

Napa Valley Transportation Authority

625 Burnell Street
Napa, CA 94559



Agenda - Final

Wednesday, July 13, 2022
5:30 PM

REFER TO COVID-19 SPECIAL NOTICE

Active Transportation Advisory Committee (ATAC)

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

PUBLIC MEETING GUIDELINES FOR PARTICIPATING VIA PHONE/VIDEO CONFERENCING

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

- 1) To join the meeting via Zoom video conference from your PC, Mac, iPad, iPhone or Android at the noticed meeting time, go to <https://zoom.us/join> and enter meeting ID 92900898715
- 2) To join the Zoom meeting by phone - dial 1-669-900-6833, enter meeting ID: 929 0089 8715 If asked for the participant ID or code, press #.

Public Comments

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

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

Members of the public may submit a public comment in writing by emailing info@nvta.ca.gov by 12:00 p.m. on the day of the meeting with PUBLIC COMMENT as the subject line (for comments related to an agenda item, please include the item number). All written comments should be 350 words or less, which corresponds to approximately 3 minutes or less of speaking time. Public comments emailed to info@nvta.ca.gov after 12 p.m. the day of the meeting will be entered into the record but not read out loud. If authors of the written correspondence would like to speak, they are free to do so and should raise their hand and the Chair will call upon them at the appropriate time.

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

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

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

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

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

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

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

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

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

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

6. STANDING AGENDA ITEMS

- 6.1 Napa Valley Vine Trail Update
- 6.2 Active Transportation Legislative Updates*

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

7. CONSENT AGENDA

- 7.1 **Meeting Minutes of May 23, 2022 Active Transportation Advisory Committee (ATAC) Meeting (Laura Sanderlin) (Pages 7-9)**
 - Recommendation:** ATAC action will approve the May 23, 2022 Meeting Minutes.
 - Estimated Time:** 5:45 p.m.
 - Attachments:** [Draft Minutes.pdf](#)

8. REGULAR AGENDA ITEMS

- 8.1 **Executive Director's Update (Kate Miller) (Pages 10-11)**
 - Recommendation:** Information only
 - Estimated Time:** 5:45 p.m.
 - Attachments:** [Staff Report.pdf](#)
- 8.2 **One Bay Area Grant Cycle 3 (OBAG 3) Program of Projects (Alberto Esqueda) (Pages 12-94)**
 - Recommendation:** The ATAC will receive an overview of the OBAG 3 Program of Projects.
 - Estimated Time:** 6:10 p.m.
 - Attachments:** [Staff Report.pdf](#)

8.3 Safe Routes to School (SRTS) Program Report (Kara Vernor/Carla Sainato) (Pages 95-98)

Recommendation: The ATAC will receive an update on the SRTS report.

Estimated Time: 5:55 p.m.

Attachments: [Staff Report.pdf](#)

9. FUTURE AGENDA ITEMS

10. ADJOURNMENT

10.1 Approval of Next Regular Meeting Date of September 26, 2022 at 5:30 p.m. 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 Wednesday, July 6, 2022

Kathy Alexander (e-sign) 07/06/2022

Kathy Alexander, Deputy Board Secretary

*Information will be available at the meeting

Glossary of Acronyms

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

Glossary of Acronyms

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

Napa Valley Transportation Authority

625 Burnell Street
Napa, CA 94559

Meeting Minutes Active Transportation Advisory Committee (ATAC)

Monday, May 23, 2022

5:30 PM

REFER TO COVID-19 SPECIAL NOTICE

1. Call To Order

Chair Christian called the meeting to order at 5:33pm.

2. Roll Call

Present: 5 - Barry Christian
Colin Petheram
Michael Rabinowitz
Jeffrey Davis
Jonathan Schellin
Absent: 4 - Sean Hughes
Spiro Makras
Lee Philipson
Frances Knapczyck

3. Public Comment

None

4. Committee Member Comments

Chair Christian reported:

- Calistoga to St. Helena Vine Trail Groundbreaking ceremony on May 24
- Devlin Road Ribbon Cutting in American Canyon on May 25

5. Staff Comments

Staff Member, Alberto Esqueda reported:

- OBAG 3 updates
- Imola Park and Ride project update

Staff Member, Diana Meehan reported:

- Bike to Work/Anywhere Day recap
- ATP application submissions
- NVTA Countywide Vision Zero update

6. STANDING AGENDA ITEMS

6.1 Safe Routes to School (SRTS) Update

Kara Vernor, Napa County Bicycle Coalition reported:

- Walk Audit Reports
- Bike Rodeos and County Bike Workshops
- Bike to Work/School/Wherever Day recap and follow up survey

6.2 Napa Valley Vine Trail Update

None

6.3 Active Transportation Legislative Updates*

Staff Member, Diana Meehan reported the following bills under the NVTAR radar:

- AB2438 (Watch)
- AB1778 (Watch)
- AB1919 (Oppose)

7 PRESENTATIONS

7.1 City of Napa Active Transportation Projects Presentation (Ian Heid) (Pages 7-19)

Attachments:[Presentation.pdf](#)

Ian Heid, Senior Civil Engineer, City of Napa reported:

- Active transportation philosophies
- Recently completed projects
- Projects in design
- 5 year capital improvement program

Public comment made by Kara Vernor.

8. CONSENT AGENDA

Motion MOVED by SCHELLIN, SECONDED by PETHERAM to APPROVE Consent Item 8.1. Motion carried by the following roll call vote:

Aye: 5 - Chairperson Christian, Member Petheram, Member Rabinowitz, Member Davis, and Member Schellin

Absent: 4 - Member Hughes, Member Makras, Member Philipson, and Vice Chair Knapczyk

8.1 Meeting Minutes of March 28, 2022 Active Transportation Advisory Committee Meeting (Laura Sanderlin) (Pages 20-22)

Attachments:[Draft Minutes.pdf](#)

9. REGULAR AGENDA ITEMS

9.1 Executive Director's Update (Kate Miller) (Pages 23-26)

Attachments:[Staff Report.pdf](#)

Item 9.1 is continued to the next regular meeting.

9.2 Bicycle and Pedestrian Road Maintenance Matrix Review (Diana Meehan) (Pages 27-29)

Attachments:[Staff Report.pdf](#)

Information Only/No Action Taken

Public comment made by Carlotta Sainato, Napa Valley Bicycle Coalition.

9.3 Traffic Calming Best Practices (Diana Meehan) (Pages 30-48)

Attachments:[Staff Report.pdf](#)

Information Only/No Action Taken

Public comment, made by Lorien Clark, provided information about how the City of Napa utilizes traffic calming practices in their planning paired with public outreach efforts.

10. FUTURE AGENDA ITEMS

Member Davis requested City of Napa specific traffic calming practices including related project schedules and budgets.

11. ADJOURNMENT

Chair Christian adjourned the meeting at 7:18pm.

11.1 Approval of Next Regular Meeting Date of July 25, 2022 and Adjournment.

Laura Sanderlin, Board Secretary



NAPA VALLEY TRANSPORTATION AUTHORITY

Active Transportation Advisory Committee Agenda Memo

TO: Active Transportation Advisory Committee
FROM: Kate Miller, Executive Director
REPORT BY: Kate Miller, Executive Director
(707) 259-8634 / kmiller@nvta.ca.gov
SUBJECT: Executive Director Report

RECOMMENDATION

Information only

EXECUTIVE SUMMARY

The report summarizes recent NVTA events and activities since the Active Transportation Advisory Committee's March meeting as well as State, Federal, Regional activities of interest.

BACKGROUND

NVTA Activities:

- The NVTA Board unanimously approved Liz Alessio and Mark Joseph to be the Chair and Vice Chair respectively of NVTA beginning July 1, 2022. They replace outgoing Chair Alfredo Pedroza and Vice Chair Liz Alessio. Their terms are one year but the Board has the option to extend the appointments for another year term beginning in July 2023.
- In partnership with Caltrans, NVTA held a groundbreaking event for the Soscol Junction project on June 22. The speakers included Vice Chair Liz Alessio, California Transportation Commission (CTC) Executive Director Mitch Weiss, Metropolitan Transportation Commission (MTC) Deputy Executive Director of Operations Andy Fremier, and Caltrans' Deputy District Director Sean Nozarri.
- NVTA held a groundbreaking for the Calistoga to St. Helena Vine Trail Project on May 24th at 10 at Bothe State Park. Speakers included NVTA Chair Alfredo

Pedroza, Napa County Supervisor Ryan Gregory, Napa Valley Vine Trail Coalition Chair Chuck McMinn, CTC Executive Director Mitch Weiss, and MTC Executive Director Therese McMillan.

Federal Activities:

None to report

State Activities:

Former Caltrans' District 4 Director Tony Tavares has been appointed as the new Caltrans Director replacing Toks Omishakin who was appointed to Cal State Transportation Agency Executive Director by Governor Newsom in February of this year.

State legislators passed a \$300 billion state budget On June 13th but key negotiations remain to reconcile interests with Governor Newsom. There are major differences on gas tax relief, education and climate change. We are likely to see a number of trailer bills over the next few weeks. The budget provides \$40 billion in infrastructure investments including transportation and \$21 billion in climate and energy initiatives. The legislature also pointed out that the Governor's budget exceeds the Gann limit by \$3 billion. The Governor's Revised Budget Plan which released on Friday May 13th included \$9.6 billion in infrastructure spending.

ATTACHMENT(S)

None



NAPA VALLEY TRANSPORTATION AUTHORITY

Active Transportation Advisory Committee Agenda Memo

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

RECOMMENDATION

Information Only

EXECUTIVE SUMMARY

The Napa Valley Transportation Authority (NVTA) Board of Directors released a Call for Projects at its May 18, 2022 meeting and adopted the related materials including the OBAG 3 Application and Evaluation Criteria. The OBAG 3 program funds projects in Fiscal Years (FYs) 2023 through 2026. Funding available for the Napa County call for projects is \$6.143 million. NVTA staff received four project applications by the application deadline, June 17, 2022 totaling \$7,206,000 (\$1,063,000 over available funds). The projects are listed in Table 1.

NVTA will submit a project list totaling \$6.143 million to MTC by September 30, 2022 and will reduce NVTA's SR 29 American Canyon Operational and Multimodal Improvements Project request to \$1,937,000 to fit in the total dollar amount available. NVTA will submit a request to MTC that outlines the need for \$3 million for the project, but fit the formal request into the total funding target amount of \$6.143 million.

MTC requires project sponsors to fill out a Complete Street Checklist. NVTA staff is requesting that the ATAC review and provide comments on submitted checklists (Attachment 3). Project nominations and back-up documentation are due to MTC by September 30, 2022.

