

Napa Valley Transportation Authority

625 Burnell Street
Napa, CA 94559



Agenda - Final

Thursday, May 5, 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 (NVTa) 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 (Amani Meligy) (Pages 8-12)

Body: Caltrans staff will review the monthly report. Information only

Attachments: [Caltrans Report.pdf](#)

6.4 Vine Trail Update

6.5 Measure T Update (Victoria Ortiz)

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

7. CONSENT AGENDA

7.1 Meeting Minutes of April 7, 2022 Technical Advisory Committee (TAC) Meeting (Kathy Alexander) (Pages 13-16)

Recommendation: TAC action will approve the April 7, 2022 meeting minutes.

Estimated Time: 2:35 p.m.

Attachments: [Draft Minutes.pdf](#)

8. REGULAR AGENDA ITEMS

8.1 One Bay Area Grant Cycle 3 (OBAG 3) Call for Projects Materials Review and Recommendation (Alberto Esqueda) (Pages 17-39)

Recommendation: That the Technical Advisory Committee (TAC) recommend the Napa Valley Transportation Authority (NVTA) Board open the One Bay Area Grant (OBAG) 3 Call for Projects at its May 18, 2022 meeting and adopt the related materials including the OBAG 3 Application and Evaluation Criteria.

Estimated Time: 2:35 p.m.

Attachments: [Staff Report.pdf](#)

8.2 Measure T Loan Policy Discussion (Victoria Ortiz) (Pages 40-42)

Recommendation: The TAC will discuss a potential loan policy for Measure T.

Estimated Time: 2:45 p.m.

Attachments: [Staff Report.pdf](#)

8.3 Vine Transit Operations Quarter 3 Fiscal Year 2021-2022 (FY21-22) Update (Libby Payan) (Pages 43-49)

Recommendation: The TAC will receive an update on the Vine Transit Operations for the third quarter of FY 21-22.

Estimated Time: 3:00 p.m.

Attachments: [Staff Report.pdf](#)

8.4 Legislative Update* (Kate Miller)

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

Estimated Time: 3:05 p.m.

8.5 May 18, 2022 NVTA Board Meeting and NVTA-TA Board Meeting Draft Agendas* (Kate Miller)

Recommendation: That the TAC receive the May 18, 2022 NVTA and NVTA-TA Board Meeting Draft Agendas. Information only

Estimated Time: 3:10 p.m.

9. PRESENTATIONS

9.1 Transit Oriented Communities (TOC) Policy Update (Kara Vuicich, MTC)

Body: MTC staff will provide a presentation on the Transit Oriented Communities policies.

Estimated Time: 3:15 p.m.

10. FUTURE AGENDA ITEMS

11. ADJOURNMENT

11.1 Approval of Next Regular Meeting Date of June 2, 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 April 29, 2022

Kathy Alexander (e-sign) 04/29/2022

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: 11/2023 RWC: 02/2024 RTL: 03/2024

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: 3/30/2022 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: 07/2023 RWC: 09/2023 RTL: 09/2023

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: 06/2022 PAED: 12/2022 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)

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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: 6/30/2022 RWC: 11/2023 RTL: 11/2023 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 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: 8/2023 RTL: 8/2023 CCA: 09/2025

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: 5/2022 RWC: 05/2022 RTL: 06/2022 CCA: 12/2024

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: 10/2022 RWC: 11/2022 RTL: 12/2022 CCA: 02/2024

PIR (Project Initiation Report)

PAED (Project Approval/ Environmental Document)

RWC (Right of Way Certification)

ADV (Advertise Contract)

PSR (Project Study Report)

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PSE (Plans, Specifications, and Estimate)

CCA (Construction Contract Acceptance)

AWD (Award Contract)

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 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 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

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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: 04/18/2022

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: 03/2023

ACTION ITEMS:

PIR (Project Initiation Report)

PAED (Project Approval/ Environmental Document)

RWC (Right of Way Certification)

ADV (Advertise Contract)

PSR (Project Study Report)

RTL (Ready to List)

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CCA (Construction Contract Acceptance)

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Napa Valley Transportation Authority

625 Burnell Street
Napa, CA 94559

Meeting Minutes - Draft Technical Advisory Committee (TAC)

Thursday, April 7, 2022

2:00 PM

REFER TO COVID-19 SPECIAL NOTICE

1. Call To Order

Chair Clark called the meeting to order at 2:01 p.m.

