

For more information and updates on this regulation, visit the [Innovative Clean Transit Regulation website](#).

Documentation and Recordkeeping

Beginning in FYE 2012, Project files must be maintained by County Program Managers and Project Sponsors for a minimum of *five years* following completion of the Project Years of Effectiveness, versus three years as before. Project files must contain all related documentation including copies of CARB executive orders, quotes, mileage logs, fuel usage (if cost-effectiveness is based on fuel use), photographs of engines and frames that were required to be scrapped, and financial records, in order to document the funding of eligible and cost-effective projects. The record retention requirement can be satisfied with electronic files that are safely stored with data backup.

Guidance on inputs for the worksheets are as follows:

Instructions Tab

Provides instructions applicable to the relevant project type(s).

General Information Tab

Project Number, which has three parts:

1st – fiscal year in which project will be funded (e.g., 23 for FYE 2023).

2nd – County Program Manager; use the following abbreviations:

ALA – Alameda	CC – Contra Costa	MAR – Marin
NAP – Napa	SF – San Francisco	SM – San Mateo
SC – Santa Clara	SOL – Solano	SON – Sonoma

3rd – two-digit number identifying project; 00 is reserved for County Program Manager administrative costs.

Example: 23MAR04 = fiscal year ending **2023**, **Marin**, Project **#04**.

Project Title: *Short and descriptive* title of project, matching that on the Project Information Form.

Project Type Code: Insert **one and only one** of the following codes for the corresponding project type. If a project has multiple parts, use the code for the main component. Note that not all listed project types may be allowed in the current funding cycle.

Code	Project Type	Code	Project Type
0	Administrative costs	6c	Shuttle services – NG powered
	Alternative Fuel Heavy-Duty Trucks and Buses or On-Road Truck Replacements	6d	Shuttle services – EV powered
1a	NG buses (transit or shuttle buses)	6e	Shuttle services – Fuel cell powered
1b	EV buses	6f	Shuttle services – Hybrid vehicle
1c	Hybrid buses	6g	Shuttle services – Other fuel type
1d	Fuel cell buses	6h	Shuttle services w/TFCA purchased retrofit
1e	Buses – Alternative fuel	6i	Shuttle services – fleet uses various fuel types
2a	NG school buses		Bikeways and Bicycle Parking
2b	EV school buses	7a	Class 1 bicycle paths
2c	Hybrid school buses	7b	Class 2 bicycle lanes
2d	Fuel cell school buses	7c	Class 3 bicycle routes, bicycle boulevards
2e	School buses – Alternative fuel	7d	Bicycle lockers and cages
3a	Other heavy-duty – NG (street sweepers, garbage trucks)	7e	Bicycle racks
3b	Other heavy-duty – EV	7f	Bicycle racks on buses
3c	Other heavy-duty – Hybrid	7g	Attended bicycle parking (“bike station”)
3d	Other heavy-duty – Fuel cell	7h	Other type of bicycle project (e.g., bicycle loop detectors)
3e	Other heavy-duty - Alternative fuel (High Mileage)	7i	Bike share
3f	Other heavy-duty - Alternative fuel (Low Mileage)	7j	Class 4 cycle tracks or separated bikeways
	Alternative Fuel Light- and Medium-Duty Vehicles		Arterial Management
4a	Light-duty vehicles – NG	8a	Signal timing (Regular projects to speed traffic)
4b	Light-duty vehicles – EV	8b	Arterial Management – transit vehicle priority
4c	Light-duty vehicles – Hybrid	8c	Bus Stop Relocation
4d	Light-duty vehicles – Fuel cell	8d	Traffic roundabout
4e	Light-duty vehicles – Other clean fuel		Infrastructure Improvements for Trip Reduction
	Ridesharing Projects	9a	Smart growth – traffic calming
5a	Implement TROs (pre-1996 projects only)	9b	Smart growth – pedestrian improvements
5b	Regional Rideshare Program	9c	Smart growth – other types

Code	Project Type	Code	Project Type
5c	Incentive programs (for any alternative mode)	Miscellaneous	
5d	Guaranteed Ride Home programs	10a	Rail-bus integration
5e	Ridesharing – Vanpools (if cash incentive only, use 5c)	10b	Transit information / marketing
5f	Ridesharing – School carpool match	11a	Telecommuting demonstration
5g	Other ridesharing / trip reduction projects	11b	Congestion pricing demonstration
Bike Share		11c	Other demonstration project
5h	Trip reduction bicycle projects (e.g., police on bikes)	Alternative Fuel Infrastructure	
Last-Mile Connections		12a	Natural gas infrastructure
6a	Shuttle services – diesel powered	12b	Electric vehicle infrastructure
6b	Shuttle services – gasoline powered	12c	Alternative fuel infrastructure

County:	Use the same abbreviations as used in Project Number.
Worksheet Calculated by:	Name of person completing the worksheet.
Date of Submission:	Date submitted to the County Program Manager.
Project Sponsor Organization:	Organization responsible for the project.
Contact Name:	Name of individual responsible for implementing the project. Include all contact information requested (email, phone, address).
Project Start Date:	Date work begins on a project. Note: Project must meet Readiness Policy (Policy #6).
Project Completion Date:	Date the project was completed.
Final Report to CMA:	Date the Final Report was received by the County Program Manager. Note: County Program Managers must expend funds within two years of receipt, unless an application states that the project will take a longer period of time and is approved by the County Program Manager or the Air District.

Calculations Tab

Because the worksheets have many interrelated formulas and references, users must not add or delete rows or columns, or change any formulas, without consulting with the Air District. Several cells have input choices or information built in, as pull-down menus or comments in Excel. Pull-down menus are accessed by clicking on the cell. Comments are indicated by a small triangle in the upper right corner of a cell, and are made visible by resting the cursor over the cell.

Cost-Effectiveness Inputs

# Years of Effectiveness:	Equivalent to the administrative period of the grant. See inputs table below. The best practice is to use shortest value possible.
Total Project Cost:	Total cost of project including TFCA funding, sponsor funding, and funds contributed by other entities. Only include goods and services of which TFCA funding is an integral part.
TFCA Cost:	TFCA 40% County Program Manager Funds and the 60% Regional Funds (if any), listed separately.

Project Operational Start Year: The Year the Operation of project would begin (for service projects), or the Year the infrastructure is available for public use (for infrastructure projects).

Emission Reduction Calculations

Instructions and default values for each project type are provided in the table below. Default values for years of effectiveness are provided for the various project types. There are no defaults for Smart Growth projects, due to the wide variability in these projects.

Notes & Assumptions Tab

Provide an explanation of all assumptions used. If you choose to use assumptions or values different from those default values provided in the Air District's guidelines, **submit documentation and an explanation** about your inputs and assumptions to request approval from the Air District prior to awarding funds to the project.

Emission Factors Tab

This tab contains references for the Calculations tab. **No changes shall be made to this tab.**

Additional Information for Heavy-duty Vehicle Projects

CARB has adopted a number of standards and fleet rules that limit funding opportunities for on-road heavy-duty vehicles. See the below list of CARB rules that affect on-road heavy-duty fleets, followed by a reference sample CARB Executive Order. For assistance in determining whether a potential project is affected, contact Air District staff or consult Carl Moyer Implementation Charts at:

<http://www.arb.ca.gov/msprog/moyer/guidelines/supplemental-docs.htm>

Summary of On-Road Heavy-Duty Fleet Rules

Vehicle Type	Subject to CARB Fleet Rule?
Urban buses	Fleet Rule for Transit Agencies
Transit Fleet Vehicles	Fleet Rule for Transit Agencies
Solid Waste Collection Vehicles, excluding transfer trucks	Solid Waste Collection Vehicle Regulation
Municipal Vehicles and Utility Vehicles	Fleet Rule for Public Agencies and Utilities
Port and Drayage Trucks	Port Truck Regulation
All other On-road heavy-duty vehicles	On-road Rule

Summary of Maximum Cost-Effectiveness & Years of Effectiveness by Project Category

Policy No.	Project Category	Maximum C-E (\$/weighted ton)	Years of Effectiveness
22	Alternative Fuel Light- and Medium-Duty Vehicles	500,000	3 years recommended, 4 years max
23	Reserved	Reserved	Reserved
24	Alternative Fuel Heavy-Duty Trucks and Buses	500,000	3 years recommended, 4 years max
25	On-Road Truck Replacements	90,000	3 years recommended, 4 years max
26	Alternative Fuel Infrastructure	500,000	3 years recommended, 4 years max
27	Ridesharing Projects – Existing	150,000	2 years max
28	First- and Last-Mile Connections – Existing	200,000; 250,000 for services in CARE Areas or PDAs	2 years max
29.a.	First- and Last-Mile Connections – Pilot not in CARE Areas or PDAs. <i>These projects will be evaluated every year.</i>	Year 1 - 500,000 Year 2 and beyond - see Policy #28 shuttle is considered existing	2 years max
	First- and Last-Mile Connections – Pilot shuttle projects located in Highly Impacted Communities as defined in the Air District CARE Program and/or a Planned or Potential PDA may receive TFCA Funds under the Pilot designation. <i>These projects will be evaluated every year.</i>	Years 1 & 2 - 500,000 Year 3 and beyond - see Policy #28 shuttle is considered existing	2 years max
29.b.	Pilot Trip Reduction	500,000	2 years max
30.a.	Bicycle Parking	250,000	3 years max
30.b.	Bikeways	500,000	10 years max
31	Bike Share	500,000	5 years max
32	Arterial Management	250,000	2 years, or 4 years with retiming at 2 years
33	Infrastructure Improvements for Trip Reduction	500,000	10 years max
34	Telecommuting	150,000	2 years max

Emission Reduction Inputs

County Program Managers must describe all relevant assumptions used to determine the project's cost-effectiveness in the Notes & Assumptions tab. If a CPM seeks to use different default values or methodologies, it is advised that the CPM consult with Air District staff, before project approval, to avoid the risk of funding projects that are not eligible for TFCA funds.