Table 1. NVTA OBAG 3 Projects Submitted

Project Application Submission Requests		
American Canyon	Green Island Road	\$1,000,000
City of Napa	Five-way Intersection	\$2,000,000
St. Helena	Main Street Pedestrian Improvement	\$1,206,000
NVTA	SR 29 American Canyon Operational and Multimodal Improvements	\$3,000,000
Project Application Submission Total		\$7,206,000
OBAG 3 Funds Available		\$6,143,000
Difference between available funds and application submission		(\$1,063,000)

Table 2. NVTA Staff OBAG 3 Project Recommendation

NVTA Recommendation		
American Canyon	Green Island Road	\$1,000,000
City of Napa	Five-way Intersection	\$2,000,000
St. Helena	Main Street Pedestrian Improvement	\$1,206,000
NVTA	SR 29 American Canyon Operational and Multimodal Improvements Environmental Document	\$1,937,000*
Project Application Submission Total		\$6,143,000
OBAG 3 Funds Available		\$6,143,000

*It will be noted the SR 29 Operational and Multimodal Improvements needs \$3 million from OBAG 3.

BACKGROUND AND DISCUSSION

On March 23, 2022, MTC approved the OBAG Cycle 3 guidelines for local and county shares. NVTA developed local evaluation criteria aligned with MTC’s guidelines to screen projects. Jurisdictions submitting projects for funding completed a project application and evaluation criteria (Attachment 1). Projects must fall into one of four 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

The deadline to submit project applications was June 17, 2022. NVTA staff evaluated project applications and presented a list of recommended projects to the TAC at its July 7, 2022 for review and recommendation to the Board. The tentative date for Board approval of project nominations is July 21, 2022.

Table 3. 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 3 Call for Projects
June 17, 2022	OBAG 3 Applications due to NVTA
July 6, 2022	CAC reviews NVTA staff project recommendations
July 7, 2022	TAC reviews NVTA staff project recommendations for Board approval
July 13, 2022	ATAC reviews projects’ Complete Streets Checklists
July 21, 2022	NVTA Board OBAG 3 project nomination approval
July 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 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, 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 statewide 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 MTC • CTAs assist with initial outreach, project screening, and developing prioritized list of project nominations • Wide range of project eligibilities, with a focus on investing in PDAs and community-identified projects in EPCs • Investment targets for active transportation, Safe Routes to School (SRTS), and PDA investments • Project sponsors must comply with various policy requirements related to housing, complete streets, safety plans, and pavement management programs. 	\$340
Climate, Conservation, and Resilience		
Complete Streets and Community Choice		
Multimodal Systems Operations and Performance		
County & Local Programs Total		\$375

NVTA solicited project applications and conducted a screening of projects. For Napa County, OBAG 3 requests must meet the 50% Priority Development Area (PDA)

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

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

1. County transportation agency (CTA) Prioritization (75 points): Relative CTA project rank or score, which may be scaled and normalized across CTAs to allow for region-wide comparison
2. Regional Impact (15 points): Alignment with Plan Bay Area 2050 strategies, anticipated effectiveness in advancing regional objectives, and contribution to regionally significant networks or facilities
3. Deliverability (10 points): Sponsor capacity to deliver the project through the Federal-aid process, including consideration of prior performance of OBAG projects and anticipated risk to the project development schedule or funding plan

4. Air Quality (10 points): Projects eligible for Congestion Mitigation and Air Quality Improvement Program (CMAQ) funding will also be evaluated for estimated emissions benefits, including priority for projects that reduce fine particular matter (PM2.5), as well as the relative cost-effectiveness of the project to reduce transportation emissions

ATTACHMENTS

- (1) NVTA OBAG 3 County Local Program Application and Evaluation Criteria
- (2) Appendix A-1 County and Local Program Call for Projects Guidelines
- (3) OBAG 3 Project Applications and Complete Street Checklists



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: 45%;"> <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: 45%;"> <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>



NVTA 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 NVTA’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	
<p>Federal Performance Goals <i>How does the project support federal performance measures?</i></p>	<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>
<p>Plan Bay Area 2050 Strategies <i>How does the project align with Plan Bay Area 2050?</i></p>	<p>Describe how the project supports Plan Bay Area 2050 Strategies and/or Implementation Plan: <i>Please describe</i></p>
<p>Regional Policy Alignment <i>How does the project align with other regional policies and plans?</i></p>	<p>Select the regional plans and policies with which the project is aligned:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Regional Safety/Vision Zero Policy <input type="checkbox"/> Transit Oriented Communities Policy <input type="checkbox"/> MTC's Equity Platform <input type="checkbox"/> Blue Ribbon Transit Transformation Action Plan <input type="checkbox"/> Regional Active Transportation Plan <p>Describe how the project aligns with the selected regional plans and/or policies: <i>Please describe</i></p>
<p>Regional Growth Geographies <i>Does the project support PBA 2050 Growth Geographies?</i></p>	<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> <ul style="list-style-type: none"> <input type="checkbox"/> Located within and supportive of an EPC (see Equity Priority Communities map) <input type="checkbox"/> Not located within an EPC, but is otherwise supportive of an EPC or other historically underserved community <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 locate 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> <ul style="list-style-type: none"> <input type="checkbox"/> Protect current residents from displacement (with emphasis on policies that have demonstrated effectiveness in community stabilization and anti-displacement). <i>List of applicable policies</i> <input type="checkbox"/> Preserve existing affordable housing (with emphasis on policies that have demonstrated effectiveness in community stabilization and anti-displacement). <i>List of applicable policies</i> <input type="checkbox"/> Produce new housing at all income levels. <i>List of applicable policies</i>
<p>Community Support</p>	
<p>Community Support <i>Does the project have community support, particularly if it is located in a historically underserved community?</i></p>	<p>Indicate if the project has demonstrated community support through one or more of the following:</p> <ul style="list-style-type: none"> <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> <input type="checkbox"/> Project is consistent with an adopted local transportation plan. <i>Description of project consistency with local plan</i> <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> <ul style="list-style-type: none"> <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> <input type="checkbox"/> Endorsements from a Community-Based Organizations representing historically underserved and potentially impacted communities. <i>Description of CBO endorsement</i>



Deliverability & Readiness	
<p>Project Readiness <i>Is the project ready to be delivered?</i></p>	<p>Describe the readiness of the project, including right-of-way impacts and the type of environmental document/clearance required: <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. <i>Caltrans approvals status and timeline</i></p>
<p>Deliverability <i>Are there any barriers to on-time delivery?</i></p>	<p>Describe the project’s timeline and status, as well as the sponsor’s ability to meet the January 31, 2027 obligation deadline: <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: <i>Project risks and mitigation strategies</i></p>
Project Cost & Funding	
<p>Grant Minimum <i>Does the project meet the minimum grant size requirements?</i></p>	<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). <i>Exception request to minimum grant size</i></p>
<p>Local Match <i>Does the project meet local match requirements?</i></p>	<p><input type="checkbox"/> Project sponsor will provide a local match of at least 11.47% of the total project cost. <i>Notes on local match, optional</i></p>



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.

One Bay Area Grant (OBAG 3) – County & Local Program
 Template Application Form (v1)

Project Information	
Project Name:	Green Island Road Class 1
Project Sponsor:	City of American Canyon
Sponsor Single Point of Contact:	Ron Ranada 707-647-4559 rranada@cityofamericancanyon.org
Project Location:	Green Island Road, City of American Canyon
Brief Project Description:	American Canyon: Green Island Rd from Paoli Loop to Commerce Blvd: Construct approximately 4,200 LF of new Class 1 multi-use trail to accommodate cyclists and pedestrians, and to encourage non-vehicular modes of transportation, and as required by local, regional and State Complete Streets policies. Improvements include sidewalks and Class I bike facilities such as the Napa Valley Vine Trail. The City of American Canyon enjoys an ideal location among three major goods movement corridors: Highways 29, 37, and 80 near three international airports and Union Pacific Railroad. Within the City, the Green Island Industrial District (GRID) is a regional agricultural employment center (with 30+/- logistics centers and over 1,227 employees) that provides industrial space for wineries and international farm to table agricultural distributors. These industrial users include food service/processing facilities such as Biagi Brothers (finished agricultural product trucking), Sutter Home Wines (wine), Barry Callebaut (chocolate), Mezzetta Foods (vegetables), and Wallaby Yogurt (dairy products). As a whole, the Project will benefit the City and Napa Valley, which is a critical economic engine for the region. The Project will also serve to connect high-density housing in the American Canyon PDA to economic opportunities in the Green Island Industrial Area. The Project will serve to improve traffic circulation, benefit the City's commercial/industrial users, and foster the economic vitality of the City.
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 checked="" 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	Select the eligible project type(s) (refer to MTC Resolution No. 4505 for detailed eligibility guidelines):



<p><i>Is the project an eligible project type?</i></p>	<p>Growth Framework Implementation</p> <ul style="list-style-type: none"> <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> <ul style="list-style-type: none"> <input checked="" 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 	<p>Climate, Conservation, & Resilience</p> <ul style="list-style-type: none"> <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> <ul style="list-style-type: none"> <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
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NVTA 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 checked="" type="checkbox"/> Project is a stand-alone project <input checked="" type="checkbox"/> Project sponsor is an eligible public agency <input checked="" type="checkbox"/> Project sponsor is requesting a minimum of \$250,000 in OBAG funds <input checked="" type="checkbox"/> Project is consistent with the Regional Transportation Plan and the Napa Countywide Transportation Plan– Advancing Mobility 2045 <input checked="" type="checkbox"/> Project has identified a local match of at least 11.47% <input type="checkbox"/> Located within a Priority Conservation Area (PCA) <input checked="" type="checkbox"/> Not located within designated PDA, PCA, PPA geographies, but direct connection to one or more of the designated geographies. <input checked="" 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 checked="" 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 NVTA’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 checked="" type="checkbox"/> If a capital project, is the OBAG request all in one phase (i.e. all construction) <input checked="" 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	
<p>Federal Performance Goals <i>How does the project support federal performance measures?</i></p>	<p>Select the federal performance measures that are supported by the project:</p> <ul style="list-style-type: none"> <input checked="" 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 checked="" type="checkbox"/> Environmental Sustainability: Maximize emission reductions from CMAQ-funded projects. <p>Describe how the project supports the selected federal performance measure(s): This is a bicycle and pedestrian project which will contribute to increased bicycle and pedestrian trips, which in turn will lead to reduced emissions and improved air quality. This class 1 multiuse path will separate bicycles and pedestrian from the road and provide them a safe route away from fast-moving vehicles, which will increase safety.</p>
<p>Plan Bay Area 2050 Strategies <i>How does the project align with Plan Bay Area 2050?</i></p>	<p>Describe how the project supports Plan Bay Area 2050 Strategies and/or Implementation Plan:</p> <p>This project supports the PBA 2050 strategy to create healthy and safe streets, by optimizing the current pedestrian network and providing a safe route for bicyclists, pedestrians and rollers for people of all ages.</p>
<p>Regional Policy Alignment <i>How does the project align with other regional policies and plans?</i></p>	<p>Select the regional plans and policies with which the project is aligned:</p> <ul style="list-style-type: none"> <li style="width: 50%;"><input type="checkbox"/> Regional Safety/Vision Zero Policy <li style="width: 50%;"><input type="checkbox"/> Transit Oriented Communities Policy <li style="width: 50%;"><input type="checkbox"/> MTC's Equity Platform <li style="width: 50%;"><input type="checkbox"/> Blue Ribbon Transit Transformation <li style="width: 50%;"><input type="checkbox"/> Regional Active Transportation Plan <li style="width: 50%;"><input type="checkbox"/> Action Plan <p>Describe how the project aligns with the selected regional plans and/or policies: This project aligns with the Regional Transportation Plan because it contributes to the Regional Planning Framework aims to connect people to areas that will have future growth in housing, jobs and regional transit, it also meets the Plan's Safety objective to create and maintain a safe environment for people bicycling, walking and rolling. This class 1 multiuse path will separate pedestrians and cyclist from the road and increase safety among users, which aligns with the Regional Vision Zero Policy.</p>
	<p>Indicate the project's relationship to <i>Plan Bay Area 2050</i> Growth Geographies:</p>