2. Roll Call

Present: 10 - Chairperson Lorien Clark

Vice Chair Ramirez

Ahmann Smithies

Rayner

Lucido

Arias

Hawkes

Hecock

Janzen

Weir

Non-Voting: 2 - Lu

Chang

Absent: 2 - Cooper

Levine

3. Public Comment

Lincoln Bogard, City of American - asked if payments on debt incurred on Measure T projects could be considered as an allowed expenditure.

4. Committee Member Comments

None

5. Staff Comments

None

6. STANDING AGENDA ITEMS

6.1 County Transportation Agency Report (Danielle Schmitz)

Danielle Schmitz reported on the following topics covered at the March 28, 2022 Bay Area County Transportation Agencies meeting:

- The Metropolitan Transportation Commission (MTC) approved the One Bay Area Grant Cycle 3 (OBAG 3) program guidelines, county transportation agencies (CTAs) are expected to open their call for projects (CFPs) in May
- MTC may be releasing the Regional Early Action Planning grant and housing technical assistance program (REAP) CFP this spring
- MTC is aligning the guidelines for the Short Range Transit Plan (S RTP) with the Blue Ribbon Task Force's ridership and pandemic planning efforts
- MTC developed a regional grant strategy for the Bipartisan Infrastructure Law programs, and designated the SR 37 project as the priority for the Rural Surface Transportation Program
- MTC will present draft SB 1 priority principles for several programs to the Programming Allocations Committee and Commission in April
- Caltrans will meet with the CTA's to review the highway investment approach focusing on aligning highway projects with the Climate Action Plan for Transportation Infrastructure (CAPTI)
- Caltrans is introducing a highway transit study
- The California Transportation Commission (CTC) adopted the 2022 State Highway Operation and Protection Program (SHOPP), which includes \$217 million for projects in Napa County over the next four years

Bobby Lu, MTC, reported that staff will present a preliminary proposal for leveraging funding sources to support implementation of the regional growth framework to the joint MTC Planning and Association of Bay Area Governments (ABAG) Administration Committee meeting.

Ms. Schmitz asked Mr. Lu if MTC staff would provide a presentation on Transit Oriented Communities (TOC) policies.

Mr. Lu confirmed that he would forward the request.

6.2 Project Monitoring Funding Programs* (Alberto Esqueda)

Alberto Esqueda reported that there were no projects on the inactive project list and thanked the jurisdictions for working diligently to get their projects off the list.

6.3 Caltrans' Report (Caltrans Staff) (Pages 8-12)

Daniel Chang reviewed the Caltrans report.

6.4 Vine Trail Update (Eric Janzen)

Eric Janzen reported that the St. Helena City Council requested a recommendation for the section of the Vine Trail route that will go through the city. The recommendation will be presented to City Council at its next meeting.

6.5 Transit Update (Rebecca Schenck)

Rebecca Schenck reported that three of the electric buses have arrived, charging infrastructure installation is in progress in St. Helena and Yountville.

Additionally, she stated the number of Vine trips increased by 8,400 in March over February.

6.6 Measure T Update (Victoria Ortiz)

Victoria Ortiz reported that updated master agreements will be emailed to each jurisdiction's point of contact for approval by the jurisdiction's council or board. The updated master agreement will repeal and replace the existing agreement.

Ms. Ortiz emailed questions to some of the jurisdictions regarding their semi-annual progress report - please respond if you have not already done so.

Additionally, she asked jurisdictions to send pictures of Measure T funded projects - they will be used for literature and social media posts.

Ms. Ortiz noted that NVTa staff is researching addressing the use of Measure T funds to repay private loans used to pay for Measure T projects and will provide an update at the May TAC meeting.