Project Type/Worksheet Name	Input Data Needed	Default Assumptions
Trip Reduction (Existing and Pilot) Worksheet = Trip Reduction FYE 2023 <i>For Pilot Trip Reduction projects, follow the instructions of the most similar project type. Any deviations from the default assumptions used must be supported by documentation or data.</i>		
Project Type = 5a-h, 8b, 9a-c, 11a-c		
Ridesharing	# Years of Effectiveness	Enter in Cost Effectiveness Inputs, up to 2 years
	# Trips/Day (1-way) eliminated [% of target population (# employees)]	Enter in Step 1-Column A, 1% of target population
	Days/Yr	Enter in Step 1-Column B, 240 days (max.)
	Trip Length (1-way)	Step 1-Column C, Default = 16 miles (1-way commute distance from MTC's Commute Profile)
	# New Trips/Day (1-way) to access transit	Step 2-Column A, Default = 50% of # Trips/Day Eliminated (Step 1-Column A)
	Days/Yr	Enter in Step 2-Column B, same # as Step 1-Column B
	Trip Length (1-way)	Enter in Step 2-Column C, Default = 3 miles
	<i>For ridesharing, the default maximum number of vehicle trips reduced per day is 1% of target population.</i>	
School-Based Ridesharing	# Years of Effectiveness	Enter in Cost Effectiveness Inputs, up to 2 yrs
	# Trips/Day (1-way) eliminated [% of target population (total # students)]	Step 1-Column A, No Default
	Days/Yr	Enter in Step 1-Column B, 180 days (max.)
	Trip Length (1-way)	Step 1-Column C, 1-3 miles
	<i>For ridesharing, the default maximum number of vehicle trips reduced per day is 1% of target population.</i>	
Transit Incentive Campaigns	# Years of Effectiveness	Enter in Cost Effectiveness Inputs, up to 2 yrs
	# Trips/Day (1-way) eliminated [% of target population]. Use survey data if available.	Step 1-Column A, No default
	Days/Yr	Enter in Step 1-Column B, 90 days (max.) if # Trips/Day based on % of target population. If # Trips/Day based on participants, 240 days (max).

County Program Manager Fund Expenditure Plan Guidance FYE 2023

	Trip Length (1-way), based on routes accessed	Step 1-Column C, No Default
	# New Trips/Day (1-way) to access transit	Step 2-Column A, 50% of # Trips/Day Eliminated (Step 1-Column A)
	Days/Yr (new trips)	Enter in Step 2-Column B - same as # days used in Step 1
	Trip Length (1-way) for new trips	Step 2-Column C, Default = 3 miles
<u>Guaranteed Ride Home Programs</u>	# Years of Effectiveness	Enter in Cost Effectiveness Inputs, up to 2 years
	# Trips/Day (1-way) eliminated	Enter in Step 1-Column A, 0.2% of target population.
	Days/Yr	Enter in Step 1-Column B, 240 days (Max.)
	Trip Length (1-way)	Step 1-Column C, Default = 16 miles
<u>Transit Vehicle Signal Prioritization</u>	# Years of Effectiveness	Enter in Cost Effectiveness Inputs, 2 yrs
	# Trips/Day (1-way) eliminated	Step 1-Column A, No Default
	Days/Yr	Enter in Step 1-Column B, 240 days (max)
	Trip Length (1-way)	Step 1-Column C, No Default Step 2-Column A, 50% of # Trips/Day Eliminated (Step 1-Column A) Step 2-Column B, same as Step 1-Column B Enter in Step 2-Column C, 3 miles
<u>Infrastructure Improvements for Trip Reduction</u> Note: Default assumption available for Years Effectiveness only. Provide detailed explanations (in Notes and Assumptions tab) of assumptions used for other inputs.	# Years of Effectiveness	Enter in Cost Effectiveness Inputs, 10 years max
Project Type =6a-i, 10a-b		
<u>Shuttle/Feeder Bus, Rail-Bus Integration, and Transit Information Systems</u>	# Years of Effectiveness	Cost Effectiveness Inputs, up to 2 years
	# Trips/Day (1-way) eliminated trips. Trips only from riders who previously would have driven.	Step 1-Column A For on-going service, use survey results For new service, use 50% of daily seating capacity of vehicle * 67% (% single-occupancy vehicles (SOV) from MTC Commuter Profile)

County Program Manager Fund Expenditure Plan Guidance FYE 2023

	Days/Yr eliminated trips	Step 1-Column B, Enter number of operating days. Default =240 days/yr.
	Trip Length (1-way) eliminated trips. Average trip length that will be eliminated due to shuttle passengers taking train/ferry in conjunction with the shuttle.	Enter in Step 1-Column C, a survey-based distance, or, if no survey, 16 miles for shuttles and 35 miles for vanpools
	# Trips/Day (1-way) new trips to access transit	Step 2-Column A, Use survey data or, if none, a default is 50% of # Trips/Day Eliminated (Step 1-Column A)
	Days/Yr new trips	Enter in Step 2-Column B, same # as in Step 1-Column B.
	Trip Length (1-way) new trips. Average trip length of shuttle passengers that drive from home to the BART/Caltrain station.	Enter in Step 2-Column C, a survey-based distance, or, if no survey, default is 3 miles for home-to-rail trips.
	<i>When possible, emissions from shuttle vehicles should be based on the vehicle engine Executive Order. County Program Manager should consult with Air District staff for guidance.</i>	
	Follow Step 3A for vans and shuttle vehicles 14,000 lbs. and lighter. Follow Step 3B for buses	
	# Vehicles, Model Year: Number of vehicles with same model year	Step 3A - Column A, no default.
	Emission Std.: Emission Standard from list provided.	3A - Column B, no default.
	Vehicle GVW: Weight Class from list provided.	3A - Column C, no default.
	ROG, NO_x, Exhaust PM₁₀, and Total PM₁₀ Factors: enter factor from appropriate table provided on Emission Factors tab—CARB Table 2 for vehicles model year 2004 and after, or CARB Table 7 for model years 1995-2003.	3A - Column D through G, no default
	CO₂ Factor: enter factor from CO ₂ Table for Light- and Light Heavy-Duty Shuttles, on Emission Factors tab.	3A - Column H, no default.
	Total annual VMT = [length of shuttle/van trip (one-way)] X [# one-way trips per day] X [# days of service per year]. For all vehicles listed in Step 3A.	3A - Column I, no default.
	<i>If a vehicle does not match the factors provided, County Program Manager should consult with Air District staff.</i>	

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	ROG, NO_x, Exhaust PM₁₀, Other PM₁₀ and CO₂ Factors: enter factor from Emissions for Buses Table provided on Emission Factors tab.	Step 3B: Columns D through H, no default. Note that Step 3B uses Other PM ₁₀ , not Total PM ₁₀ .
	Total annual VMT = [length of shuttle/van trip (one-way)] X [# one-way trips per day] X [# days of service per year]. For all vehicles listed in Step 3B.	3B Column L, no default.
Project Type = 7a-j, 11a		
<u>Bikeways (Paths, Lanes, Routes)</u> Notes: <ul style="list-style-type: none"> For Class 1 projects, use the ADT on the most appropriate parallel road. For gap closure projects (where project will close a gap between two existing segments of bikeway), use the length for the total facility. The maximum number of vehicle trips reduced per day is 240. The Air District generally assumes that no bike project will reduce more than 240 vehicle trips per day. 	<i>Methodology to estimate number of trips reduced for bike paths, lanes, & routes is based on:</i> <ul style="list-style-type: none"> Facility type (Class 1, 2, 3, or 4) Length of the project segment Traffic volume (ADT) on the facility 	
	# Years of Effectiveness Class 1 bike path (or bike bridge) Class 2 bike lane Class 3 bike route Class 4 cycle tracks or separated bikeways	Enter in Cost Effectiveness Inputs: Not to exceed 10 years for Class 1 (trails/paths) Not to exceed 7 years for Class 2, Class 3 and Class 4
	# Trips/Day (1-way) eliminated (depends on length of project segment and ADT on project segment) Class 1 & Class 2 & Class 4 ADT ≤ 12,000 vehicles per day Class 1 & Class 2 & Class 4 ADT > 12,000 and ≤ 24,000 Class 1 & Class 2 & Class 4 ADT > 24,000 and ≤ 30,000 <i>Maximum is 30,000.</i>	Enter in Step 1-Column A: Length ≤ 1 mile = 0.4% ADT Length >1 and ≤ 2 miles = 0.6% ADT Length >2 miles = 0.8% ADT Length ≤ 1 mile = 0.3% ADT Length > 1 and ≤ 2 miles = 0.45% ADT Length > 2 miles = 0.6% ADT Length ≤ 1 mile = 0.25% ADT Length > 1 and ≤ 2 miles = 0.35% ADT Length > 2 miles = 0.45% ADT

County Program Manager Fund Expenditure Plan Guidance FYE 2023

	Class 3 bike route or bicycle blvd	Route \leq 1 mile = 0.1% ADT Route > 1 and \leq 2 miles = 0.15% ADT Route > 2 miles = 0.25% ADT Use 10% of the appropriate formula above
	Upgraded Class 1 & Upgraded Class 4	
	Days/Yr	Enter in Step 1-Column B, 240 days
	Trip Length (1-way)	Enter in Step 1-Column C, 3 miles. (Not same as segment length.)
<u>Bicycle Parking</u>	# Years of Effectiveness	Enter in Cost Effectiveness Inputs, 3 yrs
	# Trips/Day (1-way) eliminated	Enter in Step 1-Column A: Capacity of lockers x 2 trip/day Capacity of cages x 0.75 trips per day Capacity of racks x 0.5 trips per day
	Days/Yr	Enter in Step 1-Column B, 240 days
	Trip Length (1-way)	Enter in Step 1-Column C, 3 miles
<u>Bike Share</u>	# Years of Effectiveness	Enter in Cost Effectiveness Inputs, max. 5 yrs
	# Trips/Day (1-way) eliminated	Enter in Step 1-Column A: Number of bikes * 1.48 trips per day * 12% (actual vehicle trips replaced based on Shaheen research dated June 2015)
	Weekdays	
	Days/Yr	Enter in Step 1-Column B, 260 days
	Trip Length (1-way)	Enter in Step 1-Column C, 16 miles
	Weekends	
	Days/Yr	Enter in Step 1-Column B, 105 days
	Trip Length (1-way)	Enter in Step 1-Column C, 3 miles
<u>Telecommuting</u> Note: Default assumption available for Years Effectiveness only. Provide detailed explanations (in Notes and Assumptions tab) of assumptions used for other inputs.	# Years of Effectiveness	Cost Effectiveness Inputs, up to 2 years
Arterial Management		
Worksheet = Arterial Management FYE 2023		
Project Type = 8a-d		