<p>Regional Growth Geographies Does the project support PBA 2050 Growth Geographies?</p>	<p>Priority Development Area (PDA)</p> <ul style="list-style-type: none"> <input checked="" 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 Does the project invest in historically underserved communities?</p>	<p>Indicate how the project invests in historically underserved communities, including <i>Plan Bay Area 2050</i> Equity Priority Communities (EPCs):</p> <ul style="list-style-type: none"> <input type="checkbox"/> Located within and supportive of an EPC (see Equity Priority Communities map) <input type="checkbox"/> Not located within an EPC, but is otherwise supportive of an EPC or other historically underserved community <i>Description of how project supports an EPC or other historically underserved community</i>
<p>Local Housing Policies Is the project located in a jurisdiction with policies that support affordable housing?</p>	<p>Indicate if the project is locate 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> <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Protect current residents from displacement (with emphasis on policies that have demonstrated effectiveness in community stabilization and anti-displacement). Inclusionary housing ordinance <input checked="" type="checkbox"/> Preserve existing affordable housing (with emphasis on policies that have demonstrated effectiveness in community stabilization and anti-displacement). Condo conversion ordinance; rehabilitation loan program for low-income residents <input checked="" type="checkbox"/> Produce new housing at all income levels. Low cost affordable housing loan program; density bonus ordinance; mixed-use zoning, reduced fees for affordable housing; Broadway District Specific Plan accommodates 1,200 multifamily dwelling units; Watson Ranch Specific Plan accommodates 1,253 housing units of all densities; Oat Hill Residential approved for 291 multifamily dwelling units; Member, Napa Sonoma Accessory Dwelling Unit Coalition and streamline ADU ordinance.
<p>Community Support</p>	



<p>Community Support <i>Does the project have community support, particularly if it is located in a historically underserved community?</i></p>	<p>Indicate if the project has demonstrated community support through one or more of the following:</p> <ul style="list-style-type: none"> <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> <input checked="" type="checkbox"/> Project is consistent with an adopted local transportation plan. This project consistent with the Napa Valley Transportation’s Countywide Transportation Plan, it is listed in the prioritized constrained list of projects.
	<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> <ul style="list-style-type: none"> <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> <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</p>	
<p>Project Readiness <i>Is the project ready to be delivered?</i></p>	<p>Describe the readiness of the project, including right-of-way impacts and the type of environmental document/clearance required:</p> <p>Project PS&E is 95% complete. There is no right-of-way needed. CEQA has been completed. Environmental permits have been acquired.</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>Preliminary meetings with Caltrans ROW and “Design Review” have been conducted. Encroachment application is planned for Summer 2022.</p>
<p>Deliverability <i>Are there any barriers to on-time delivery?</i></p>	<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>Project Schedule is as follows, and is on track: 100% PS&E by Fall 2022. Project advertisement by Spring 2023. Construction start by Summer 2024, and completion by December 2024.</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>Project risks include delays that may impact the Project Schedule due to earlier work that needs to be completed, including overhead to underground utility conversion, and roadway pavement widening and rehabilitation.</p>
<p>Project Cost & Funding</p>	

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

Template Application Form (v1)



<p>Grant Minimum <i>Does the project meet the minimum grant size requirements?</i></p>	<p><input checked="" 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>
<p>Local Match <i>Does the project meet local match requirements?</i></p>	<p><input checked="" 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>



Project Cost & Funding

OBAG 3 Grant Request:

Total Grant Request	\$1,000,000
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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>	\$	\$ 0	Month/Year
Environmental Studies (PA&ED)	\$	\$	<i>Secured fund sources, notes</i>	\$	\$ 0	Month/Year
Design Engineering (PS&E)	\$	\$43,000	<i>Secured fund sources, notes</i>	\$	\$ 0	2016
Right-of-way	\$	\$36,000	<i>Secured fund sources, notes</i>	\$	\$ 0	2019
Construction	\$1,000,000	\$	<i>Secured fund sources, notes</i>	\$1,000,000	\$	Month/Year
Total	\$	\$		\$	\$	

Project Investment by Mode:

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

Complete Streets Checklist
Implementation of MTC’s Complete Streets Policy, Resolution 4493, Adopted 3/25/22

Background

Since 2006, MTC’s Complete Streets (CS) Policy has promoted the development of transportation facilities that can be used by all modes. In March 2022, MTC updated its CS policy (Resolution 4493) with the goal of ensuring that people biking, walking, rolling, and taking transit are safely accommodated within the transportation network. This policy works to advance Plan Bay Area 2050 objectives of achieving mode shift, safety, equity, and vehicle miles traveled and greenhouse gas emission reductions, as well as state & local compliance with applicable CS-related laws, policies, and practices, specifically the California Complete Street Act of 2008 (Gov. Code Sections 65040.2 and 65302) and applicable local policies such as the CS resolutions adopted before January 16, 2016 (as part of MTC’s OBAG 2 requirements.)

Requirements

MTC’s CS Policy requires that all projects (with a total project cost of \$250,000 or more) applying for regional discretionary transportation funding – or requesting regional endorsement or approval through MTC - must submit a Complete Streets Checklist (Checklist) to MTC.

Please note that Projects claiming exceptions to CS Policy must complete the Exceptions section on the Checklist and provide a Department Director-level signature.

Additional information and guidance for completing this Checklist can be found at the **MTC Administrative Guidance: Complete Streets Policy Guidance for public agency staff implementing MTC Resolution 4493** at mtc.ca.gov/planning/transportation/complete-streets.

This form may be downloaded at mtc.ca.gov/planning/transportation/complete-streets.

Submittal

Completed Checklists must be emailed to completestreets@bayareametro.gov.

PROJECT INFORMATION
Project Name/Title:
Project Area/Location(s): Attach map if available.

PROJECT DESCRIPTION: (300-word limit)

Please indicate project phase (Planning, PE, ENV, ROW, CON, O&M)
 May attach additional project documents, cross sections, plan view, or other supporting materials.

CONTACT INFORMATION

Contact Name & Title:	Contact Email:	Contact Phone:
Agency:		

Topic	CS Policy Consideration	YES	NO	Required Description	Description
1. Bicycle, Pedestrian and Transit Planning	Does Project implement relevant Plans, or other locally adopted recommendations? Plan examples include: <ul style="list-style-type: none"> • City/County General + Area Plans • Bicycle, Pedestrian & Transit Plan • Community-Based Transportation Plan • ADA Transition Plan • Station Access Plan • Short-Range Transit Plan • Vision Zero/Systematic Safety Plan 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Please provide detail on Plan recommendations affecting Project area, if any, with Plan adoption date. If Project is inconsistent with adopted Plans, please provide explanation.	
2. Active Transportation Network	Does the project area contain segments of the regional Active Transportation (AT) Network? See AT Network map on the MTC Complete Streets webpage .	<input type="checkbox"/>	<input checked="" type="checkbox"/>	If yes, describe how project adheres to the NACTO All Ages and Abilities design principles. See <i>All Ages and Abilities and Design Guidelines</i> below.	

Topic	CS Policy Consideration	YES	NO	Required Description	Description
2. Active Transportation Network (Cont.)					
3. Safety and Comfort	A. Is the Project on a known High Injury Network (HIN) or has a local traffic safety analysis found a high incidence of bicyclist/pedestrian-involved crashes within the project area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Please summarize the traffic safety conditions and describe Project's traffic safety measures. The Bay Area Vision Zero System may be a resource.	
	B. Does the project seek to improve bicyclist and/or pedestrian conditions? If the project includes a bikeway, was a Level of Traffic Stress (LTS), or similar user experience analyses conducted?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Describe how project seeks to provide low-stress transportation facilities or reduce a facility's LTS .	
4. Transit Coordination	A. Are there existing public transit facilities (stop or station) in the project area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	List transit facilities (stop, station, or route) and all affected agencies.	
	B. Have all potentially affected transit agencies had the opportunity to review this project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Please attach confirmation email from transit operator(s) to email.	

Topic	CS Policy Consideration	YES	NO	Required Description	Description
	C. Is there a MTC Mobility Hub within the project area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	If yes, please describe outreach to mobility providers, and Project's Hub-supportive elements.	
5. Design	Does the project meet professional design standards or guidelines appropriate for bicycle and/or pedestrian facilities?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Please provide Class designation for bikeways. Cite design standards used.	
6. Equity	Will Project improve active transportation in an Equity Priority Community?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Please list EPC(s) affected.	
7. BPAC Review	Has a local (city or county) Bicycle and Pedestrian Advisory Commission (BPAC) reviewed this checklist (or for OBAG 3, this project)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Please provide meeting date(s) and a summary of comments, if any.	

Statement of Compliance	YES
The proposed Project complies with California Complete Street Act of 2008 (Gov. Code Sections 65040.2 and 65302, MTC Complete Streets Policy (Reso. 4493), and locally adopted Complete Streets resolutions (adopted as OBAG 2 (Reso. 4202) requirement, Resolution 4202.)	<input checked="" type="checkbox"/>

If no, complete Statement of Exception and obtain necessary signature.