7. CONSENT AGENDA

MOTION by HECOCK, SECOND by HAWKES to APPROVE the CONSENT CALENDAR. Motion was approved with the following vote:

Aye: 10 - Chairperson Clark, Vice Chair Ramirez, Member Ahmann Smithies, Member Rayner, Member Lucido, Member Arias, Alternate Member Hawkes, Member Hecock, Member Janzen, and Member Weir

Absent: 2 - Member Cooper, and Member Levine

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

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

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)

Diana Meehan provided an overview of the TFCA program, proposed Fiscal Year End (FYE) 2023 and 2024 TFCA Expenditures and Proposed Timeline for FYE 2023-2025. Staff is requesting the TAC recommend the NVTa Board open a Call for Projects for the TFCA Program Manager Funds for Fiscal Years Ending (FYE) 2023-2025.

MOTION by ARIAS, SECOND by RAYNER to RECOMMEND the NVTa Board open a call for projects for the TFCA Program Manager Funds for Fiscal Years Ending (FYE) 2023-2025. Motion was approved with the following vote:

Aye: 10 - Chairperson Clark, Vice Chair Ramirez, Member Ahmann Smithies, Member Rayner, Member Lucido, Member Arias, Alternate Member Hawkes, Member Hecock, Member Janzen, and Member Weir

Absent: 2 - Member Cooper, and Member Levine

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

Alberto Esqueda provided an update on the OBAG 3, program revenue estimates, guidelines, eligible projects, and project evaluation scoring.

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

Diana Meehan provided an overview of the TDA 3 program and projected revenues for Fiscal Years (FY) 2022-2023. 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.

MOTION by RAYNER, SECOND by HECOCK, to 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). Motion was approved with the following vote:

Aye: 10 - Chairperson Clark, Vice Chair Ramirez, Member Ahmann Smithies, Member Rayner, Member Lucido, Member Arias, Alternate Member Hawkes, Member Hecock, Member Janzen, and Member Weir

Absent: 2 - Member Cooper, and Member Levine

8.4 Legislative Update* (Kate Miller)

Kate Miller reviewed the state and federal legislative updates.

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)

Kate Miller reviewed the draft April 20, 2022 NVTa and NVTa-TA Board meeting agendas.

9. FUTURE AGENDA ITEMS

None

10. ADJOURNMENT

There was a brief discussion regarding transitioning back to in person meetings. It was requested that the TAC members be polled on meeting participation.

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

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

Kathy Alexander, Deputy Board Secretary



May 5, 2022
TAC Agenda Item 8.1
Continued From: April 7, 2022
Action Requested: Action

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 Call for Projects

RECOMMENDATION

That the Technical Advisory Committee (TAC) recommend the Napa Valley Transportation Authority (NVTA) Board open the One Bay Area Grant (OBAG) 3 Call for Projects at its May 18, 2022 meeting and adopt the related materials including the OBAG 3 Application and Evaluation Criteria.

EXECUTIVE SUMMARY

The Metropolitan Transportation Commission (MTC) adopted the OBAG 3 policy framework in January 2022. The OBAG 3 program will fund projects in Fiscal Years (FYs) 2023 through 2026. 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, NVTA has already committed \$4.2 million in OBAG 3 funds, due to various funding exchanges to gap the Vine Trail Calistoga to St. Helena shortfall, leaving \$1,943,000 available for new OBAG 3 projects. NVTA will be submitting a project list totaling \$6.143 million to MTC by September 30, 2022.

Project applications are due to NVTA by June 30, 2021, NVTA staff will review and evaluate project applications during July and August 2022 and present a list of recommend project(s) to the TAC at its September 1, 2022 meeting for review and recommendation. The NVTA Board will approve project nominations at the September 21, 2022 Board meeting. Project nominations are due to MTC by September 30, 2022.

Table 1. NVTA OBAG 3 Funds

NVTA OBAG 3 Fund Distribution		
OBAG 3 Funds Available		\$6,143,000
City of Napa	Five-way Intersection	(\$2,000,000)
St. Helena	Main Street Pedestrian Improvement	(\$1,200,000)
American Canyon	Green Island Road	(\$1,000,000)
Remaining funds for new projects		\$1,943,000

FISCAL IMPACT

Is there a Fiscal Impact? No.