County Program Manager Fund Expenditure Plan Guidance FYE 2023

Arterial Management (Signal Timing) Note: Data for traffic volume and vehicle speed must be generated concurrently (i.e., during the exact same day and time period)	# Years of Effectiveness	Enter in Cost Effectiveness Inputs: For signal timing/synchronization, 2 yrs or, with retiming required at 2 yrs, 4 yrs. Each project should include either 2- or 4-year segments, not both.
	Name of Arterial	Column A: Name of the arterial and the direction of travel.
	Segment Length (miles)	Enter under Column B the length of arterial over which speeds will be increased.
	Days/Yr	Enter under Column C the number of days per year over which the project would affect traffic. Default is 240 days.
	Time Period	Enter under Column D the time period over which the traffic volumes and speed will change (e.g., 4-7 PM). Include all the hours in a period that will benefit, not just the peak hour.
	Traffic Volume	Enter under Column E the traffic volume before the project for the corresponding Time Period and direction of travel that will make the stated speed change.
	Traffic Speed without the Project	Enter under Column F the average traffic speed along the length of the arterial before implementation of the project.
	Travel Speed with Project	Enter under Column G the average estimated traffic speed along the length of the arterial after implementation of the project. <i>Note: Maximum increase in speed is 25%.</i>
Alternative Fuel Heavy-Duty Vehicles and Infrastructure Worksheets = Vehicle 14,000 lbs + FYE 2023 Project Types = 1a-e, 2a-e, 3a-f, 12a-c		
Vehicle 14,000 lbs + <i>Use separate workbook and Project # for each set of vehicles with different # Years of Effectiveness or with different fuel types.</i>	Column AC, Project life (yrs.): # Years of Effectiveness.	Cost Effectiveness Inputs, 3 years is recommended - not to exceed 4 years.
	Column A, Unit #: A unique identifier. List each vehicle on a separate row.	Column A: No default
	Columns D through J, Baseline Emission Rate: NO _x , ROG, PM factors: See Moyer Table D-1, D-2 or D-4, based on your vehicle type, weight, and engine model year.	Columns D through I: For FYE 2023 alt-fuel heavy-duty vehicle projects, including urban buses, the baseline default is the Model Year 2010 emission standards (in Table D-2 this is the 2013+ (o.2 g/bhp-hr NO _x std)). Column J: If no existing vehicle is being replaced, the Baseline engine model year will be the year the new vehicle will be operational. If an existing vehicle is being replaced, the Baseline will be based on the existing engine model year of the vehicle.
	Column K, Annual VMT: Base on average vehicle miles traveled over 2 years, and document with 2 years of records.	Column K: No default.
	Column J, Baseline engine model year: Vehicle Executive Order Column L, Percent operation in Air District: Only the operation within the Air District's jurisdiction can be counted.	Column J: No default. Column L: No default.


County Program Manager Fund Expenditure Plan Guidance FYE 2023

	Columns N through S, New Emission Rate: NO _x , ROG, and PM: Use Executive Order values.		Columns N through S: For FYE 2023 heavy-duty vehicle projects, including urban buses, the new vehicle must be certified to <i>exceed</i> the Model Year 2010 standard of 0.2 g/bhp-hr of NO _x and 0.01 g/bhp-hr of PM, which are the default values. Some exceptions apply.
	<i>Note: FEL engines are not eligible for TFCA funding.</i>		
	<i>CARB certifies engines and provides the engine manufacturers with an Executive Order (EO) for each certified engine family. An example of an EO is shown at the end of this attachment. The EO includes general information about the certified engine such as engine family, displacement, horsepower rating(s), intended service class, and emission control systems. It also shows the applicable certification emission standards as well as the average emission levels measured during the actual certification test procedure. For the purpose of the TFCA Program, the certification emission standards are used to calculate emission reductions. The certification emission standards are shown in the row titled “(DIRECT) STD” under the respective “FTP” column headings for each pollutant. For instance, the Cummins 8.3 liter natural gas engine illustrated in the sample was certified to a combined oxides of nitrogen plus non-methane hydrocarbon (NO_x+NMHC) emission standard of 1.8 g/bhp-hr, a carbon monoxide (CO) emission standard of 15.5 g/bhp-hr, and a particulate matter (PM) emission standard of 0.03 g/bhp-hr.</i>		
	<i>In the case where an EO shows emission values in the rows labeled “AVERAGE STD” and/or “FEL”, the engine is certified for participation in an averaging, banking, and trading (AB&T) program. AB&T engines (i.e., all FEL-certified engines) are not eligible to participate in the TFCA Program for new vehicle purchase projects since emission benefits from an engine certified to an FEL level are not surplus emissions.</i>		
	Column V, Replacement Vehicle Cost: Must be supported by a quote for the new alt-fuel vehicle that exceeds standards.	Column V: No Default.	
	Column W, Maximum eligible funding %	Column W: 90% maximum eligible funding as indicated in the County Program Manager policy.	
	Column AB, Project start year.	Column AB: Start year when vehicle will be on the road.	
	Column AG, 90% of eligible cost	Column AG: 90% of value from Replacement Vehicle Cost, column V.	
	Columns AP – AR, Emission Reductions.	Columns AP – AR. Calculated automatically. Enter zero (0) if a reduction cannot be claimed.	
	<i>All reductions must be surplus to any regulatory, contractual, or other legally binding requirement.</i>		
<i>Note that if ROG values are not available for both the baseline and the proposed engine, ensure value is zero (0) for ROG, as no ROG emission reductions can be claimed.</i>			
Column AW, TFCA Funding Amount: Amount of total TFCA funding. The column total must equal Total TFCA Cost from Cost-Effectiveness Inputs at top of worksheet.			
Column AX, Actual Weighted CE w/o CRF--Miles Basis (\$/ton). Cost-effectiveness based on emissions	Column AX: Calculated automatically.		

County Program Manager Fund Expenditure Plan Guidance FYE 2023

	including weighted PM. Must meet Policy Requirements.	
	<p><i>Emissions and cost-effectiveness calculations can only be based on fuel usage for the following vehicles:</i></p> <ul style="list-style-type: none"> • Utility vehicles in idling service • Street sweepers • Solid waste collection vehicles <p><i>All other vehicles must use mileage basis. If using fuel-based calculations, usage must be based on two years of historical fuel usage documentation (e.g., fuel logs or purchase receipts.)</i></p>	
Alternative Fuel Vehicles and Infrastructure		
Worksheets = Vehicle 14,000 lbs & less FYE 2023, EV Infrastructure FYE 2023		
Project Types = 4a-e, 12a-c, including projects that replace heavy-duty vehicles with and buses with alternative fuel light-duty vehicles		
Alternative Fuel Vehicles and Infrastructure (Light- and Medium-Duty)	Vehicles	
	# Years of Effectiveness	3 years is recommended - 4 years max.
	Unit # / ID	List each vehicle separately.
	Current Standard and New Vehicle Standard	In the Baseline Emission Standard (Columns I through L) and Proposed Clean Vehicle Emission Standard (Columns M through P) refer to Emission Factor table. Vehicle replacement projects , use the existing vehicle's model year for the Baseline Emission section. Use the year of when the new vehicle will start operation for Proposed Emission section. Fleet expansion projects , use the "vehicle purchase year" for both Baseline and Proposed Emission factors.
	Cost-Effectiveness	Column U, automatically calculated. Each vehicle must meet the Policy requirements for cost-effectiveness.
	Avg Annual Miles: Base on average vehicle miles traveled over 2 years.	Column G: No default.
	Infrastructure	
	# Years of Effectiveness	3 recommended, 4 max
	Charger ID	List each charger separately
	Description	Enter description
Type	Select a type from types defined in Notes and Assumptions tab	
Rate (kW)	Enter the equipment's power output rate kW	
TFCA Funding	Enter total amount of TFCA funding requested for all charging stations	
Annual Usage (kWh)	(Rate kW) x (charger's estimated hours of usage per day) x (365 days per year) x (quantity of chargers)	

Sample CARB Executive Order for Heavy-Duty On-Road Engines

 AIR RESOURCES BOARD	CUMMINS INC.	EXECUTIVE ORDER A-021-0571-1 New On-Road Heavy-Duty Engines Page 1 of 2 Pages
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Pursuant to the authority vested in the Air Resources Board by Health and Safety Code Division 26, Part 5, Chapter 2; and pursuant to the authority vested in the undersigned by Health and Safety Code Sections 39515 and 39516 and Executive Order G-02-003;

IT IS ORDERED AND RESOLVED: The engine and emission control systems produced by the manufacturer are certified as described below for use in on-road motor vehicles with a manufacturer's GVWR over 14,000 pounds. Production engines shall be in all material respects the same as those for which certification is granted.

MODEL YEAR	ENGINE FAMILY	ENGINE SIZES (L)	FUEL TYPE ¹	STANDARDS & TEST PROCEDURE	INTENDED SERVICE CLASS ²	ECS & SPECIAL FEATURES ³	DIAGNOSTIC ⁶
2012	CCEXH0729XAD	11.9	Diesel	Diesel	UB	DDI, TC, CAC, ECM, EGR, OC, SCR-U, PTOX	EMD
PRIMARY ENGINE'S IDLE EMISSIONS CONTROL ⁵		ADDITIONAL IDLE EMISSIONS CONTROL ⁵					
Exempt		N/A					
ENGINE (L)		ENGINE MODELS / CODES (rated power, in hp)					
11.9		ISX11.9 385 / 3865;FR20350 (379), ISX12 385 / 3865;FR20350 (379)					