Statement of Exception	YES	Provide Documentation or Explanation	Documentation Explanation
1. The affected roadway is legally prohibited for use by bicyclists and/or pedestrians.	<input type="checkbox"/>	If yes, please cite language and agency citing prohibited use.	
2. The costs of providing Complete Streets improvements are excessively disproportionate to the need or probable use (defined as more than 20 percent for Complete Streets elements of the total project cost).	<input type="checkbox"/>	If claimed, the agency must include proportionate alternatives and still provide safe accommodation of people biking, walking and rolling.	
3. There is a documented Alternative Plan to implement Complete Streets and/or on a nearby parallel route.	<input type="checkbox"/>	Describe Alternative Plan/Project	
4. Conditions exist in which policy requirements may not be able to be met, such as fire and safety specifications, spatial conflicts on the roadway with transit or environmental concerns, defined as abutting conservation land or severe topological constraints.	<input type="checkbox"/>	Describe condition(s) that prohibit implementation of CS policy requirements	

SIGNATURES / NOTIFICATIONS

TRANSIT

The project sponsor shall communicate and coordinate with all transit agencies with operations affected by the proposed project. If a project includes a transit stop/station, or is located along a transit route, the Checklist must include written documentation (e.g. email) with the affected transit agency(ies) to confirm transit agency coordination and acknowledgement of the project. A [CS Checklist Transit Agency Contact List](#) is available for reference.

DEPARTMENT DIRECTOR-LEVEL SIGNATURE FOR EXCEPTIONS

Exceptions must be signed by a Department Director-level agency representative, or their designee, and not the Project Manager. Insert electronic signature or sign below :

Full Name:

Title:

Date:

Signature:

All Ages and Abilities and Design Guidelines

All Ages and Abilities

[Designing for All Ages & Abilities, Contextual Guidance for High-Comfort Bicycle Facilities, National Association of Transportation Officials, December 2017](#)

Projects on the AT Network shall incorporate design principles based on designing for “All Ages and Abilities,” contextual guidance provided by the National Association of City Transportation Officials (NACTO), and consistent with state and national best practices. A facility that serves “all ages and abilities” is one that effectively serves the mobility needs of children, older adults, and people with disabilities and in doing so, works for everyone else. The all ages and abilities approach also strives to serve all users, regardless of age, ability, ethnicity, race, sex, income, or disability, by embodying national and international best practices related to traffic calming, speed reduction, and roadway design to increase user safety and comfort. This approach also includes the use of traffic calming elements or facilities separated from motor vehicle traffic, both of which can offer a greater feeling of safety and appeal to a wider spectrum of the public.

Design best practices for safe street crossings, pedestrian facilities, and Americans with Disabilities Act (ADA) accessibility at transit stops, and bicycle/micromobility facilities on the AT Network should be incorporated throughout the entirety of the project. The Proposed Public Rights-of-Way Accessibility Guidelines (PROWAG) by the U.S. Access Board should also be referenced during design.

Contextual Guidance for Selecting All Ages & Abilities Bikeways				
Roadway Context				All Ages & Abilities Bicycle Facility
Target Motor Vehicle Speed*	Target Max. Motor Vehicle Volume (ADT)	Motor Vehicle Lanes	Key Operational Considerations	
Any		Any	Any of the following: high curbside activity, frequent buses, motor vehicle congestion, or turning conflicts [†]	Protected Bicycle Lane
< 10 mph	Less relevant	No centerline, or single lane one-way	Pedestrians share the roadway	Shared Street
≤ 20 mph	≤ 1,000 – 2,000		< 50 motor vehicles per hour in the peak direction at peak hour	Bicycle Boulevard
≤ 25 mph	≤ 500 – 1,500	Single lane each direction, or single lane one-way	Low curbside activity, or low congestion pressure	Conventional or Buffered Bicycle Lane, or Protected Bicycle Lane
	≤ 1,500 – 3,000			Buffered or Protected Bicycle Lane
	≤ 3,000 – 6,000			Protected Bicycle Lane
	Greater than 6,000	Multiple lanes per direction	Protected Bicycle Lane	
Greater than 26 mph [†]	≤ 6,000	Single lane each direction	Low curbside activity, or low congestion pressure	Protected Bicycle Lane, or Reduce Speed
		Multiple lanes per direction		Protected Bicycle Lane, or Reduce to Single Lane & Reduce Speed
	Greater than 6,000	Any	Any	Protected Bicycle Lane, or Bicycle Path
High-speed limited access roadways, natural corridors, or geographic edge conditions with limited conflicts		Any	High pedestrian volume	Bike Path with Separate Walkway or Protected Bicycle Lane
			Low pedestrian volume	Shared-Use Path or Protected Bicycle Lane

Design Guidance

Examples of applicable design guidance documents include (but are not limited to): American Association of State Highway and Transportation Officials (AASHTO) - *A Policy on Geometric Design of Highway and Streets*, *Guide for the Development of Bicycle Facilities*, *Guide for the Planning, Design, and Operation of Pedestrian Facilities*; *Public Right-of-Way Accessibility Guide* (PROWAG); *Manual on Uniform Traffic Control Devices* (MUTCD); *Americans with Disabilities Act Accessibility Guidelines* (ADAAG); National Association of City Transportation Officials (NACTO) - *Urban Bikeway Design Guide*.



Project Information			
Project Name:	Silverado Trail Five-Way Intersection Improvements		
Project Sponsor:	City of Napa		
Sponsor Single Point of Contact:	Ian Heid 707-257-9386 iheid@cityofnapa.org		
Project Location:	In the City of Napa at the intersection of Silverado Trail (SR121), Third Street, Coombsville Road and East Avenue		
Brief Project Description:	City of Napa: At the intersection of Silverado Trail (SR121), Third St, Coombsville Rd, and East Ave: Construct a series of roundabouts to improve operations that will result in increased safety, reduced driver delay, reduced congestion, and improved overall level of service. Additionally, the purpose of this project is to improve the safety and accessibility for all users by including bicycle facilities and pedestrian facilities that meet ADA requirements. Project alternatives include a single roundabout design. Caltrans will be the implementing agency for the project.		
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 checked="" type="checkbox"/> Surface Transportation Block Grant (STP) Program (See FHWA fact sheet) <input checked="" 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): <table border="0"> <tr> <td style="vertical-align: top;"> <p>Growth Framework Implementation</p> <input type="checkbox"/> PDA Planning Grant <input type="checkbox"/> Local Planning Grant (for other <i>Plan Bay Area 2050 Growth Geographies</i>) <p>Complete Streets & Community Choice</p> <input checked="" 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 checked="" type="checkbox"/> Safety project <input type="checkbox"/> Safety Planning efforts <input checked="" 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 </td> <td style="vertical-align: top;"> <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 </td> </tr> </table>	<p>Growth Framework Implementation</p> <input type="checkbox"/> PDA Planning Grant <input type="checkbox"/> Local Planning Grant (for other <i>Plan Bay Area 2050 Growth Geographies</i>) <p>Complete Streets & Community Choice</p> <input checked="" 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 checked="" type="checkbox"/> Safety project <input type="checkbox"/> Safety Planning efforts <input checked="" 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	<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
<p>Growth Framework Implementation</p> <input type="checkbox"/> PDA Planning Grant <input type="checkbox"/> Local Planning Grant (for other <i>Plan Bay Area 2050 Growth Geographies</i>) <p>Complete Streets & Community Choice</p> <input checked="" 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 checked="" type="checkbox"/> Safety project <input type="checkbox"/> Safety Planning efforts <input checked="" 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	<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		



NVTA 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 checked="" type="checkbox"/> Project is a stand-alone project <input checked="" type="checkbox"/> Project sponsor is an eligible public agency <input checked="" type="checkbox"/> Project sponsor is requesting a minimum of \$250,000 in OBAG funds <input checked="" type="checkbox"/> Project is consistent with the Regional Transportation Plan and the Napa Countywide Transportation Plan– Advancing Mobility 2045 <input checked="" type="checkbox"/> Project has identified a local match of at least 11.47% <input checked="" 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 checked="" 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 checked="" 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 NVTA’s Community Based Transportation Plan <input checked="" type="checkbox"/> Safety: Project addresses high risk and high activity multi-modal corridor location. <input checked="" 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 checked="" type="checkbox"/> If 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 checked="" type="checkbox"/> The project has a regional impact <input checked="" type="checkbox"/> Project Sponsor Priority: For project sponsor’s that submit multiple projects; this project has been given priority.



Policy Alignment	
<p>Federal Performance Goals <i>How does the project support federal performance measures?</i></p>	<p>Select the federal performance measures that are supported by the project:</p> <ul style="list-style-type: none"> <input checked="" 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 checked="" 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 checked="" type="checkbox"/> Environmental Sustainability: Maximize emission reductions from CMAQ-funded projects. <p>Describe how the project supports the selected federal performance measure(s):</p> <p>Project to construct a series of two roundabouts at a busy five-way intersection along a State Highway (SR 121) in the City of Napa. Alternative of a single roundabout design is also being considered. This project will reduce congestion, improve safety and operations for motorists, bicyclists, and pedestrian at the intersection, and support environmental sustainability.</p> <p>Safety: The project will improve safety and operations for all modes, with the intent to reduce fatalities and serious injuries. The current intersection configuration is a 5-legged signalized intersection. The project will replace the signal with a series of two roundabouts. Roundabouts improve safety for all modes by slowing vehicle approach speeds and reducing potential conflict points. This project will also improve pedestrian/bicycle crossings, including upgrades to meet current Americans with Disabilities Act (ADA) standards.</p> <p>Congestion Reduction: Due to existing geometrics, the intersection does not currently have the ability to handle the large volume of local and regional traffic resulting in unacceptable Level of Service (LOS). Comprehensive traffic study and feasibility analysis conducted for the project shows the project’s roundabout design reduces congestion and improves the LOS for the intersection.</p> <p>Environmental Sustainability: The roundabout design reduces idling of vehicles at the intersection, reducing emissions. Additionally, constructing bicycle and pedestrian facilities will encourage mode shift to bicycle and pedestrian trips.</p>
<p>Plan Bay Area 2050 Strategies <i>How does the project align with Plan Bay Area 2050?</i></p>	<p>Describe how the project supports Plan Bay Area 2050 Strategies and/or Implementation Plan:</p> <p>Project improvements to this five-way intersection support various Plan Bay Area (PBA) 2050 strategies such as:</p> <p>PBA 2050 Transportation Strategy Theme (1.) Maintain and optimize the existing transportation system: Strategy T1 – Restore, Operate and Maintain the Existing System:</p>