BACKGROUND AND DISCUSSION

On March 23, 2022, the Metropolitan Transportation Commission (MTC) approved the One Bay Area Grant (OBAG) Cycle 3 guidelines for local and county shares. NVTA developed local evaluation criteria aligned with MTC's guidelines to screen projects. Jurisdictions that want to nominate a project for funding will need to complete a project application and evaluation criteria (Attachment 1). The project has to fall within one of four program categories*:

1. Planning & Program Implementation
2. Growth Framework Implementation
3. Climate, Conservation, and Resilience
4. Complete Streets and Community Choice

**See Exhibit A in Attachment 1 for more details on program categories and project examples*

Project applications are due June 30, 2022, NVTA staff will evaluate project applications during July and August 2022 and present a list of recommended projects to the TAC at its September 1, 2022 for review and recommendation to the Board. The tentative date for Board approval of project nominations is September 21, 2022.

Table 2. OBAG 3 Project Nomination/Approval Timeline

County Program Timeline	
April 7, 2022	TAC receives overview of the OBAG 3 program guidelines
May 1, 2022	MTC releases OBAG 3 Call for Projects
May 5, 2022	TAC recommends release of Call for Projects to NVTA Board
May 18, 2022	NVTA Opens OBAG 2 Call for Projects
June 30, 2022	OBAG 2 Applications due to NVTA
September 1, 2022	TAC reviews NVTA staff project recommendations for Board approval
September 21, 2022	NVTA Board OBAG 3 project nomination approval
September 27, 2022	NVTA staff submits project nominations to MTC
October – Dec 2022	County & Local Program – Regional Project Evaluation & Project Prioritization <ul style="list-style-type: none"> • MTC evaluation of nominations • CMAQ emissions benefits & cost effectiveness (for eligible projects) • MTC & CTA discussions of preliminary staff recommendation
October 1, 2022	First year of OBAG 3 funding availability for ongoing planning and programming activities, Regional Programs
January 2023	County & Local Program – MTC Project Selection <ul style="list-style-type: none"> • MTC staff recommendations for Commission consideration & approval • Programming of County & Local Program projects into 2023 TIP (est. February 2023)
October 1, 2023	First year of OBAG 3 funding availability for County & Local Program projects

The One Bay Area Grant (OBAG) program establishes the policy and programming framework for investing federal Surface Transportation Program (STP), Congestion Mitigation and Air Quality (CMAQ) Improvement Program, and other funds throughout the Bay Area. The OBAG program focuses transportation investments in Priority

Development Areas (PDAs) and in jurisdictions producing and planning for new housing under the Regional Housing Needs Allocation (RHNA) process, among other strategies.

The framework also consolidates funding sources and increases local agency flexibility to advance priority projects. Following the initial success of OBAG 1 and OBAG 2, the Metropolitan Transportation Commission (MTC) adopted the OBAG 3 policy framework in January 2022.

Highlighted changes for OBAG 3 include the following:

- Funding will be 50/50 split between regional and county programs – an increase from 55/45.
- MTC will conduct final project selection process on locally submitted projects - in prior cycles selection was at the sole discretion of the counties within the OBAG policy framework.
- PDA supportive projects must be within 1 mile of a priority development area (PDA) boundary – allowance of exceptions on a case-by-case basis. Prior OBAG cycles allowed projects considered proximate to the PDA.
- A project sponsor must have a Local Road Safety Plan or equivalent – by December 2023. Safety plans were not a requirement in prior OBAG cycles.
- \$25 million regionwide Safe Routes to School (SRTS) investment that replaces a county-specific SRTS investment. This is a takedown from the total funds available but counties will be eligible to compete for funding.
- \$200 million regionwide active transportation investment target. No targets for active transportation projects were established in prior OBAG cycles.