¹ =not applicable; GVWR=gross vehicle weight rating; 13 CCR xyz=Title 13, California Code of Regulations, Section xyz; 40 CFR 86.abc=Title 40, Code of Federal Regulations, Section 86.abc;
² =liter; hp=horsepower; kw=kilowatt; hr=hour;
³ CNG/LNG=compressed/liquefied natural gas; LPG=liquefied petroleum gas; E85=85% ethanol fuel; MF=multi fuel a.k.a. BF=bi fuel; DF=dual fuel; FF=flexible fuel;
⁴ L/M/H HDD=light/medium/heavy heavy-duty diesel; UB=urban bus; HDO=heavy duty Otto;
⁵ ECS=emission control system; TWC/OC=three-way/oxidizing catalyst; NAC=NOx adsorption catalyst; SCR-U / SCR-N=selective catalytic reduction – urea / – ammonia; WU (prefix) =warm-up catalyst; DPF=diesel particulate filter; PTOX=periodic trap oxidizer; HO2S/O2S=heated/oxygen sensor; HAFS/AFS=heated/air-fuel-ratio sensor (a.k.a., universal or linear oxygen sensor); TBI=throttle body fuel injection; SFIMFI=sequential/multi port fuel injection; DGI=direct gasoline injection; GCARB=gaseous carburetor; ID/DDI=indirect/direct diesel injection; TC/SC=turbo/super charger; CAC=charge air cooler; EGR / EGR-C=exhaust gas recirculation / cooled EGR; PAIR/AIR=pulsed/secondary air injection; SPL=smoke puff limiter; ECM/PCM=engine/powertrain control module; EM=engine modification; 2 (prefix)=parallel; (2) (suffix)=in series; AMOX=ammonia oxidation catalyst;
⁶ ESS=engine shutdown system (per 13 CCR 1956.8(a)(6)(A)(1); 30g=30 g/hr NOx (per 13 CCR 1956.8(a)(6)(C); APS =internal combustion auxiliary power system; ALT=alternative method (per 13 CCR 1956.8(a)(6)(D); Exempt=exempted per 13 CCR 1956.8(a)(6)(B) or for CNG/LNG fuel systems; N/A=not applicable (e.g., Otto engines and vehicles);
EMD=engine manufacturer diagnostic system (13 CCR 1971); OBD=on-board diagnostic system (13 CCR 1971.1);

Following are: 1) the FTP exhaust emission standards, or family emission limit(s) as applicable, under 13 CCR 1956.8; 2) the EURO and NTE limits under the applicable California exhaust emission standards and test procedures for heavy-duty diesel engines and vehicles (Test Procedures); and 3) the corresponding certification levels, for this engine family. "Diesel" CO, EURO and NTE certification compliance may have been demonstrated by the manufacturer as provided under the applicable Test Procedures in lieu of testing. (For flexible- and dual-fueled engines, the CERT values in brackets [] are those when tested on conventional test fuel. For multi-fueled engines, the STD and CERT values for default operation permitted in 13 CCR 1956.8 are in parentheses.)

in g/bhp-hr	NMHC		NOx		NMHC+NOx		CO		PM		HCHO	
	FTP	EURO	FTP	EURO	FTP	EURO	FTP	EURO	FTP	EURO	FTP	EURO
STD	0.14	0.14	0.20	0.20	*	*	15.5	15.5	0.01	0.01	*	*
FEL	*	*	*	*	*	*	*	*	*	*	*	*
CERT	0.04	0.01	0.12	0.09	*	*	1.1	0.00	0.004	0.002	*	*
NTE	0.21		0.30		*		19.4		0.02		*	

⁴ g/bhp-hr=grams per brake horsepower-hour; FTP=Federal Test Procedure; EURO=Euro III European Steady-State Cycle, including RMCSET=ram mode cycle supplemental emissions testing; NTE=Not-to-Exceed; STD=standard or emission test cap; FEL=family emission limit; CERT=certification level; NMHC/HC=non-methane/hydrocarbon; NOx=oxides of nitrogen; CO=carbon monoxide; PM=particulate matter; HCHO=formaldehyde; (Rev.: 2007-02-26)

BE IT FURTHER RESOLVED: Certification to the FEL(s) listed above, as applicable, is subject to the following terms, limitations and conditions. The FEL(s) is the emission level declared by the manufacturer and serves in lieu of an emission standard for certification purposes in any averaging, banking, or trading (ABT) programs. It will be used for determining compliance of any engine in this family and compliance with such ABT programs.

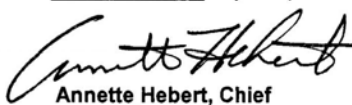
BE IT FURTHER RESOLVED: For the listed engine models the manufacturer has submitted the materials to demonstrate certification compliance with 13 CCR 1965 (emission control labels), 13 CCR 1971 (engine manufacturer diagnostic) and 13 CCR 2035 et seq. (emission control warranty).

Engines certified under this Executive Order must conform to all applicable California emission regulations.

The Bureau of Automotive Repair will be notified by copy of this Executive Order.

This Executive Order hereby supersedes Executive Order A-021-057 dated December 7, 2011.

Executed at El Monte, California on this 17 day of April 2012.


Annette Hebert, Chief
Mobile Source Operations Division



April 7, 2022
TAC Agenda Item 8.2
Continued From: March 3, 2022
Action Requested: Information

NAPA VALLEY TRANSPORTATION AUTHORITY

Technical Advisory Committee Agenda Memo

TO: Technical Advisory Committee
FROM: Kate Miller, Executive Director
REPORT BY: Alberto Esqueda, Senior Planner
(707) 259-5968 / Email: aesqueda@nvta.ca.gov
SUBJECT: One Bay Area Grant (OBAG) 3 Program Update

RECOMMENDATION

Information only

EXECUTIVE SUMMARY

The Metropolitan Transportation Commission (MTC) approved the One Bay Area Grant (OBAG) Cycle 3 guidelines for the local and county shares on March 23, 2022. MTC also released funding targets for each county. Funding for the Napa County call for projects is \$6.143 million. It should be noted that this amount is 120% of Napa County's target to allow for the regional selection process. In addition, NVRTA has already committed \$4.2 million in OBAG 3 funds, due to various funding swaps to gap the Vine Trail Calistoga to St. Helena shortfall, leaving little funding for new OBAG 3 projects.

NVRTA will be creating an OBAG 3 evaluation process over the next month to open a call for projects at the May 2022 Board meeting. NVRTA also must draft a public outreach and evaluation plan before issuing the call for projects. Project nominations and a detailed description of public outreach compliance for the county program are due to MTC by September 30, 2022.

FISCAL IMPACT

Is there a Fiscal Impact? No.

BACKGROUND AND DISCUSSION

Following MTC's release of the call for project nominations on May 1, 2022, NVTA will solicit project applications and conduct an initial screening and prioritization of projects. For Napa County, OBAG 3 requests must meet the 50% Priority Development Area (PDA) investment requirement. In addition, NVTA will prioritize projects that align with regional plans and policies:

1. Are located in PDAs or Transit-Rich Areas (TRAs), identified in locally adopted plans for PDAs, or support preservation of Priority Production Areas (PPAs)
2. Are located in jurisdictions with affordable housing protection, preservation, and production strategies, including an emphasis on community stabilization and anti-displacement policies with demonstrated effectiveness
3. Invest in historically underserved communities, including projects prioritized in a Community-Based Transportation Planning (CBTP) or Participatory Budgeting process, or projects located within Equity Priority Communities with demonstrated community support
4. Address federal performance management requirements by supporting regional performance goals for roadway safety, asset management, environmental sustainability, or system performance
5. Implement multiple Plan Bay Area 2050 Strategies
6. Demonstrate consistency with other regional plans and policies, including the Regional Safety/Vision Zero policy, Equity Platform, Regional Active Transportation Plan, Transit Oriented Communities (TOC) policy update, and the Blue Ribbon Transit Transformation Action Plan
7. Demonstrate public support from communities disproportionately impacted by past discriminatory practices, including redlining, racial covenants, urban renewal, and highway construction that divided low-income and communities of color
8. Can be completed in accordance with MTC's Regional Project Delivery Policy (MTC Resolution No. 3606, Revised) and can meet all OBAG 3 deadlines, and federal and state delivery requirements

After completing initial project screening and evaluations, NVTA will submit prioritized project nominations and required documentation to MTC by September 30, 2022. Prioritized nomination lists must be approved by the NVTA Board prior to submission to MTC. An evaluation panel of MTC staff will evaluate all project nominations and develop a recommended program of projects for Commission consideration and approval.

MTC's evaluation panel will score projects using the following scoring rubric:

1. County transportation agency (CTA) Prioritization (75 points): Relative CTA project rank or score, which may be scaled and normalized across CTAs to allow for region-wide comparison

2. Regional Impact (15 points): Alignment with Plan Bay Area 2050 strategies, anticipated effectiveness in advancing regional objectives, and contribution to regionally significant networks or facilities
3. Deliverability (10 points): Sponsor capacity to deliver the project through the Federal-aid process, including consideration of prior performance of OBAG projects and anticipated risk to the project development schedule or funding plan
4. Air Quality (10 points): Projects eligible for Congestion Mitigation and Air Quality Improvement Program (CMAQ) funding will also be evaluated for estimated emissions benefits, including priority for projects that reduce fine particular matter (PM2.5), as well as the relative cost-effectiveness of the project to reduce transportation emissions

Table 1. County Program Revenue Estimates

County	Nomination Target %	Nomination \$
Alameda	20.3%	82,827,000
Contra Costa	13.9	56,775,000
Marin	2.8	11,544,000
Napa	1.5	6,143,000
San Francisco	15.2	62,138,000
San Mateo	9.1	37,054,000
Santa Clara	26.8	109,385,000
Solano	4.7	19,159,000
Sonoma	5.6%	\$22,975,000
Total (120% available funds)		\$408,000,000
	Funds Available	\$340,000,000

SUPPORTING DOCUMENT

Attachment: (1) OBAG 3 County and Local Program Eligible Project Types
(2) OBAG 3 County Local Program Application Template
(3) Appendix A-1 County and Local Program Call for Projects Guidelines

O BAG 3 County & Local Program Eligible Project Types by Program Category

Excerpts from MTC Resolution No. 4505, Attachment A: O BAG 3 Project Selection and Programming Policies

Growth Framework Implementation

- Local PDA Planning grants (in addition to those funded through the Regional Program)
- Local planning grants for other new PBA 2050 Growth Geographies

Climate, Conservation, and Resilience

- Transportation demand management programs
- Mobility Hub planning and implementation
- Parking reduction and curb management programs
- Car share and bike share capital projects
- Plans and projects to assist in the preservation and enhancement of open space, natural resource and agricultural lands, and critical habitats (may require non-federal funds)
- Bicycle and pedestrian access to open space and parklands
- Regional Advance Mitigation Planning (RAMP) planning activities and implementation (may require non-federal funds)

Complete Streets and Community Choice

- Bicycle and pedestrian improvements and programs
- SRTS projects and programs
- Safety projects, local road safety plans (LRSP), and Vision Zero planning activities
- Complete streets and sustainable streets improvements
- Streetscape projects to encourage biking, walking, and transit use
- Example project elements include bulb outs, sidewalk widening, crosswalk enhancements, audible signal modification, mid-block crossing and signals, new striping for bicycle lanes and road diets, pedestrian street lighting, medians, pedestrian refuges, wayfinding signage, tree grates, bollards, permanent bicycle racks, signal modification for bicycle detection, street trees, raised planters, planters, costs associated with on-site storm water management, permeable paving, and pedestrian-scaled street furniture including bus shelters, benches, magazine racks, and garbage and recycling bins.
- Local streets and roads preservation projects on the federal-aid system. Projects should be based on a needs analysis from the jurisdiction's Pavement Management Program:
 - Pavement rehabilitation projects must be consistent with segments recommended for treatment within the programming cycle by the jurisdiction's PMP. Preventive maintenance projects with a PCI rating of 70 or above are eligible only if the jurisdiction's PMP demonstrates that the preventive maintenance strategy is a cost-effective method of extending the service life of the pavement.