	<p>By replacing the existing traffic signal with a series of roundabouts, the project will reduce congestion and improve safety and operations for all modes at this intersection along a State Highway (SR121).</p> <p>PBA 2050 Transportation Strategy Theme (2.) Create healthy and safe streets: Strategy T8 – Build a Complete Streets network: This project includes bicycle, pedestrian and ADA upgrades to improve safety, access and mobility for all modes.</p>
<p>Regional Policy Alignment <i>How does the project align with other regional policies and plans?</i></p>	<p>Select the regional plans and policies with which the project is aligned:</p> <p> <input checked="" type="checkbox"/> Regional Safety/Vision Zero Policy <input type="checkbox"/> Transit Oriented Communities Policy <input type="checkbox"/> MTC's Equity Platform <input type="checkbox"/> Blue Ribbon Transit Transformation <input checked="" type="checkbox"/> Regional Active Transportation Plan Action Plan </p> <p>Describe how the project aligns with the selected regional plans and/or policies:</p> <p>The project will improve safety and operations for all modes at this intersection along State Route 121. The current intersection configuration is a 5-legged signalized intersection. The project will replace the signal with a series of two roundabouts. Roundabouts improve safety for all modes by slowing vehicle approach speeds and reducing potential conflict points. Additionally, this project will provide bicycle, pedestrian, and ADA upgrades at the intersection, supporting increased active transportation use.</p>
<p>Regional Growth Geographies <i>Does the project support PBA 2050 Growth Geographies?</i></p>	<p>Indicate the project's relationship to <i>Plan Bay Area 2050</i> Growth Geographies:</p> <p>Priority Development Area (PDA)</p> <p><input checked="" type="checkbox"/> Meets the uniform definition of a PDA-supportive project (within one mile or less of a PDA boundary)</p> <p><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></p> <p><input checked="" type="checkbox"/> Included in a locally-adopted PDA plan (e.g. Specific Plan, PDA Investment and Growth Strategy) Downtown Napa Specific Plan; Napa County Priority Development Area Investment and Growth Strategy Update</p> <p>Transit Rich Area (TRA)</p> <p><input type="checkbox"/> Within a TRA or otherwise supportive of a TRA (see Growth Geographies map) <i>Please describe</i></p> <p>Priority Production Area (PPA)</p> <p><input type="checkbox"/> Supports the preservation of a PPA (see Growth Geographies map) <i>Please describe</i></p>
<p>Equity Priority Communities</p>	<p>Indicate how the project invests in historically underserved communities, including <i>Plan Bay Area 2050</i> Equity Priority Communities (EPCs):</p>



<p><i>Does the project invest in historically underserved communities?</i></p>	<p><input checked="" 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>The project is located at the edge of Census Tract 2003.01 which is a designated Equity Priority Community (EPC) of Class High. The project is located at a major intersection along a State Highway (SR121) which serves the EPC, connecting residential neighborhoods to services, schools, and employment centers. This project reduces congestion and improves safety and operations for all modes at the intersection. It includes bicycle, pedestrian, and ADA upgrades.</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 locate 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 checked="" type="checkbox"/> Protect current residents from displacement (with emphasis on policies that have demonstrated effectiveness in community stabilization and anti-displacement). -Rental Assistance (Section 8 and Tenant Based Rental Assistance)</p> <p><input checked="" type="checkbox"/> Preserve existing affordable housing (with emphasis on policies that have demonstrated effectiveness in community stabilization and anti-displacement). -Housing Rehabilitation Program (For Homeowners) -Housing Rehabilitation Program (For Landlords and Tenants) -Condominium Conversion Policies (NMC 17.52.080) -Conversion or Loss of Residential Uses to Nonresidential Uses Regulations (NMC 17.52.100)</p> <p><input checked="" type="checkbox"/> Produce new housing at all income levels. -Affordable Housing Impact Fee (O2018-011) -Affordable Housing Overlay District (O2003-12) -Transient Occupancy Special Tax for Affordable and Workforce Housing (O2018-010) -Junior Unit Initiative Program</p>
<p>Community Support</p>	
<p>Community Support <i>Does the project have community support, particularly if it is located in a historically underserved community?</i></p>	<p>Indicate if the project has demonstrated community support through one or more of the following:</p> <p><input checked="" type="checkbox"/> Public outreach responses specific to this project, including comments received at public meetings or hearings, feedback from community workshops, or survey responses.</p> <p>This project has demonstrated community support. The project has undergone extensive community outreach including: project recommendation included in local transportation plans, multiple community meetings on the specific project alternative design concepts, and discussion at City Council Meetings. Community feedback on alternative project design concepts served to eliminate certain alternatives and ultimately resulted in the community's preferred alternative (alt. 5F) which is a double roundabout design.</p> <p><input checked="" type="checkbox"/> Project is consistent with an adopted local transportation plan.</p>



	<p>The project is consistent with multiple local plans that recommend improvements to the intersection of Silverado Trail (SR121)/Third St/Coombsville Rd/East Ave including: City of Napa General Plan – Transportation Element, Downtown Napa Specific Plan, and Napa Countywide Transportation Plan: Vision 2045 – Advancing Mobility</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> <ul style="list-style-type: none"> <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> <input type="checkbox"/> Endorsements from a Community-Based Organizations representing historically underserved and potentially impacted communities. <i>Description of CBO endorsement</i>
Deliverability & Readiness	
<p>Project Readiness <i>Is the project ready to be delivered?</i></p>	<p>Describe the readiness of the project, including right-of-way impacts and the type of environmental document/clearance required:</p> <p>Extensive planning for the project has occurred including the completion of a comprehensive traffic study and feasibility analysis, evaluation of multiple project alternatives, and community outreach. A PID has been completed for the project. Right-of-way, environmental (CEQA and NEPA), and construction phases of the project are forthcoming.</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>A PID has been completed for the project; Caltrans is a partner agency and the implementing agency for the project.</p>
<p>Deliverability <i>Are there any barriers to on-time delivery?</i></p>	<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>Planning/Conceptual – Completed PA&ED – October 2022 planned start date PS&E – October 2023 planned start date ROW – March 2024 planned start date CON – April 2025 planned start date The proposed schedule meets the January 31, 2027 obligation deadline</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>A risk register documenting all identified project risks was included as an Attachment to the PID. There are no major risks associated with the project. A medium risk is construction cost increases. This risk will be mitigated with value engineering, evaluation and updating of cost estimates, and working to secure additional funding.</p>
Project Cost & Funding	
<p>Grant Minimum <i>Does the project meet the minimum grant size requirements?</i></p>	<p><input checked="" 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>
<p>Local Match <i>Does the project meet local match requirements?</i></p>	<p><input checked="" 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>



Project Cost & Funding

OBAG 3 Grant Request:

Total Grant Request	\$2,000,000
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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	\$668,000	\$668,000	SHOPP & Local funds	\$	\$	Prior completed
Environmental Studies (PA&ED)	\$1,500,000	\$1,500,000	Local funds	\$	\$	Oct 2022 Planned
Design Engineering (PS&E)	\$2,010,000	\$2,010,000	SHOPP & Local funds	\$	\$	Oct 2023 Planned
Right-of-way	\$2,300,000	\$2,300,000	SHOPP, RIP, & Local funds	\$	\$	March 2024 Planned
Construction	\$5,513,000	\$3,513,000	SHOPP & Local funds	\$2,000,000	\$	April 2025 Planned
Total	\$11,991,000	\$9,991,000		\$2,000,000	\$	

Project Investment by Mode:

Mode	Share of project investment
Auto	75%
Transit	5%
Bicycle/Pedestrian	20%
Other	%
Total	100%

Complete Streets Checklist
Implementation of MTC’s Complete Streets Policy, Resolution 4493, Adopted 3/25/22

Background

Since 2006, MTC’s Complete Streets (CS) Policy has promoted the development of transportation facilities that can be used by all modes. In March 2022, MTC updated its CS policy (Resolution 4493) with the goal of ensuring that people biking, walking, rolling, and taking transit are safely accommodated within the transportation network. This policy works to advance Plan Bay Area 2050 objectives of achieving mode shift, safety, equity, and vehicle miles traveled and greenhouse gas emission reductions, as well as state & local compliance with applicable CS-related laws, policies, and practices, specifically the California Complete Street Act of 2008 (Gov. Code Sections 65040.2 and 65302) and applicable local policies such as the CS resolutions adopted before January 16, 2016 (as part of MTC’s OBAG 2 requirements.)

Requirements

MTC’s CS Policy requires that all projects (with a total project cost of \$250,000 or more) applying for regional discretionary transportation funding – or requesting regional endorsement or approval through MTC - must submit a Complete Streets Checklist (Checklist) to MTC.

Please note that Projects claiming exceptions to CS Policy must complete the Exceptions section on the Checklist and provide a Department Director-level signature.

Additional information and guidance for completing this Checklist can be found at the **MTC Administrative Guidance: Complete Streets Policy Guidance for public agency staff implementing MTC Resolution 4493** at mtc.ca.gov/planning/transportation/complete-streets.

This form may be downloaded at mtc.ca.gov/planning/transportation/complete-streets.

Submittal

Completed Checklists must be emailed to completestreets@bayareametro.gov.

PROJECT INFORMATION
Project Name/Title:
Project Area/Location(s): Attach map if available.

PROJECT DESCRIPTION: (300-word limit)

Please indicate project phase (Planning, PE, ENV, ROW, CON, O&M)
 May attach additional project documents, cross sections, plan view, or other supporting materials.

CONTACT INFORMATION

Contact Name & Title:	Contact Email:	Contact Phone:
Agency:		

Topic	CS Policy Consideration	YES	NO	Required Description	Description
1. Bicycle, Pedestrian and Transit Planning	Does Project implement relevant Plans, or other locally adopted recommendations? Plan examples include: <ul style="list-style-type: none"> • City/County General + Area Plans • Bicycle, Pedestrian & Transit Plan • Community-Based Transportation Plan • ADA Transition Plan • Station Access Plan • Short-Range Transit Plan • Vision Zero/Systematic Safety Plan 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Please provide detail on Plan recommendations affecting Project area, if any, with Plan adoption date. If Project is inconsistent with adopted Plans, please provide explanation.	
2. Active Transportation Network	Does the project area contain segments of the regional Active Transportation (AT) Network? See AT Network map on the MTC Complete Streets webpage .	<input type="checkbox"/>	<input checked="" type="checkbox"/>	If yes, describe how project adheres to the NACTO All Ages and Abilities design principles. See <i>All Ages and Abilities and Design Guidelines</i> below.	

Topic	CS Policy Consideration	YES	NO	Required Description	Description
2. Active Transportation Network (Cont.)					
3. Safety and Comfort	A. Is the Project on a known High Injury Network (HIN) or has a local traffic safety analysis found a high incidence of bicyclist/pedestrian-involved crashes within the project area?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Please summarize the traffic safety conditions and describe Project's traffic safety measures. The Bay Area Vision Zero System may be a resource.	
	B. Does the project seek to improve bicyclist and/or pedestrian conditions? If the project includes a bikeway, was a Level of Traffic Stress (LTS), or similar user experience analyses conducted?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Describe how project seeks to provide low-stress transportation facilities or reduce a facility's LTS .	
4. Transit Coordination	A. Are there existing public transit facilities (stop or station) in the project area?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	List transit facilities (stop, station, or route) and all affected agencies.	
	B. Have all potentially affected transit agencies had the opportunity to review this project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Please attach confirmation email from transit operator(s) to email.	