Revenue Estimates

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

County & Local Programs

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

Table 3. OBAG 3 Program Categories and Funding

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

NVTA created an OBAG 3 evaluation process and plans to open a call for projects at the May 18, 2022 Board meeting. Project nominations and a detailed description of public outreach compliance for the county program are due to MTC by September 30, 2022.

NVTA is soliciting project applications and will 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 particulate matter (PM_{2.5}), as well as the relative cost-effectiveness of the project to reduce transportation emissions

ATTACHMENTS

- (1) NVTa OBAG 3 County Local Program Application and Evaluation Criteria
- (2) Appendix A-1 County and Local Program Call for Projects Guidelines



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>



NVT A Local OBAG Screening Criteria	
<p>Supplemental Prioritization Criteria <i>Does the project conform to Napa County-specific criteria?</i></p>	<p>Select the OBAG 3 federal fund source(s) for which the project is eligible:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Project is a stand-alone project <input type="checkbox"/> Project sponsor is an eligible public agency <input type="checkbox"/> Project sponsor is requesting a minimum of \$250,000 in OBAG funds <input type="checkbox"/> Project is consistent with the Regional Transportation Plan and the Napa Countywide Transportation Plan– Advancing Mobility 2045 <input type="checkbox"/> Project has identified a local match of at least 11.47% <input type="checkbox"/> Located within a Priority Conservation Area (PCA) <input type="checkbox"/> Not located within designated PDA, PCA, PPA geographies, but direct connection to one or more of the designated geographies. <input type="checkbox"/> Project Readiness: Project can clearly demonstrate an ability to meet timely use of funds. Project should have completed conceptual designs at a minimum and ideally completed survey work (i.e. at/or near 30% design). <input type="checkbox"/> Project has completed environmental document <input type="checkbox"/> Community Support: Project has clear and diverse community support. This can be shown with letters of support, specific reference in adopted plan and community meetings regarding the project. <input type="checkbox"/> Project is listed in NVT A’s Community Based Transportation Plan <input type="checkbox"/> Safety: Project addresses high risk and high activity multi-modal corridor location. <input type="checkbox"/> Located within a Napa County Designated Equity Priority Community? (EPC): Project is located in an EPC or serves an EPC. <input type="checkbox"/> Project is a Safe Routes to School (SRTS) project <input type="checkbox"/> Project is a Safe Routes to Transit (SRTT) project <input type="checkbox"/> For a capital project, is the OBAG request all in one phase (i.e. all construction) <input type="checkbox"/> Project Sponsor is providing over a 20% match to federal funds <input type="checkbox"/> The project has a regional impact <input type="checkbox"/> Project Sponsor Priority: For project sponsor’s that submit multiple projects; this project has been given priority.

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>
Community Support	
<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 PM2.5 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
FROM: Kate Miller, Executive Director
REPORT BY: Victoria Ortiz, Assistant Planner/Analyst
(707) 259-8235 / Email: vortiz@nvta.ca.gov
SUBJECT: Measure T Loan Policy Discussion

RECOMMENDATION

Information only

EXECUTIVE SUMMARY

At the request of the Technical Advisory Committee (TAC), staff is exploring options for using Measure T funds to pay for debt services for Measure T-funded projects.

Following the start of Measure T in 2018, jurisdictions have inquired about the possibility of using Measure T revenues to repay private loans used to fund Measure T projects. Under Section 8 of the Ordinance, jurisdictions may loan Measure T revenues to other jurisdictions through a Cooperative Funding Agreement, however, a formal procedure does not currently exist under the Measure T Master Agreement for private loans. NVTA staff is currently exploring best practices that may facilitate private loans. Short-term considerations staff is exploring:

- When securing a loan for an approved Measure T project, future Measure T revenue cannot be used to guarantee the loan. However, Measure T funds can be used to repay the loan as long as the repayment of funds and other annual Measure T project expenses do not exceed the estimated Measure T revenue disbursement for any given fiscal year.
- A form that will be added to the 5-year project list that compares estimated annual fiscal year project costs and debt service spending to expected Measure T revenue. A draft of this form has been included as Attachment 1.