- Eligible non-pavement activities include rehabilitation or replacement of existing features on the roadway facility, such as bridge structures, storm drains, National Pollutant Discharge Elimination System (NPDES), curbs, gutters, culverts, medians, guardrails, safety features, signals, signage, sidewalks, ramps, complete streets elements, and features that bring the facility to current standards.
- Rural road improvements on the federal aid system.
- Projects and programs prioritized in CBTPs and PB processes, which may include any of the above project types and project elements, as well as a variety of transit capital improvements.
- Community-based transportation plans or participatory budgeting processes in Equity Priority Communities (in addition to CBTP and PB processes administered through the Regional Programs)

Multimodal Systems Operations and Performance

- Transit capital improvements, including vehicles for new or expanded service
- Transit station improvements such as plazas, station access improvements, bicycle parking, and replacement parking or parking management for Transit Oriented Development (TOD)
- Local actions to advance implementation of the Transit Transformation Action Plan
- Cost-effective, technology-driven active operational management strategies for local arterials and highways (for highways, when used to augment state or federal funds and developed/implemented in coordination with MTC)
- Mobility management and coordination projects that meet the specific needs of seniors and individuals with disabilities and enhance transportation access for populations beyond those served by one agency or organization within a community. Examples include the integration and coordination of services for individuals with disabilities, seniors, and low-income individuals; individualized travel training and trip planning activities; development and operation of one-stop transportation traveler call centers to coordinate transportation information on all travel modes and to manage eligibility requirements and arrangements for customers among supporting programs; and the operation of transportation brokerages to coordinate providers, funding agencies, and passengers.

Activities *not* eligible for funding include: air quality non-exempt projects, new roadways, roadway extensions, right of way acquisition for future expansion, operations, and routine maintenance.

Project Information	
Project Name:	<i>Project name</i>
Project Sponsor:	<i>Project sponsor</i>
Sponsor Single Point of Contact:	<i>Contact name</i>
	<i>Contact phone</i>
	<i>Contact email</i>
Project Location:	<i>Project location</i>
Brief Project Description:	<i>Project description</i>
Program Eligibility	
Federal Fund Eligibility <i>Is the project eligible for federal transportation funds?</i>	Select the OBAG 3 federal fund source(s) for which the project is eligible: <input type="checkbox"/> Surface Transportation Block Grant (STP) Program (See FHWA fact sheet) <input type="checkbox"/> Congestion Mitigation & Air Quality Improvement (CMAQ) Program (See FHWA fact sheet) <i>Note: projects eligible for CMAQ funding must provide inputs for air quality improvement calculations, using templates provided on the OBAG 3 webpage.</i>
Eligible Project Type <i>Is the project an eligible project type?</i>	Select the eligible project type(s) (refer to MTC Resolution No. 4505 for detailed eligibility guidelines): <div style="display: flex; justify-content: space-between;"> <div style="width: 48%;"> <p>Growth Framework Implementation</p> <input type="checkbox"/> PDA Planning Grant <input type="checkbox"/> Local Planning Grant (for other <i>Plan Bay Area 2050</i> Growth Geographies) <p>Complete Streets & Community Choice</p> <input type="checkbox"/> Bicycle/Pedestrian Infrastructure <input type="checkbox"/> Bicycle/Pedestrian Program <input type="checkbox"/> Safe Routes to School (SRTS) Non-Infrastructure program <input type="checkbox"/> SRTS Infrastructure <input type="checkbox"/> Safety project <input type="checkbox"/> Safety Planning efforts <input type="checkbox"/> Complete Streets improvements <input type="checkbox"/> Streetscape improvements <input type="checkbox"/> Local Streets and Roads Preservation <input type="checkbox"/> Rural Roadway Improvement <input type="checkbox"/> Community-Based Transportation Plan (CBTP) or Participatory Budgeting (PB) Process in an Equity Priority Community (EPC) <input type="checkbox"/> CBTP/PB Project Implementation </div> <div style="width: 48%;"> <p>Climate, Conservation, & Resilience</p> <input type="checkbox"/> Transportation Demand Management (TDM) Program <input type="checkbox"/> Mobility Hub <input type="checkbox"/> Parking/Curb Management <input type="checkbox"/> Car/Bike Share Capital <input type="checkbox"/> Open Space Preservation and Enhancement <input type="checkbox"/> Bicycle/Pedestrian Access to Open Space/Parkland <input type="checkbox"/> Regional Advance Mitigation Planning (RAMP) <p>Multimodal Systems Operations & Performance</p> <input type="checkbox"/> Transit Capital Improvement <input type="checkbox"/> Transit Station Improvement <input type="checkbox"/> Transit Transformation Action Plan Project Implementation <input type="checkbox"/> Active Operational Management <input type="checkbox"/> Mobility Management and coordination </div> </div>



Policy Alignment	
Federal Performance Goals <i>How does the project support federal performance measures?</i>	<p>Select the federal performance measures that are supported by the project:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Safety: Significantly reduce traffic fatalities and serious injuries for all users on all public roads and improve the safety of all public transportation systems. <input type="checkbox"/> Infrastructure Condition: Improve the pavement condition on the Interstate and National Highway System (NHS) and NHS bridges and maintain the condition of public transit assets in a state of good repair. <input type="checkbox"/> Congestion Reduction: Significantly reduce congestion on the NHS in urbanized areas. <input type="checkbox"/> System Reliability: Improve the reliability of the Interstate system and NHS. <input type="checkbox"/> Freight Movement and Economic Vitality: Improve the reliability of the Interstate system for truck travel. <input type="checkbox"/> Environmental Sustainability: Maximize emission reductions from CMAQ-funded projects. <p>Describe how the project supports the selected federal performance measure(s): <i>Please describe</i></p>
Plan Bay Area 2050 Strategies <i>How does the project align with Plan Bay Area 2050?</i>	<p>Describe how the project supports Plan Bay Area 2050 Strategies and/or Implementation Plan: <i>Please describe</i></p>
Regional Policy Alignment <i>How does the project align with other regional policies and plans?</i>	<p>Select the regional plans and policies with which the project is aligned:</p> <div style="display: flex; justify-content: space-between;"> <div> <input type="checkbox"/> Regional Safety/Vision Zero Policy <input type="checkbox"/> MTC's Equity Platform <input type="checkbox"/> Regional Active Transportation Plan </div> <div> <input type="checkbox"/> Transit Oriented Communities Policy <input type="checkbox"/> Blue Ribbon Transit Transformation Action Plan </div> </div> <p>Describe how the project aligns with the selected regional plans and/or policies: <i>Please describe</i></p>
Regional Growth Geographies <i>Does the project support PBA 2050 Growth Geographies?</i>	<p>Indicate the project's relationship to <i>Plan Bay Area 2050</i> Growth Geographies:</p> <p>Priority Development Area (PDA)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Meets the uniform definition of a PDA-supportive project (within one mile or less of a PDA boundary) <input type="checkbox"/> Does not meet the uniform definition of a PDA-supportive project, but otherwise has a clear and direct connection to PDA implementation <i>Please describe</i> <input type="checkbox"/> Included in a locally-adopted PDA plan (e.g. Specific Plan, PDA Investment and Growth Strategy) <i>Locally-adopted PDA plan reference</i> <p>Transit Rich Area (TRA)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Within a TRA or otherwise supportive of a TRA (see Growth Geographies map) <i>Please describe</i> <p>Priority Production Area (PPA)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Supports the preservation of a PPA (see Growth Geographies map) <i>Please describe</i>



<p>Equity Priority Communities <i>Does the project invest in historically underserved communities?</i></p>	<p>Indicate how the project invests in historically underserved communities, including <i>Plan Bay Area 2050</i> Equity Priority Communities (EPCs):</p> <p><input type="checkbox"/> Located within and supportive of an EPC (see Equity Priority Communities map)</p> <p><input type="checkbox"/> Not located within an EPC, but is otherwise supportive of an EPC or other historically underserved community</p> <p><i>Description of how project supports an EPC or other historically underserved community</i></p>
<p>Local Housing Policies <i>Is the project located in a jurisdiction with policies that support affordable housing?</i></p>	<p>Indicate if the project is located in a jurisdiction that has adopted policies which support the "3Ps" approach to affordable housing by listing the relevant adopted policies for each element of the 3Ps. Additional guidance and resources on affordable housing policies are provided on the OBAG 3 webpage.</p> <p><input type="checkbox"/> <u>Protect</u> current residents from displacement (with emphasis on policies that have demonstrated effectiveness in community stabilization and anti-displacement). <i>List of applicable policies</i></p> <p><input type="checkbox"/> <u>Preserve</u> existing affordable housing (with emphasis on policies that have demonstrated effectiveness in community stabilization and anti-displacement). <i>List of applicable policies</i></p> <p><input type="checkbox"/> <u>Produce</u> new housing at all income levels. <i>List of applicable policies</i></p>
<p style="text-align: center;">Community Support</p>	
<p>Community Support <i>Does the project have community support, particularly if it is located in a historically underserved community?</i></p>	<p>Indicate if the project has demonstrated community support through one or more of the following:</p> <p><input type="checkbox"/> Public outreach responses specific to this project, including comments received at public meetings or hearings, feedback from community workshops, or survey responses. <i>Summary of public outreach responses</i></p> <p><input type="checkbox"/> Project is consistent with an adopted local transportation plan. <i>Description of project consistency with local plan</i></p> <p>Indicate if the project has demonstrated support from communities disproportionately impacted by past discriminatory practices, including redlining, racial covenants, urban renewal, and highway construction that divided low income and communities of color. Resources for identifying impacted communities are available on the OBAG 3 webpage. Community support may be demonstrated through one or more of the following:</p> <p><input type="checkbox"/> Prioritization of the project in a Community Based Transportation Plan (CBTP) or Participatory Budgeting (PB) process. <i>CBTP or PB reference</i></p> <p><input type="checkbox"/> Endorsements from a Community-Based Organizations representing historically underserved and potentially impacted communities. <i>Description of CBO endorsement</i></p>