Topic	CS Policy Consideration	YES	NO	Required Description	Description
	C. Is there a MTC Mobility Hub within the project area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	If yes, please describe outreach to mobility providers, and Project's Hub-supportive elements.	
5. Design	Does the project meet professional design standards or guidelines appropriate for bicycle and/or pedestrian facilities?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Please provide Class designation for bikeways. Cite design standards used.	
6. Equity	Will Project improve active transportation in an Equity Priority Community?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Please list EPC(s) affected.	
7. BPAC Review	Has a local (city or county) Bicycle and Pedestrian Advisory Commission (BPAC) reviewed this checklist (or for OBAG 3, this project)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Please provide meeting date(s) and a summary of comments, if any.	

Statement of Compliance	YES
The proposed Project complies with California Complete Street Act of 2008 (Gov. Code Sections 65040.2 and 65302, MTC Complete Streets Policy (Reso. 4493), and locally adopted Complete Streets resolutions (adopted as OBAG 2 (Reso. 4202) requirement, Resolution 4202.)	<input checked="" type="checkbox"/>

If no, complete Statement of Exception and obtain necessary signature.

Statement of Exception	YES	Provide Documentation or Explanation	Documentation Explanation
1. The affected roadway is legally prohibited for use by bicyclists and/or pedestrians.	<input type="checkbox"/>	If yes, please cite language and agency citing prohibited use.	
2. The costs of providing Complete Streets improvements are excessively disproportionate to the need or probable use (defined as more than 20 percent for Complete Streets elements of the total project cost).	<input type="checkbox"/>	If claimed, the agency must include proportionate alternatives and still provide safe accommodation of people biking, walking and rolling.	
3. There is a documented Alternative Plan to implement Complete Streets and/or on a nearby parallel route.	<input type="checkbox"/>	Describe Alternative Plan/Project	
4. Conditions exist in which policy requirements may not be able to be met, such as fire and safety specifications, spatial conflicts on the roadway with transit or environmental concerns, defined as abutting conservation land or severe topological constraints.	<input type="checkbox"/>	Describe condition(s) that prohibit implementation of CS policy requirements	

SIGNATURES / NOTIFICATIONS

TRANSIT

The project sponsor shall communicate and coordinate with all transit agencies with operations affected by the proposed project. If a project includes a transit stop/station, or is located along a transit route, the Checklist must include written documentation (e.g. email) with the affected transit agency(ies) to confirm transit agency coordination and acknowledgement of the project. A [CS Checklist Transit Agency Contact List](#) is available for reference.

DEPARTMENT DIRECTOR-LEVEL SIGNATURE FOR EXCEPTIONS

Exceptions must be signed by a Department Director-level agency representative, or their designee, and not the Project Manager. Insert electronic signature or sign below :

Full Name:

Title:

Date:

Signature:

All Ages and Abilities and Design Guidelines

All Ages and Abilities

[Designing for All Ages & Abilities, Contextual Guidance for High-Comfort Bicycle Facilities, National Association of Transportation Officials, December 2017](#)

Projects on the AT Network shall incorporate design principles based on designing for “All Ages and Abilities,” contextual guidance provided by the National Association of City Transportation Officials (NACTO), and consistent with state and national best practices. A facility that serves “all ages and abilities” is one that effectively serves the mobility needs of children, older adults, and people with disabilities and in doing so, works for everyone else. The all ages and abilities approach also strives to serve all users, regardless of age, ability, ethnicity, race, sex, income, or disability, by embodying national and international best practices related to traffic calming, speed reduction, and roadway design to increase user safety and comfort. This approach also includes the use of traffic calming elements or facilities separated from motor vehicle traffic, both of which can offer a greater feeling of safety and appeal to a wider spectrum of the public.

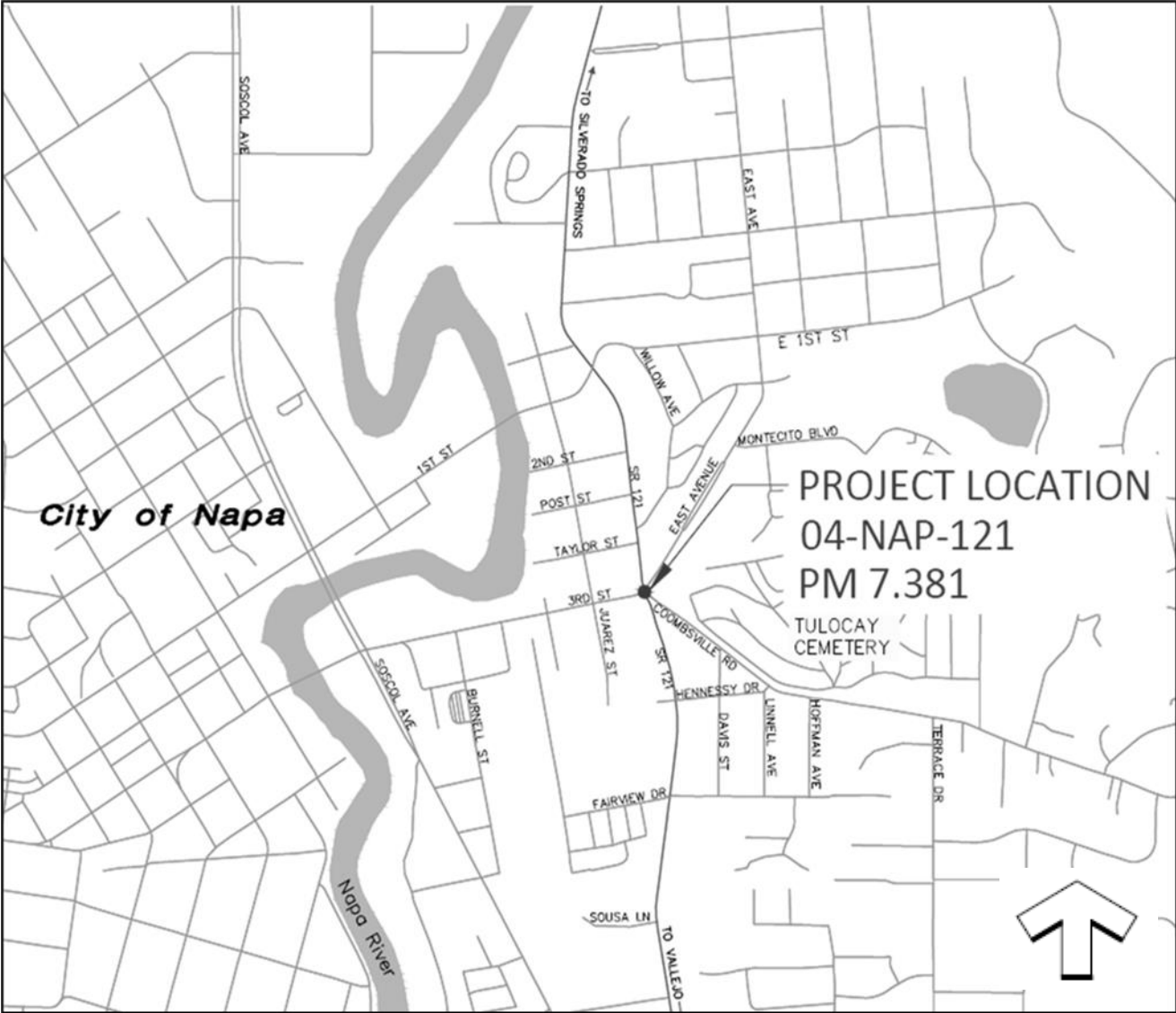
Design best practices for safe street crossings, pedestrian facilities, and Americans with Disabilities Act (ADA) accessibility at transit stops, and bicycle/micromobility facilities on the AT Network should be incorporated throughout the entirety of the project. The Proposed Public Rights-of-Way Accessibility Guidelines (PROWAG) by the U.S. Access Board should also be referenced during design.

Contextual Guidance for Selecting All Ages & Abilities Bikeways				
Roadway Context				All Ages & Abilities Bicycle Facility
Target Motor Vehicle Speed*	Target Max. Motor Vehicle Volume (ADT)	Motor Vehicle Lanes	Key Operational Considerations	
Any		Any	Any of the following: high curbside activity, frequent buses, motor vehicle congestion, or turning conflicts [†]	Protected Bicycle Lane
< 10 mph	Less relevant	No centerline, or single lane one-way	Pedestrians share the roadway	Shared Street
≤ 20 mph	≤ 1,000 – 2,000		< 50 motor vehicles per hour in the peak direction at peak hour	Bicycle Boulevard
≤ 25 mph	≤ 500 – 1,500	Single lane each direction, or single lane one-way	Low curbside activity, or low congestion pressure	Conventional or Buffered Bicycle Lane, or Protected Bicycle Lane
	≤ 1,500 – 3,000			Buffered or Protected Bicycle Lane
	≤ 3,000 – 6,000			Protected Bicycle Lane
	Greater than 6,000	Multiple lanes per direction	Protected Bicycle Lane	
Greater than 26 mph [†]	≤ 6,000	Single lane each direction	Low curbside activity, or low congestion pressure	Protected Bicycle Lane, or Reduce Speed
		Multiple lanes per direction		Protected Bicycle Lane, or Reduce to Single Lane & Reduce Speed
	Greater than 6,000	Any	Any	Protected Bicycle Lane, or Bicycle Path
High-speed limited access roadways, natural corridors, or geographic edge conditions with limited conflicts		Any	High pedestrian volume	Bike Path with Separate Walkway or Protected Bicycle Lane
			Low pedestrian volume	Shared-Use Path or Protected Bicycle Lane

Design Guidance

Examples of applicable design guidance documents include (but are not limited to): American Association of State Highway and Transportation Officials (AASHTO) - *A Policy on Geometric Design of Highway and Streets*, *Guide for the Development of Bicycle Facilities*, *Guide for the Planning, Design, and Operation of Pedestrian Facilities*; *Public Right-of-Way Accessibility Guide* (PROWAG); *Manual on Uniform Traffic Control Devices* (MUTCD); *Americans with Disabilities Act Accessibility Guidelines* (ADAAG); National Association of City Transportation Officials (NACTO) - *Urban Bikeway Design Guide*.