Staff would like to discuss the potential loan policy with TAC and will bring back a draft policy to the June meeting.

FISCAL IMPACT

Is there a Fiscal Impact? No.

BACKGROUND

On November 6, 2012, County voters approved the Napa Countywide Road Maintenance Act, commonly known as Measure T. Measure T established a 25-year period half-cent retail sales tax to supplement local maintenance of under-funded local streets and roads. The ordinance also established a percentage based expenditure plan for how revenue raised by the sales tax would be disbursed to jurisdictions. Measure T generates approximately \$20 million a year for local streets and roads rehabilitation.

ATTACHMENT

- 1) Draft cash flow form

Draft Cash Flow Form Version 1

Fiscal Year	Annual Projected Measure T	Annual Projected Debt Service	Annual Projected Measure T	Expenditures- Revenue
2023-2024				0
2024-2025				0
2025-2026				0
2026-2027				0
2027-2028				0

This form summarizes the debt services as a whole by fiscal year.



NAPA VALLEY TRANSPORTATION AUTHORITY

Technical Advisory Committee Agenda Memo

TO: Technical Advisory Committee
FROM: Kate Miller, Executive Director
REPORT BY: Libby Payan, Senior Program Planner/Administrator
(707) 259-8782 / Email: lpayan@nvta.ca.gov
SUBJECT: Vine Transit Update

RECOMMENDATION

Information only. This report will provide an update on the operational performance for Vine Transit services for the third quarter (Q3) of Fiscal Year (FY) 2021-22. The report includes an update on operational and service changes related to the pandemic.

FISCAL IMPACT

Is there a Fiscal Impact? No

BACKGROUND

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

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

In mid-March of 2020, weekday service hours on Routes 10 and 11 were reduced to a Saturday schedule. Routes 10X and 11X were suspended – after already showing mixed ridership performance in the months preceding the pandemic. On April 27, 2020, local fixed route services in the City of Napa (A-H) were suspended and transitioned to Stop to Stop On-Demand service for local trips. On May 13, 2020, following the County of Napa's revised Shelter at Home order, NVTA posted notices requiring the use of face coverings by passengers and staff. All of these service changes remained in effect until August 15, 2021.

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

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

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

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

Temporary Emergency Service Reductions (Early 2022)

Vine Transit experienced a short-term reduction in the number of available bus drivers during the winter COVID wave from January 22 to February 21, 2022. Due to those conditions, NVTA took steps to reduce service to minimize missed trips. NVTA announced the changes via press release, social media and signs to allow riders to plan ahead to take different trips to reach their destinations.

Vine Transit instituted temporary services changes including:

- Reduced Route 10 Monday-Saturday service to Saturday service hours. Route 10 remained on the Sunday schedule on Sundays.
- Sunday Service on the Yountville Trolley was temporarily suspended. Service remained the same for all other days of the week.
- All Service on the 11X temporarily suspended.
- Two trips on the Napa BART Express did not run; Route 29 did not go to the El Cerrito Del Norte BART station at 6:00 am or return to the Redwood Park and Ride on the 7:20 am trip.

NVTA returned to its regular schedule on February 21st.

Vine Transit continues to follow health and sanitation requirements. Vine buses are thoroughly sterilized each day and frequently touched areas, such as handrails, are cleaned several times each day. As of this writing, the Vine is no longer requiring facemasks on the transit system or on the Soscot Gateway Transit Center property. NVTA released a press release on April 21st that announced NVTA is no longer mandating masks but is strongly encouraging riders and visitors to continue to wear masks.

Vine Transit Performance

The first four tables compare ridership across different services in the third quarter of FY 2021-22 (January to March) to the same period in the prior fiscal year. The first two months of the third quarter brought on some declines in ridership due to the winter COVID wave and the emergency service reductions that were implemented. However, ridership rapidly rebounded and several fixed routes & on-demand services experienced their highest ridership month (March) of the current fiscal year. Staff expects the current upswing trend in ridership to continue into the final quarter of the fiscal year.