Deliverability & Readiness	
Project Readiness <i>Is the project ready to be delivered?</i>	<p>Describe the readiness of the project, including right-of-way impacts and the type of environmental document/clearance required:</p> <p><i>Project readiness, right-of-way, environment</i></p> <p>If the project touches Caltrans right-of-way, include the status and timeline of the necessary Caltrans approvals and documents, the status and timeline of Caltrans requirements, and approvals such as planning documents (PSR or equivalent) environmental approval, encroachment permit.</p> <p><i>Caltrans approvals status and timeline</i></p>
Deliverability <i>Are there any barriers to on-time delivery?</i>	<p>Describe the project's timeline and status, as well as the sponsor's ability to meet the January 31, 2027 obligation deadline:</p> <p><i>Project timeline, status, and obligation deadline</i></p> <p>Identify any known risks to the project schedule, and how the CTA and project sponsor will mitigate and respond to those risks:</p> <p><i>Project risks and mitigation strategies</i></p>
Project Cost & Funding	
Grant Minimum <i>Does the project meet the minimum grant size requirements?</i>	<p><input type="checkbox"/> Project meets the minimum grant size requirements. Projects must be a minimum of \$500,000 for counties with a population over 1 million (Alameda, Contra Costa, and Santa Clara counties) and \$250,000 for counties with a population under one million (Marin, Napa, San Francisco, San Mateo, Solano, and Sonoma counties).</p> <p><i>Exception request to minimum grant size</i></p>
Local Match <i>Does the project meet local match requirements?</i>	<p><input type="checkbox"/> Project sponsor will provide a local match of at least 11.47% of the total project cost.</p> <p><i>Notes on local match, optional</i></p>

One Bay Area Grant (OBAG 3) – County & Local Program

Template Application Form (v1)



Project Cost & Funding

OBAG 3 Grant Request:

Total Grant Request	\$
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Project Cost & Schedule:

Project Phases	Total Cost	Secured Funds		Unsecured Funds		Schedule (Start dates: Planned, Actual)
		Amount	Fund Sources	OBAG 3 Grant Request	Remaining Funding Needed	
Planning/ Conceptual	\$	\$	<i>Secured fund sources, notes</i>	\$	\$	Month/Year
Environmental Studies (PA&ED)	\$	\$	<i>Secured fund sources, notes</i>	\$	\$	Month/Year
Design Engineering (PS&E)	\$	\$	<i>Secured fund sources, notes</i>	\$	\$	Month/Year
Right-of-way	\$	\$	<i>Secured fund sources, notes</i>	\$	\$	Month/Year
Construction	\$	\$	<i>Secured fund sources, notes</i>	\$	\$	Month/Year
Total	\$	\$		\$	\$	

Project Investment by Mode:

Mode	Share of project investment
Auto	%
Transit	%
Bicycle/Pedestrian	%
Other	%
Total	100%

Appendix A-1: County & Local Program Call for Projects Guidelines

The One Bay Area Grant (OBAG 3) County & Local Program funding is available to projects through a competitive call for projects process, administered and selected by MTC in coordination with the nine Bay Area County Transportation Agencies (CTAs). MTC is responsible for call for projects oversight and final project selection.

To receive County & Local Program funding, CTAs and project sponsors must adhere to all OBAG 3 programming policies, including the call for projects guidelines. In the case of any conflict or inconsistency between these guidelines (MTC Resolution No. 4505, Appendix A-1) and the OBAG 3 Project Selection and Programming Policies (MTC Resolution No. 4505, Attachment A), the Project Selection and Programming Policies will be given precedence.

Program Requirements

Sponsor Requirements

Bay Area cities, counties, transit agencies, federally-recognized Tribal governments, and CTAs are eligible to apply for OBAG 3 County & Local Program funds. Cities and counties must meet the following requirements to receive program funding:

- Have a general plan housing element adopted and certified by the California Department of Housing and Community Development (HCD) for the 2023-31 Regional Housing Needs Allocation (RHNA) cycle by December 31, 2023, and maintain certification throughout the OBAG 3 program period;
- Submit Housing Element Annual Reports to HCD each year by the April 1 deadline throughout the OBAG 3 program period;
- Adopt a resolution self-certifying compliance with state housing laws related to surplus lands, accessory dwelling units, and density bonuses by December 31, 2023;
- Maintain ongoing compliance with the Housing Accountability Act (as determined by MTC staff) throughout the OBAG 3 program period;
- Adopt a Local Roadway Safety Plan (LRSP) or equivalent safety plan, as defined by the California Highway Safety Improvement Program (HSIP) guidelines, by December 31, 2023;
- Maintain a certified Pavement Management Program (StreetSaver® or equivalent), updated as prescribed by MTC staff;
- Fully participate in statewide local streets and road needs assessment surveys (including any assigned funding contribution); and
- Provide traffic count data to MTC to support FHWA's Highway Performance Monitoring System (HPMS) on an annual basis, or as directed by MTC staff.

The above requirements do not apply to sponsors with no general plan or land use authority, such as CTAs or transit agencies under a Joint Powers Agreement (JPA) or special district.

In addition, all recipients of OBAG 3 funding, including public agencies without land use authority as well as federally-recognized Tribal governments, are required to:

- Comply with MTC's Complete Streets Policy, and its successor, including the requirement to complete a Complete Streets Checklist for each project applying for OBAG 3 funding; and

- Comply with MTC's Regional Project Delivery Policy (MTC Resolution No. 3606), including identification of a staff position to serve as the single point of contact (SPOC) for the implementation of all FHWA-administered funds within that agency. The person in this position must have sufficient knowledge and expertise in the federal-aid delivery process to coordinate issues and questions that may arise from project inception to project close-out.

Project Requirements

Sponsors may apply to receive funding through the call for projects process for eligible project types, as detailed by program category in the County & Local Programs section of Attachment A. Projects must comply with OBAG 3 General Programming Policies, in addition to the programming policies specific to the County & Local Program.

For each project, sponsors must provide the following:

- A Complete Streets Checklist for each distinct project location using the Complete Streets web application (located at <https://completestreets.mtc.ca.gov/>). This checklist will be updated as part of MTC's Active Transportation Plan and Complete Streets Policy update, and sponsors will be required to complete the revised version, available by May 1, 2022. CTAs must make checklists available to their Bicycle and Pedestrian Advisory Committee (BPAC) for review prior to project nomination. For projects that have already submitted a Complete Streets checklist for prior cycles of regional discretionary funding, sponsors may be required to complete an updated checklist or complete a second checklist review with their BPAC, as determined on a case-by-case basis by MTC staff.
- For projects eligible for Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds, the inputs necessary to assess the emissions benefits and cost-effectiveness of air quality improvements resulting from project implementation. Air quality calculation input forms are provided by project type on the OBAG 3 webpage (available at www.mtc.ca.gov/obag3) under "Partner Agency Resources."
- All projects selected by MTC for funding must provide a Resolution of Local Support, approved by the sponsor's governing body (template resolutions are available at <https://mtc.ca.gov/funding/federal-funding/federal-highway-administration-grants/one-bayarea-grant-obag-3>).
- All projects selected by MTC for funding must submit a project application, through MTC's Fund Management System (FMS), including a copy of the approved Resolution of Local Support.

PDA Minimum Investments

CTA nomination lists must meet or exceed the minimum threshold established for PDA supportive investments. For the North Bay counties of Marin, Napa, Solano, and Sonoma, the overall PDA supportive nominations must total 50% or more of the CTA's total funding request for that county. For the remaining counties of Alameda, Contra Costa, San Francisco, San Mateo, and Santa Clara, 70% or more of each CTA's funding request must consist of PDA supportive projects.

To be credited towards each county's PDA minimum investment threshold, a project must be located within or connected to a PDA, or be within one mile of a PDA boundary. Projects that are not physically located within one mile of a PDA but have a clear and direct connection to PDA implementation, such as

transit maintenance facility improvements, may also be credited towards the PDA minimum investment thresholds. Determinations for such projects will be provided by MTC staff on a case-by-case basis.

Projects which consist of countywide programs or activities, including funds dedicated to CTA planning and programming, are given partial credit towards each county's minimum investment threshold calculations (70% or 50%, in line with each county's minimum threshold).

Nomination Targets

County nomination targets establish the maximum funding request that each CTA may make through County & Local Program project nominations. Similar to prior OBAG cycles, these targets are based on population, recent housing production and planned growth, and housing affordability. However, the OBAG 3 nomination targets do not commit or imply a guaranteed share of funding to any individual county or jurisdiction.

To ensure a sufficient pool of projects for regional selection, MTC is soliciting nominations for 120% of the available funding capacity for the County & Local Program. Each CTA's nomination target is calculated as a percent share of this overall nomination total, using the following factors:

- **Population:** 50% of the nomination target is based on a county's share of the regional population, using 2021 population estimates from the California Department of Finance.
- **Housing Production:** 30% of the nomination target is based on a county's share of regional housing production during the current and previous Regional Housing Needs Allocation (RHNA) cycles (2007 to 2019), using building permit data compiled by the Association of Bay Area Governments (ABAG).
- **Planned Growth:** 20% of the nomination target is based on a county's share of regional housing allocations through the 2023-31 RHNA cycle.
- **Housing Affordability:** For housing production and RHNA factors, 60% of each factor is calculated based on the production or planned growth in affordable housing alone, while the remaining 40% considers all housing types. Affordable housing is defined as housing for very low-, low-, or moderate-income households, categories established by the California Department of Housing and Community Development (HCD) based on housing cost as a proportion of local area median income (AMI). For the purposes of calculating nomination targets, county-specific AMI values are used.
- **Planning and Implementation Balance:** Nomination targets may be further adjusted to ensure that no county receives a nomination target below the base planning amount programmed for that county. No such adjustments were necessary in developing the proposed nomination targets for OBAG 3.

The resulting nomination targets are detailed in the table below by county. CTAs may only nominate County & Local Program projects up to the target amounts listed below.