Project Area/Location Map





Project Information			
Project Name:	SR 29 American Canyon Operational and Multimodal Improvements		
Project Sponsor:	NVTA		
Sponsor Single Point of Contact:	Danielle Schmitz 707-259-5968 dschmitz@nvta.ca.gov		
Project Location:	SR 29 from Napa Junction Rd. to American Canyon Road.		
Brief Project Description:	Complete the environmental document for the SR 29 operational and multimodal improvements through American Canyon, including intersection improvements and complete streets facilities.		
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 checked="" 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): <table style="width: 100%; border: none;"> <tr> <td style="vertical-align: top; width: 50%;"> <p><i>Growth Framework Implementation</i></p> <input type="checkbox"/> PDA Planning Grant <input type="checkbox"/> Local Planning Grant (for other <i>Plan Bay Area 2050 Growth Geographies</i>) <p><i>Complete Streets & Community Choice</i></p> <input checked="" type="checkbox"/> Bicycle/Pedestrian Infrastructure <input type="checkbox"/> Bicycle/Pedestrian Program <input type="checkbox"/> Safe Routes to School (SRTS) Non-Infrastructure program <input checked="" type="checkbox"/> SRTS Infrastructure <input checked="" type="checkbox"/> Safety project <input type="checkbox"/> Safety Planning efforts <input checked="" type="checkbox"/> Complete Streets improvements <input checked="" 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 </td> <td style="vertical-align: top; width: 50%;"> <p><i>Climate, Conservation, & Resilience</i></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><i>Multimodal Systems Operations & Performance</i></p> <input checked="" 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 </td> </tr> </table>	<p><i>Growth Framework Implementation</i></p> <input type="checkbox"/> PDA Planning Grant <input type="checkbox"/> Local Planning Grant (for other <i>Plan Bay Area 2050 Growth Geographies</i>) <p><i>Complete Streets & Community Choice</i></p> <input checked="" type="checkbox"/> Bicycle/Pedestrian Infrastructure <input type="checkbox"/> Bicycle/Pedestrian Program <input type="checkbox"/> Safe Routes to School (SRTS) Non-Infrastructure program <input checked="" type="checkbox"/> SRTS Infrastructure <input checked="" type="checkbox"/> Safety project <input type="checkbox"/> Safety Planning efforts <input checked="" type="checkbox"/> Complete Streets improvements <input checked="" 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	<p><i>Climate, Conservation, & Resilience</i></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><i>Multimodal Systems Operations & Performance</i></p> <input checked="" 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
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NVTA 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 checked="" type="checkbox"/> Project is a stand-alone project <input checked="" type="checkbox"/> Project sponsor is an eligible public agency <input checked="" type="checkbox"/> Project sponsor is requesting a minimum of \$250,000 in OBAG funds <input checked="" 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 checked="" 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 checked="" 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 NVTA’s Community Based Transportation Plan <input checked="" 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 checked="" type="checkbox"/> If 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 checked="" type="checkbox"/> The project has a regional impact <input checked="" type="checkbox"/> Project Sponsor Priority: For project sponsor’s that submit multiple projects; this project has been given priority.



Policy Alignment	
<p>Federal Performance Goals <i>How does the project support federal performance measures?</i></p>	<p>Select the federal performance measures that are supported by the project:</p> <ul style="list-style-type: none"> <input checked="" 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 checked="" 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 checked="" type="checkbox"/> Environmental Sustainability: Maximize emission reductions from CMAQ-funded projects. <p>Describe how the project supports the selected federal performance measure(s): The project will increase safety by providing separated bike/ped infrastructure along the corridor as well as enhanced crossings. This will not only increase safety along the corridor it will increase active mode share. The project will also provide transit amenities on-system, which will enhance bus operations and streamline routes that serve American Canyon. The project will also enhance intersection operations, reducing congestion.</p>
<p>Plan Bay Area 2050 Strategies <i>How does the project align with Plan Bay Area 2050?</i></p>	<p>Describe how the project supports Plan Bay Area 2050 Strategies and/or Implementation Plan:</p> <p>The project will build out the complete streets network and invest in safe streets for all modes. The project will also invest in the regional and local transit system to increase reliability by reducing congestion on the stretch on highway and provide transit stops on system to provide more efficient service. The project will also reduce greenhouse gas emissions by investing in alternative transportation systems that encourage bicycle, pedestrians and transit use.</p>
<p>Regional Policy Alignment <i>How does the project align with other regional policies and plans?</i></p>	<p>Select the regional plans and policies with which the project is aligned:</p> <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Regional Safety/Vision Zero Policy <input type="checkbox"/> MTC's Equity Platform <input checked="" type="checkbox"/> Regional Active Transportation Plan <input checked="" type="checkbox"/> Transit Oriented Communities Policy <input type="checkbox"/> Blue Ribbon Transit Transformation Action Plan <p>Describe how the project aligns with the selected regional plans and/or policies: The project will improve safety along the corridor for all modes by providing separated class I facility along the length of the corridor, which will encourage bike/ped modes. The project will also enhance pedestrian crossings. This is a safe routes to school and transit project with bus stops along the corridor and several schools under a mile from the corridor.</p>
	<p>Indicate the project's relationship to <i>Plan Bay Area 2050</i> Growth Geographies:</p>



<p>Regional Growth Geographies <i>Does the project support PBA 2050 Growth Geographies?</i></p>	<p>Priority Development Area (PDA)</p> <ul style="list-style-type: none"> <input checked="" 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 checked="" type="checkbox"/> Included in a locally-adopted PDA plan (e.g. Specific Plan, PDA Investment and Growth Strategy) Napa County PDA Investment and Growth Strategy <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 checked="" type="checkbox"/> Supports the preservation of a PPA (see Growth Geographies map) <p>The project location is within proximate access to the American Canyon PPA.</p>
<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> <ul style="list-style-type: none"> <input type="checkbox"/> Located within and supportive of an EPC (see Equity Priority Communities map) <input checked="" type="checkbox"/> Not located within an EPC, but is otherwise supportive of an EPC or other historically underserved community The project is not in an EPC but provides equitable means of transportation for the surrounding community by investing in the active transportation network and transit system.
<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 locate 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> <ul style="list-style-type: none"> <input checked="" type="checkbox"/> <u>Protect</u> current residents from displacement (with emphasis on policies that have demonstrated effectiveness in community stabilization and anti-displacement). Inclusionary housing ordinance <input checked="" type="checkbox"/> <u>Preserve</u> existing affordable housing (with emphasis on policies that have demonstrated effectiveness in community stabilization and anti-displacement). Condo conversion ordinance; rehabilitation loan program for low-income residents <input checked="" type="checkbox"/> <u>Produce</u> new housing at all income levels. Low cost affordable housing loan program; density bonus ordinance; mixed-use zoning, reduced fees for affordable housing.
<p>Community Support</p>	



<p>Community Support <i>Does the project have community support, particularly if it is located in a historically underserved community?</i></p>	<p>Indicate if the project has demonstrated community support through one or more of the following:</p> <ul style="list-style-type: none"> <input checked="" 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>The project has been included in the SR 29 CMCP and the Napa Countywide Transportation Plan, Advancing Mobility 2045. The project is also finalizing the PID document and has had 2 public meetings and several opportunities for public comment. Public comments have been oriented around safety and congestion relief.</i> <input checked="" type="checkbox"/> Project is consistent with an adopted local transportation plan. <i>The project is listed in the Countywide Transportation Plan, Advancing Mobility 2045 and the SR 29 Comprehensive Multimodal Corridor Plan.</i> <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> <ul style="list-style-type: none"> <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> <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</p>	
<p>Project Readiness <i>Is the project ready to be delivered?</i></p>	<p>Describe the readiness of the project, including right-of-way impacts and the type of environmental document/clearance required:</p> <p>The OBAG request is for environmental phase only, NVTA is currently finalizing the PID document and will be ready to start on PAED as soon as the funding is available.</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>Caltrans has been involved in the project and will continue to be involved. Caltrans has reviewed the PID, participated in public outreach events, and has reviewed planning documents such as the CMCP and the SR 29 Gateway Study. As the project moves through the environmental process, Caltrans will be intimately involved. Caltrans has approved NVTA as the CEQA lead agency and will execute a cooperative agreement with NVTA.</p>
<p>Deliverability <i>Are there any barriers to on-time delivery?</i></p>	<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>Since the request is for non-construction funds, the project would be able to obligate funds as soon as available and then hire a consultant to complete the environmental document.</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>Project risks include environmental findings and mitigations, right-of-way, utility relocation, discovery of hazardous materials, approval of design exceptions and scope change.</p> <p>Mitigation strategies include frequent meetings and communication with Caltrans, early environmental studies to reduce impact to the overall project schedule if access delay occurs; verify utilities during PAED phase and coordinate with utility owners through the PSE and ROW phases.</p>
Project Cost & Funding	
<p>Grant Minimum <i>Does the project meet the minimum grant size requirements?</i></p>	<p><input checked="" 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>
<p>Local Match <i>Does the project meet local match requirements?</i></p>	<p><input checked="" type="checkbox"/> Project sponsor will provide a local match of at least 11.47% of the total project cost.</p> <p>State other funds – American Canyon settlement</p>



Project Cost & Funding

OBAG 3 Grant Request:

Total Grant Request	\$2,000,000*
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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	\$375,000	\$375,000	Local funds and CMA planning funds	0	0	2019-2022
Environmental Studies (PA&ED)	\$4,000,000	\$1,000,000	State other – American Canyon Settlement	\$2,000,000*	\$1,000,000*	2022-2023
Design Engineering (PS&E)	\$	\$	Secured fund sources, notes	\$	\$	Month/Year
Right-of-way	\$	\$	Secured fund sources, notes	\$	\$	Month/Year
Construction	\$	\$	Secured fund sources, notes	\$	\$	Month/Year
Total	\$	\$		\$	\$	

*NVRTA need \$3 million to complete the environmental document

Project Investment by Mode:

Mode	Share of project investment
Auto	40
Transit	20
Bicycle/Pedestrian	40
Other	%
Total	100%

Complete Streets Checklist
Implementation of MTC’s Complete Streets Policy, Resolution 4493, Adopted 3/25/22

Background

Since 2006, MTC’s Complete Streets (CS) Policy has promoted the development of transportation facilities that can be used by all modes. In March 2022, MTC updated its CS policy (Resolution 4493) with the goal of ensuring that people biking, walking, rolling, and taking transit are safely accommodated within the transportation network. This policy works to advance Plan Bay Area 2050 objectives of achieving mode shift, safety, equity, and vehicle miles traveled and greenhouse gas emission reductions, as well as state & local compliance with applicable CS-related laws, policies, and practices, specifically the California Complete Street Act of 2008 (Gov. Code Sections 65040.2 and 65302) and applicable local policies such as the CS resolutions adopted before January 16, 2016 (as part of MTC’s OBAG 2 requirements.)

Requirements

MTC’s CS Policy requires that all projects (with a total project cost of \$250,000 or more) applying for regional discretionary transportation funding – or requesting regional endorsement or approval through MTC - must submit a Complete Streets Checklist (Checklist) to MTC.

Please note that Projects claiming exceptions to CS Policy must complete the Exceptions section on the Checklist and provide a Department Director-level signature.

Additional information and guidance for completing this Checklist can be found at the **MTC Administrative Guidance: Complete Streets Policy Guidance for public agency staff implementing MTC Resolution 4493** at mtc.ca.gov/planning/transportation/complete-streets.

This form may be downloaded at mtc.ca.gov/planning/transportation/complete-streets.

Submittal

Completed Checklists must be emailed to completestreets@bayareametro.gov.

PROJECT INFORMATION
Project Name/Title:
Project Area/Location(s): Attach map if available.