Table 1 shows a significant increase of 112.78% in ridership from 13,361 to 28,429 in the City of Napa from the third quarter of FY 2020-21 to the current fiscal year. This increase is most likely due to the re-introduction of fixed routes (N, S, W & E) in the City of Napa. In the prior fiscal year, there was only on-demand service. One of the purposes of re-introducing those fixed routes was to increase ridership and ease pressure on the on-demand services by transferring riders to fixed routes.

Table 1: City of Napa– Comparing Q3 of FY21 & FY22

	FY 20/21	FY 21/22	% Difference	Numerical Difference
Napa Local On-Demand	13,361	4,653	-65.17%	-8,708
Route N	N/A	12,296	N/A	12,296
Route S	N/A	4,352	N/A	4,532
Route W	N/A	6,351	N/A	6,351
Route E	N/A	777	N/A	777
Total Rides	13,361	28,429	112.78%	15,068

Table 2 indicates an overall increase in ridership on the regional and express routes (10, 11, 11X, 21 and 29). The increase in the third quarter between fiscal years 2020-21 and 2021-22 was approximately 29%. Route 10 showed the largest percentage increase in ridership (35.24%) of all of the regional and express routes.

Table 2: Routes 10, 11, 11X, 21 and 29 Ridership – Comparing Q3 of FY21 & FY22

	FY 20/21	FY 21/22	% Difference	Numerical Difference
Route 10	20,225	27,353	35.24%	7,128
Route 11	19,876	26,037	30.99%	6,161
Route 11X	N/A	726	N/A	726
Route 21	4,014	4,051	0.91%	37
Route 29	6,928	7,698	11.11%	770
Total	51,044	65,865	29.03%	14,821

Table 3 shows the ridership patterns on the four community shuttles. The combined shuttle ridership is up significantly at 81.47% compared to the same quarter in the prior fiscal year. Ridership increased across all the community shuttles in the third quarter of the current fiscal year. The overwhelming increase on American Canyon Transit (ACT) is largely driven by the students who take the shuttle to school. Last fiscal year all classes were taught virtually, therefore driving down the demand for ACT. Also, only one ACT shuttle ran in the last fiscal year, but two shuttles ran this year in the third quarter.

Table 3: Community Shuttles – Comparing Q3 of FY21 & FY22

	FY 20/21	FY 21/22	% Difference	Numerical Difference
Calistoga Shuttle	1,541	3,071	99.29%	1,530
St. Helena Shuttle	1,060	1,250	17.92%	190
Yountville Trolley	1,154	1,359	17.76%	205
American Canyon Transit	1,679	4,181	149.02%	2,502
Total	5,434	9,861	81.47%	4,427

VineGo ridership is also rebounding (76.17%) compared to the same time last year as shown in Table 4. NVTa still has a reduced number of vehicles serving VineGo as ridership remains well below pre-COVID levels. However, programs that used to generate large amounts of VineGo trips pre-pandemic have begun to re-open and VineGo applications, re-certifications, and auto-renewals have subsequently increased. Staff expects the VineGo ridership to continue to climb during the remainder of the fiscal year.

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

	FY 20/21	FY 21/22	% Difference	Numerical Difference
VineGo	705	1,242	76.17%	537

Tables 5, 6 and 7, compare the second quarter of FY 2021-22 (October – December) to the third quarter of FY 2021-22 (January – March) to provide additional context on ridership changes.

Table 5 shows an overall increase in ridership (11.12%) in the City of Napa. The decline in the Napa Local On-Demand service is due to riders shifting their trips to the fixed route services. This was a forced change by NVRTA in November of 2021, when NVRTA added ride restrictions to the on-demand service on rides that could be taken by fixed route. The reason for this change was to use on-demand resources for those trips that are only served by on-demand and to minimize the wait times. As previously stated, the months of January & February experienced ridership declines due to the winter COVID wave. However, ridership rebounded and March was the highest ridership month of the current fiscal year for all four local routes.