County	CTA	Nomination Share	Nomination Target
Alameda	Alameda County Transportation Commission	20.3%	\$82,827,000
Contra Costa	Contra Costa Transportation Authority	13.9%	\$56,775,000

Marin	Transportation Authority of Marin	2.8%	\$11,544,000
Napa	Napa Valley Transportation Authority	1.5%	\$6,143,000
San Francisco	San Francisco County Transportation Authority	15.2%	\$62,138,000
San Mateo	City/County Association of Governments of San Mateo County	9.1%	\$37,054,000
Santa Clara	Santa Clara Valley Transportation Authority	26.8%	\$109,385,000
Solano	Solano Transportation Authority	4.7%	\$19,159,000
Sonoma	Sonoma County Transportation Authority	5.6%	\$22,975,000
CTA Nomination Totals (120% available funds)			\$408,000,000
Funds Available (County & Local Program)			\$340,000,000

In addition, CTAs are encouraged (but not required) to submit project nomination lists that align with the following regionwide County & Local Program funding targets and constraints:

- **Active Transportation Investment Target:** OBAG 3 establishes a regionwide target of \$200 million for active transportation projects, including bicycle, pedestrian, and Safe Routes to School (SRTS) programs and projects. Bicycle and pedestrian elements included on projects that are not solely focused on active transportation (such as sidewalk or bike lane improvements included in a local road preservation project) also contribute to this regionwide investment target.
- **SRTS Investment Target:** OBAG 3 carries forward ongoing commitments to SRTS programming, by establishing a \$25 million regionwide target for SRTS programs and projects. Qualifying projects also contribute to the broader active transportation investment target described above.
- **Fund Source Eligibility:** Fund source targets for the County & Local Program are proportional to the overall composition of OBAG 3 funding, estimated to be 60% Surface Transportation Block Grant Program (STP) funds and 40% CMAQ funds. As CMAQ is the more restrictive fund source, in effect this constraint requires that at least 40%, or \$150 million, of County & Local Program funds be allocated to CMAQ-eligible projects.

Outreach Requirements

MTC partners with CTAs to conduct public engagement and local agency outreach for the County & Local Program call for projects, consistent with Title VI of the Civil Rights Act and associated federal requirements. The existing relationships CTAs have with local jurisdictions, elected officials, transit agencies, federally-recognized Tribal governments, community organizations and stakeholders, and members of the public within their respective counties make them well suited to assist MTC in this role.

CTAs should develop outreach plans consistent with this section, and each CTA must have their plan approved by MTC staff prior to initiating the call for projects activities in their respective county. In addition, CTAs are required to submit documentation to MTC demonstrating compliance with this section during the project nomination process. A list of acceptable outreach compliance documentation can be found below (page 7).

Public Engagement

As part of their call for projects process, CTAs are required to conduct countywide outreach and engagement with stakeholders and the public to solicit project ideas. CTAs are expected to implement their public outreach and engagement efforts in a manner consistent with MTC's Public Participation Plan (MTC Resolution No. 4174), which can be found at <http://mtc.ca.gov/about-mtc/public-participation/public-participation-plan>. CTAs should make every effort to follow current best practices related to virtual and in-person public participation, outreach, and engagement. CTAs should also make meaningful efforts to lower participation barriers for hard-to-reach populations, Limited English Proficient (LEP) speakers, people with disabilities, and those who are historically challenged from weighing in on public decision making processes.

At a minimum, MTC and CTAs are required to:

- Execute effective and meaningful local outreach and engagement efforts during the call for projects by working closely with local jurisdictions, elected officials, transit agencies, community-based organizations, other relevant stakeholders, and the public through the project solicitation process;
- Explain the local call for projects process, informing stakeholders and the public about methods for public engagement; relevant key milestones; the timing and opportunities for public comments on project ideas, including all standing public meetings and any County & Local Program call for projects-specific events and/or meetings; and when decisions are to be made on the list of projects to be submitted to MTC;
- Hold public meetings and/or workshops at times that are conducive to public participation to solicit public input on project ideas to submit;
- When possible, schedule meetings/events at times and locations that prioritize participation from Equity Priority Communities and other communities that have historically been systematically left out of the decision-making process;
- Post notices of public meetings and hearing(s) on their agency website; include information on how to request language assistance for individuals with limited English proficiency, as well as reasonable accommodations for persons with disabilities. If agency protocol has not been established, please refer to MTC's Plan for Assisting Limited English Proficient Populations at mtc.ca.gov/about-mtc/public-participation/get-language-assistance or the Americans with Disabilities Act;
- Offer language assistance¹ and accommodations for people with disabilities on all collateral materials and meeting notices. Establish a reasonable amount of time to request assistance in advance and include this information in materials and meeting notices;
- Hold in-person public meetings, when health protocols allow for in-person meetings to be safely held, in central locations that are accessible via multiple transportation modes,

¹ The Regional Housing Technical Assistance program has developed a useful reference document that outlines best practices for offering language translation services:
[https://abag.ca.gov/sites/default/files/documents/2021-11/Best Practices Multilingual Engagement 10-2021.pdf](https://abag.ca.gov/sites/default/files/documents/2021-11/Best_Practices_Multilingual_Engagement_10-2021.pdf).

especially public transit, and ensure all locations are accessible to persons with disabilities; and

- Respond to written public comments, and whenever possible, post all written comments to the agency's website and summarize how public feedback impacted the decision-making process.

CTAs with recent public engagement efforts relevant to the County & Local Program call for projects are encouraged to incorporate the results of these efforts into their project prioritization process, provided that such efforts are:

- Completed recently or concurrently (up to 12 month prior to the County & Local Program call for projects, with older but relevant outreach considered by MTC staff on a case-by-case basis);
- Sufficiently comprehensive to determine public support and priorities for transportation project types eligible for funding under OBAG 3 (for example, development of a Countywide Transportation Plan or Countywide Capital Improvement Program);
- Conducted in an accessible, equitable manner consistent with federal Title VI nondiscrimination requirements; and
- Supplemental to other, dedicated opportunities for public input on OBAG 3 County & Local Program funding specifically that meet the minimum outreach requirements detailed in the paragraph above.

Agency Coordination

CTAs are expected to work closely with regional stakeholders during the call for project process, including MTC, Caltrans, and potential project sponsors. At a minimum, MTC and CTAs are required to communicate the call for projects and solicit applications from all local jurisdictions, transit agencies, and federally recognized Tribal governments within their county boundaries. For counties with federally recognized Tribal governments within their jurisdictions, MTC and CTAs are required to offer opportunities for government-to-government consultation to the Tribes.

Title VI Responsibilities

Call for projects processes must be consistent with Title VI of the Civil Rights Act, and the associated Executive Order on Environmental Justice (EO 12898), which together prohibit discrimination in federally-assisted programs on the basis of race, ethnicity, or income. Public outreach to, and involvement of, individuals in low income and communities of color covered under Title VI is critical to both local and regional decisions. MTC and CTAs are required to ensure that underserved communities are provided opportunities for access and input to the project submittal process. This may include, but is not limited to, the following:

- Assisting community-based organizations, Equity Priority Communities, and any other underserved community interested in having projects submitted for funding; and
- Removing barriers for persons with limited-English proficiency and other communities that have historically been systematically left out of the decision-making process to have access to the project submittal process.

Resources and Documentation

CTAs may refer to MTC's Public Participation Plan for further guidance on Title VI outreach strategies, found at <http://mtc.ca.gov/about-mtc/public-participation/public-participation-plan>. Additional

resources related to Title VI, civil rights compliance, and virtual participation are available from these agencies:

- FHWA at <http://www.fhwa.dot.gov/civilrights/programs/tvi.htm>;
- Caltrans at http://www.dot.ca.gov/hq/LocalPrograms/DBE_CRLC.html#TitleVI;
- MTC at http://www.mtc.ca.gov/get_involved/rights/index.htm; and
- ABAG webinar: "Engage How To! Introduction to Remote Meeting Tools" at <https://abag.ca.gov/our-work/housing/regional-housing-technical-assistance/training>

Additionally, CTAs are encouraged to use the following resources to source MTC pre-approved consultant services for their outreach efforts:

- **Equity Consultant Bench:** for general support with outreach activities, available at https://mtc.ca.gov/sites/default/files/documents/2021-07/Equity_Bench_Consultant_Catalog_2021.pdf; and
- **Translation and Interpreter Services Consultant Bench:** for translation, interpretation, and American Sign Language (ASL) services to ensure meaningful access by Limited English Proficiency (LEP) populations (as required under Title VI) and provide accessibility accommodations (as required by the Americans with Disabilities Act), available at <http://mtc.legistar.com/gateway.aspx?M=F&ID=5b527bad-4840-4614-8ce8-72d94770e4e6.pdf>.

Both consultant benches include consultant firms pre-qualified by MTC through Request for Qualifications (RFQ) processes which included "Cooperative Use" language, allowing other agencies to use MTC's processes to satisfy their own contracting and procurement guidelines.

To demonstrate compliance with outreach requirements, CTAs are required to submit the following documentation to MTC staff by September 30, 2022:

- A copy of the CTA's public outreach and engagement plan, developed in coordination with MTC;
- Copies or text of public notice(s) of opportunities for members of the public to provide input on County & Local Program criteria and/or project nominations, which must include information on how to request language assistance and accessibility accommodations;
- A list of CBOs or other organizations representing potentially impacted groups that the CTA contacted for input on the County & Local Program;
- Dates, times, and locations of public meetings, hearings, and/or workshops where opportunity for public input on the County & Local Program was afforded;
- A summary of public input received during the call for projects process, and how such feedback, and the results of any relevant prior outreach, was used in the CTA evaluation and decision-making process;
- A description of correspondence and/or meetings with all applicable local jurisdictions, transit agencies, and federally-recognized tribal governments informing each of the call for projects opportunity; and
- If information from prior or concurrent outreach efforts was incorporated into the CTA's call for projects process, a narrative description of these efforts, how the results informed project prioritization, and how the CTA met the minimum public involvement requirements for the OBAG 3 call for projects described above.

County Screening and Evaluation

CTAs, in coordination with MTC, will solicit and collect project applications, screening applicants and projects for program eligibility, and initial scoring and/or ranking of projects. CTAs will develop individual application materials, deadlines, and processes for their county's call for projects, consistent with these overall program guidelines and subject to approval by MTC staff. At minimum, CTAs must incorporate the following regional criteria into their project evaluations.