Table 5 City of Napa Ridership – Comparing Q2 of FY22 & Q3 of FY22

	Q2 FY 22	Q3 FY 22	% Difference	Numerical Difference
Napa Local On-Demand	6,316	4,653	-26.33%	-1,663
Route N	9,365	12,296	31.30%	2,931
Route S	3,084	4,352	41.12%	1,268
Route W	5,955	6,351	6.65%	396
Route E	865	777	-10.17%	-88
Total	25,585	28,429	11.12%	2,844

Ridership slightly decreased over the prior quarter on the regional routes by 1.40% as seen in Table 6. Route 11 is the only route where ridership went up, however it was only by about two percent. Route 11X experienced the most significant decline at 52.36%. Route 11X service was temporarily suspended during the Emergency Service Reduction from January 22 – February 21st. Additionally, as Vine Transit is still experiencing a shortage of drivers, Route 11X has had to be cancelled numerous times. To ensure that Route 11X riders counting on the service are not stranded, Vine allows riders to board a Route 29 bus instead and the driver will drop the passenger off at the Vallejo Ferry Terminal. Whenever this occurs, messaging is placed on the Route 11X webpage to alert riders and Route 29 bus drivers are notified so they can communicate the change.

Table 6: Routes 10, 11, 21 & 29 Ridership – Comparing Q2 of FY22 & Q3 of FY22

	Q2 FY 22	Q3 FY 22	% Difference	Numerical Difference
Route 10	27,415	27,353	-0.23%	-62
Route 11	25,482	26,037	2.18%	555
Route 11X	1,524	726	-52.36%	-798
Route 21	4,185	4,051	-3.20%	-134
Route 29	8,194	7,698	-6.05%	-496
Total	66,800	65,865	-1.40%	-935

For the community shuttles, ridership increased (7.88%) on almost all services. Ridership rose compared to the second quarter of the current fiscal year as seen in Table 7. After initial declines in January & February, the St. Helena Shuttle, Yountville Trolley and American Canyon Transit all experienced their highest ridership month (March) of the current Fiscal Year. The decline in ridership in Calistoga over the two quarters is cyclical in nature as the number of tourists decreases in the winter months and only one shuttle operates in Calistoga from the beginning of November through the end of March.

Table 7: Community Shuttles– Comparing Q2 of FY22 & Q3 of FY22

	Q2 FY 22	Q3 FY 22	% Difference	Numerical Difference
Calistoga Shuttle	3,324	3,071	-7.61%	-253
St. Helena Shuttle	1,181	1,250	5.84%	69
Yountville Trolley	984	1,359	38.11%	375
American Canyon Transit	3,652	4,181	14.49%	529
Total	9,141	9,861	7.88%	720

VineGo ridership slightly decreased compared to the previous quarter of the current fiscal year as seen in Table 8. January & February experienced the lowest ridership months of the entire fiscal year due to the Winter surge of COVID cases. However, just like other services, ridership rebounded in March and it is expected to continue to increase as stated earlier.

Table 8: VineGo Ridership – Comparing Q2 of FY22 & Q3 of FY22

	Q2 FY 22	Q3 FY 22	% Difference	Numerical Difference
VineGo	1,330	1,242	-6.62%	-88

In recent reports, staff did not provide a table showing on-time performance for the nine fixed route services that NVTa operates. This was due to the transition between the old

Avail Computer Aided Dispatch/Automatic Vehicle Locator (CAD/AVL) system to the new GMV Syncromatics CAD/AVL system. Now that the GMV system has been implemented as of February 1, 2022 and data has been collected, staff will routinely provide on-time performances in its Vine Transit Updates and work to improve upon this baseline with the goal of 90% on time performance.

Table 9: On-Time Performance of All Fixed Routes

	% On Time	% Early	% Late
Route N	59.9%	11.6%	28.5%
Route S	44.9%	14.7%	40.4%
Route W	28.8%	53.2%	18.1%
Route E	75.0%	25.0%	0.0%
Route 10	53.1%	13.1%	33.8%
Route 11	64.2%	13.0%	22.8%
Route 11X	66.1%	10.5%	23.4%
Route 21	52.7%	28.8%	18.5%
Route 29	50.2%	27.0%	22.8%

ATTACHMENTS

None