- **Eligibility:** CTAs should screen potential sponsors and applications for eligibility with federal and regional requirements. Projects must be:
 - Eligible for STP or CMAQ funds, as detailed in 23 USC Sec. 133 and at <https://www.fhwa.dot.gov/fastact/factsheets/stbgfs.cfm> (STP), and in 23 USC Sec. 149 and at http://www.fhwa.dot.gov/environment/air_quality/cmaq/policy_and_guidance/ (CMAQ);
 - Consistent with *Plan Bay Area 2050*, available at <https://www.planbayarea.org/>; and
 - Meet all OBAG 3 programming policy requirements described in these guidelines and in MTC Resolution 4505.
- **Alignment:** CTAs should evaluate projects for alignment with relevant federal and regional plans and policies. Additional weight should be given to projects that:
 - Are located in PDAs or Transit-Rich Areas (TRAs), identified in locally-adopted plans (e.g. Specific Plans) for PDAs, or support preservation of Priority Production Areas (PPAs), as defined in Chapter 1 of *Plan Bay Area 2050* and available for viewing or download at <https://opendata.mtc.ca.gov/datasets/MTC::plan-bay-area-2050-growth-geographies/about>;
 - Invest in historically underserved communities, which may include projects prioritized in a Community-Based Transportation Planning (CBTP) or Participatory Budgeting process, or projects located within Equity Priority Communities with demonstrated community support. Equity Priority Communities are defined in Chapter 1 *Plan Bay Area 2050* and described at <https://mtc.ca.gov/planning/transportation/access-equity-mobility/equity-priority-communities>;
 - Are located in jurisdictions with affordable housing protection, preservation, and production strategies, including an emphasis on community stabilization and anti-displacement policies with demonstrated effectiveness;
 - Implement multiple *Plan Bay Area 2050* strategies, described throughout the Plan (in particular, Chapters 2-5), or implementation actions (Chapter 7);
 - Advance Federal Performance Management Goals for safety, asset management, environmental sustainability and system performance, as detailed in 23 USC Sec. 105(b) and at <https://www.fhwa.dot.gov/tpm/about/goals.cfm>;
 - Demonstrate consistency with one or more of the following regional plans and policies:
 - Regional Safety/Vision Zero Policy (MTC Resolution No. 4400): <https://mtc.ca.gov/tools-resources/digital-library/10a-20-0788-resono-4400-regional-safety-vz-policy.pdf>
 - Equity Platform: <https://mtc.ca.gov/about-mtc/what-mtc/equity-platform>

- Regional Active Transportation Plan (in development):
<https://mtc.ca.gov/funding/investment-strategies-commitments/climate-protection/regional-active-transportation-plan>
- Transit Oriented Communities Policy (update pending):
<https://mtc.ca.gov/planning/land-use/transit-oriented-development-tod-policy>
- Blue Ribbon Transit Transformation Action Plan:
https://mtc.ca.gov/sites/default/files/documents/2021-09/Transit_Action_Plan_1.pdf
- **Community Support:** CTAs must prioritize project applications with demonstrated public support from communities disproportionately impacted by past discriminatory practices, including redlining, racial covenants, urban renewal, and highway construction that divided low-income and communities of color. Community support may be determined through a variety of means, including (but not limited to):
 - Responses to public outreach, including comments received at public meetings or hearings, feedback from community workshops, survey responses, etc.; and
 - Endorsement by a Community-Based Organization (CBO) representing historically and potentially impacted populations.
- **Deliverability:** CTAs must evaluate applicants and projects for potential deliverability issues, deprioritizing or excluding projects as needed based on risk. CTAs should ensure that project sponsors have sufficient agency capacity and technical expertise to complete projects in accordance with MTC's Regional Project Delivery Policy (available at <https://mtc.ca.gov/funding/federal-funding/project-delivery>) and meet OBAG 3 deadlines. Project sponsors must be able to obligate OBAG 3 funds no later than January 31, 2027.

CTA project evaluation criteria must be approved by both MTC staff and the CTA's governing board prior to initiating the call for projects activities in their respective county. CTAs may develop separate evaluation frameworks by project type, but each such framework must meet the requirements of this section.

Project Nominations

After completing initial project screening and evaluations, CTAs will submit project nominations and associated documentation to MTC for regional evaluation and project selection. Nomination lists must be approved by the CTA's governing board prior to submission to MTC. CTA project nomination packets are due to MTC by September 30, 2022, and must include the following elements:

- **Nomination List:** list(s) of eligible candidate projects for the OBAG 3 County & Local Program, ranked or scored according to the evaluation criteria developed by the CTA and approved by MTC staff. Nomination lists must comply with all OBAG 3 programming policies, including sponsor and project requirements, PDA minimum investments, and CTA nomination targets.
- **Board Approval:** signed resolution documenting CTA governing board action approving the County & Local Program project nomination list.
- **Outreach Documentation:** materials verifying CTA compliance with outreach requirements as described above.

- **Compliance Checklists:** completed checklists and supporting documentation affirming compliance with County & Local Program programming policies for both the CTA and each sponsor with a project on the nomination list. Checklists should be completed by the CTA, and must be signed by a signatory authority for the concerned agency. CTA and sponsor checklists are provided through the OBAG 3 webpage (available at www.mtc.ca.gov/obag3) under “Partner Agency Resources.”

Regional Project Evaluation

Using the nomination packets provided by the CTAs, MTC staff will form a review committee composed of multidisciplinary group of staff members to complete a regional project evaluation process and develop a recommended subset of projects for adoption by the Commission. This process will consist of the following steps:

- **Eligibility Review:** MTC staff will review submitted documentation and ensure CTA, sponsor, and project compliance with applicable federal and regional policies. Any issues identified will be communicated to CTA staff, and projects with unresolved issues will be excluded from further consideration.
- **Regional Criteria:** members of the review committee will score projects using the following rubric:
 - CTA Prioritization (75 points): relative CTA project rank or score, scaled to a range of 0-75 and normalized across CTAs.
 - Regional Impact (15 points): project alignment with *Plan Bay Area 2050* strategies, anticipated effectiveness in advancing regional objectives, and contribution to regionally significant networks or facilities.
 - Deliverability (10 points): sponsor capacity to deliver the specified project, including consideration of prior performance on MTC-funded projects, and any anticipated risk to the project development schedule or funding plan.
 - Air Quality Improvement (10 points): for CMAQ-eligible projects relative cost-effectiveness of projects in reducing emissions for criteria air pollutants for the San Francisco Bay Area Air Basin and additional consideration for PM_{2.5} reducing projects.
- **Project Ranking Process:** candidate projects will be ranked according to their average review committee score. To ensure that high performing air quality improvement projects are prioritized for CMAQ funding, MTC staff will first develop a recommended list of eligible projects for CMAQ funding using the comprehensive rubric rankings (all eligible projects scored with a maximum possible score of 110 points and ranked from highest to lowest score). All remaining projects, including CMAQ-eligible projects not recommended for funding using this first method, will then be ranked with the air quality improvement portion of the rubric score excluded (all remaining projects scored with a maximum possible score of 100 points and ranked from highest to lowest score). The latter rankings will be used by MTC staff to develop a recommended list of projects for STP funding.
- **Program Balancing:** candidate projects will be initially prioritized according to their ranking as described above. However, to achieve programmatic investment thresholds, and ensure a balanced program of projects, MTC staff may adjust project prioritization based on the following factors:

- County PDA investment targets;
- Regionwide investment targets, including Active Transportation and SRTS investments;
- Relative STP and CMAQ availability; and
- Overall program balancing for a variety of project types, equitable investments, and geographic spread.

Using this process, MTC staff will develop a draft program of recommended projects for Commission adoption. MTC staff will coordinate with CTA staff to provide comments and feedback on the draft program of projects, and may refine the recommended program of projects accordingly.

Program Approval

The Commission will consider the recommended OBAG 3 County & Local Program projects in January 2023. Projects approved by the Commission for funding will be eligible for programming into the TIP starting in February 2023. Approved County & Local Program projects and any subsequent revisions by the Commission will be detailed in Attachment B-2.

Projects nominated by CTAs but not selected for funding by the Commission will automatically be considered for future eligible funding opportunities through the OBAG 3 Regional Program, or as additional programming capacity becomes available for the County & Local Program.



NAPA VALLEY TRANSPORTATION AUTHORITY

Technical Advisory Committee Agenda Memo

TO: Technical Advisory Committee (TAC)
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 Technical Advisory Committee (TAC) review and recommend the Napa Valley Transportation Authority (NVRTA) Board submit the Transportation Development Act Article 3 (TDA-3) FY 2022-23 Countywide Claim to the Metropolitan Transportation Commission (MTC).

EXECUTIVE SUMMARY

The NVRTA 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? No

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 NVTB 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 previous 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 this program cycle. The Town of Yountville project is fully funded in this cycle and the remaining projects will be partially funded in the next two fiscal years.

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 NVTB 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 - NVTB 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

ATTACHMENT 1
TAC Agenda Item 8.3
April 7, 2022

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

ATTACHMENT 2
TAC Agenda Item 8.3
April 7, 2022

FY 2022-23 FUND ESTIMATE REGIONAL SUMMARY								Attachment A Res No. 4504 Page 1 of 20 2/23/2022
TDA REGIONAL SUMMARY TABLE								
Column	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	Balance ¹	Outstanding Commitments, Refunds, & Interest ²	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								
Column	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 Commitments ²	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
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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

Attachment A
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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)	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) forecasts.

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

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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						
Column	A	C	D	E=Sum(A:D)	F	G=Sum(E:F)
	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 Grant ⁶						
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 Revenue ⁷	0	0	0	0	50,189,773	50,189,773
Transit Emergency Service Contingency Fund ⁸	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>	<i>A</i>	<i>B</i>	<i>C</i>	<i>D=Sum(A:C)</i>	<i>E</i>	<i>F=D+E</i>
	6/30/2021	FY2020-22	FY2021-22	6/30/2022	FY2022-23	Total
Fund Source	Balance ²	Outstanding Commitments ³	Programming Amount ⁴	Projected Carryover	Programming Amount ⁴	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					
ECCTA				\$1,332,243	
WCCTA				\$724,474	
				\$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 Funds ²			\$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 Funds ²			\$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**

*Attachment A
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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)**

*Attachment A
Res No. 4504
Page 18 of 20
2/23/2022*

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**

Attachment A
Res No. 4450
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10/27/2021

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	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)	Outstanding Commitments	Revenue Estimate ¹	Projected Carryover	Revenue Estimate ²	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
VT A	0	(4,535,433)	4,535,433	0	4,671,471	4,671,471
VT A - 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**

Attachment A
Res No. 4504
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2/23/2022

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						
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	Balance (w/interest)	Outstanding Commitments	Revenue Estimate ¹	Projected Carryover	Revenue Estimate ²	Available For Allocation
Clipper®/Clipper® 2.0 ³	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:
NVT
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
cchi@bayareametro.gov