PROJECT DESCRIPTION: (300-word limit)

Please indicate project phase (Planning, PE, ENV, ROW, CON, O&M)
 May attach additional project documents, cross sections, plan view, or other supporting materials.

CONTACT INFORMATION

Contact Name & Title:	Contact Email:	Contact Phone:
Agency:		

Topic	CS Policy Consideration	YES	NO	Required Description	Description
1. Bicycle, Pedestrian and Transit Planning	Does Project implement relevant Plans, or other locally adopted recommendations? Plan examples include: <ul style="list-style-type: none"> • City/County General + Area Plans • Bicycle, Pedestrian & Transit Plan • Community-Based Transportation Plan • ADA Transition Plan • Station Access Plan • Short-Range Transit Plan • Vision Zero/Systematic Safety Plan 	<input type="checkbox"/>	<input type="checkbox"/>	Please provide detail on Plan recommendations affecting Project area, if any, with Plan adoption date. If Project is inconsistent with adopted Plans, please provide explanation.	
2. Active Transportation Network	Does the project area contain segments of the regional Active Transportation (AT) Network? See AT Network map on the MTC Complete Streets webpage .	<input type="checkbox"/>	<input type="checkbox"/>	If yes, describe how project adheres to the NACTO All Ages and Abilities design principles. See <i>All Ages and Abilities and Design Guidelines</i> below.	

Topic	CS Policy Consideration	YES	NO	Required Description	Description
2. Active Transportation Network (Cont.)					
3. Safety and Comfort	A. Is the Project on a known High Injury Network (HIN) or has a local traffic safety analysis found a high incidence of bicyclist/pedestrian-involved crashes within the project area?	<input type="checkbox"/>	<input type="checkbox"/>	Please summarize the traffic safety conditions and describe Project's traffic safety measures. The Bay Area Vision Zero System may be a resource.	
	B. Does the project seek to improve bicyclist and/or pedestrian conditions? If the project includes a bikeway, was a Level of Traffic Stress (LTS), or similar user experience analyses conducted?	<input type="checkbox"/>	<input type="checkbox"/>	Describe how project seeks to provide low-stress transportation facilities or reduce a facility's LTS .	
4. Transit Coordination	A. Are there existing public transit facilities (stop or station) in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	List transit facilities (stop, station, or route) and all affected agencies.	
	B. Have all potentially affected transit agencies had the opportunity to review this project?	<input type="checkbox"/>	<input type="checkbox"/>	Please attach confirmation email from transit operator(s) to email.	

Topic	CS Policy Consideration	YES	NO	Required Description	Description
	C. Is there a MTC Mobility Hub within the project area?	<input type="checkbox"/>	<input type="checkbox"/>	If yes, please describe outreach to mobility providers, and Project's Hub-supportive elements.	
5. Design	Does the project meet professional design standards or guidelines appropriate for bicycle and/or pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	Please provide Class designation for bikeways. Cite design standards used.	
6. Equity	Will Project improve active transportation in an Equity Priority Community?	<input type="checkbox"/>	<input type="checkbox"/>	Please list EPC(s) affected.	
7. BPAC Review	Has a local (city or county) Bicycle and Pedestrian Advisory Commission (BPAC) reviewed this checklist (or for OBAG 3, this project)?	<input type="checkbox"/>	<input type="checkbox"/>	Please provide meeting date(s) and a summary of comments, if any.	

Statement of Compliance	YES
The proposed Project complies with California Complete Street Act of 2008 (Gov. Code Sections 65040.2 and 65302, MTC Complete Streets Policy (Reso. 4493), and locally adopted Complete Streets resolutions (adopted as OBAG 2 (Reso. 4202) requirement, Resolution 4202.)	<input type="checkbox"/>

If no, complete Statement of Exception and obtain necessary signature.

Statement of Exception	YES	Provide Documentation or Explanation	Documentation Explanation
1. The affected roadway is legally prohibited for use by bicyclists and/or pedestrians.	<input type="checkbox"/>	If yes, please cite language and agency citing prohibited use.	
2. The costs of providing Complete Streets improvements are excessively disproportionate to the need or probable use (defined as more than 20 percent for Complete Streets elements of the total project cost).	<input type="checkbox"/>	If claimed, the agency must include proportionate alternatives and still provide safe accommodation of people biking, walking and rolling.	
3. There is a documented Alternative Plan to implement Complete Streets and/or on a nearby parallel route.	<input type="checkbox"/>	Describe Alternative Plan/Project	
4. Conditions exist in which policy requirements may not be able to be met, such as fire and safety specifications, spatial conflicts on the roadway with transit or environmental concerns, defined as abutting conservation land or severe topological constraints.	<input type="checkbox"/>	Describe condition(s) that prohibit implementation of CS policy requirements	

SIGNATURES / NOTIFICATIONS

TRANSIT

The project sponsor shall communicate and coordinate with all transit agencies with operations affected by the proposed project. If a project includes a transit stop/station, or is located along a transit route, the Checklist must include written documentation (e.g. email) with the affected transit agency(ies) to confirm transit agency coordination and acknowledgement of the project. A [CS Checklist Transit Agency Contact List](#) is available for reference.

DEPARTMENT DIRECTOR-LEVEL SIGNATURE FOR EXCEPTIONS

Exceptions must be signed by a Department Director-level agency representative, or their designee, and not the Project Manager. Insert electronic signature or sign below :

Full Name:

Title:

Date:

Signature:

All Ages and Abilities and Design Guidelines

All Ages and Abilities

[Designing for All Ages & Abilities, Contextual Guidance for High-Comfort Bicycle Facilities, National Association of Transportation Officials, December 2017](#)

Projects on the AT Network shall incorporate design principles based on designing for “All Ages and Abilities,” contextual guidance provided by the National Association of City Transportation Officials (NACTO), and consistent with state and national best practices. A facility that serves “all ages and abilities” is one that effectively serves the mobility needs of children, older adults, and people with disabilities and in doing so, works for everyone else. The all ages and abilities approach also strives to serve all users, regardless of age, ability, ethnicity, race, sex, income, or disability, by embodying national and international best practices related to traffic calming, speed reduction, and roadway design to increase user safety and comfort. This approach also includes the use of traffic calming elements or facilities separated from motor vehicle traffic, both of which can offer a greater feeling of safety and appeal to a wider spectrum of the public.

Design best practices for safe street crossings, pedestrian facilities, and Americans with Disabilities Act (ADA) accessibility at transit stops, and bicycle/micromobility facilities on the AT Network should be incorporated throughout the entirety of the project. The Proposed Public Rights-of-Way Accessibility Guidelines (PROWAG) by the U.S. Access Board should also be referenced during design.

Contextual Guidance for Selecting All Ages & Abilities Bikeways				
Roadway Context				All Ages & Abilities Bicycle Facility
Target Motor Vehicle Speed*	Target Max. Motor Vehicle Volume (ADT)	Motor Vehicle Lanes	Key Operational Considerations	
Any		Any	Any of the following: high curbside activity, frequent buses, motor vehicle congestion, or turning conflicts [†]	Protected Bicycle Lane
< 10 mph	Less relevant	No centerline, or single lane one-way	Pedestrians share the roadway	Shared Street
≤ 20 mph	≤ 1,000 – 2,000		< 50 motor vehicles per hour in the peak direction at peak hour	Bicycle Boulevard
≤ 25 mph	≤ 500 – 1,500	Single lane each direction, or single lane one-way	Low curbside activity, or low congestion pressure	Conventional or Buffered Bicycle Lane, or Protected Bicycle Lane
	≤ 1,500 – 3,000			Buffered or Protected Bicycle Lane
	≤ 3,000 – 6,000			Protected Bicycle Lane
	Greater than 6,000	Multiple lanes per direction		
Greater than 26 mph [†]	≤ 6,000	Single lane each direction	Low curbside activity, or low congestion pressure	Protected Bicycle Lane, or Reduce Speed
		Multiple lanes per direction		Protected Bicycle Lane, or Reduce to Single Lane & Reduce Speed
	Greater than 6,000	Any	Any	Protected Bicycle Lane, or Bicycle Path
High-speed limited access roadways, natural corridors, or geographic edge conditions with limited conflicts		Any	High pedestrian volume	Bike Path with Separate Walkway or Protected Bicycle Lane
			Low pedestrian volume	Shared-Use Path or Protected Bicycle Lane

Design Guidance

Examples of applicable design guidance documents include (but are not limited to): American Association of State Highway and Transportation Officials (AASHTO) - *A Policy on Geometric Design of Highway and Streets*, *Guide for the Development of Bicycle Facilities*, *Guide for the Planning, Design, and Operation of Pedestrian Facilities*; *Public Right-of-Way Accessibility Guide* (PROWAG); *Manual on Uniform Traffic Control Devices* (MUTCD); *Americans with Disabilities Act Accessibility Guidelines* (ADAAG); National Association of City Transportation Officials (NACTO) - *Urban Bikeway Design Guide*.



Project Information			
Project Name:	Main Street St. Helena Pedestrian Improvements		
Project Sponsor:	City of St. Helena		
Sponsor Single Point of Contact:	Mark Rincon-Ibarra mricon@cityofsthelena.org ejanzen@cityofsthelena.org		
Project Location:	In Saint Helena Along Main Street (SR29) from Adams Street to Pine Street		
Brief Project Description:	Along Main Street (SR29) from Adams Street to Pine Street: Replace and upgrade pedestrian facilities. The project will include the removal and replacement of approximately 1,100 linear feet of sidewalk, curb ramps, construct crosswalk enhancements, tree removal and replacement, landscape irrigation and installation of street light electrical.		
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 checked="" 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): <table style="width: 100%; border: none;"> <tr> <td style="vertical-align: top; width: 50%;"> <p><i>Growth Framework Implementation</i></p> <input type="checkbox"/> PDA Planning Grant <input type="checkbox"/> Local Planning Grant (for other <i>Plan Bay Area 2050</i> Growth Geographies) <p><i>Complete Streets & Community Choice</i></p> <input checked="" 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 </td> <td style="vertical-align: top; width: 50%;"> <p><i>Climate, Conservation, & Resilience</i></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><i>Multimodal Systems Operations & Performance</i></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 </td> </tr> </table>	<p><i>Growth Framework Implementation</i></p> <input type="checkbox"/> PDA Planning Grant <input type="checkbox"/> Local Planning Grant (for other <i>Plan Bay Area 2050</i> Growth Geographies) <p><i>Complete Streets & Community Choice</i></p> <input checked="" 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	<p><i>Climate, Conservation, & Resilience</i></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><i>Multimodal Systems Operations & Performance</i></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
<p><i>Growth Framework Implementation</i></p> <input type="checkbox"/> PDA Planning Grant <input type="checkbox"/> Local Planning Grant (for other <i>Plan Bay Area 2050</i> Growth Geographies) <p><i>Complete Streets & Community Choice</i></p> <input checked="" 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	<p><i>Climate, Conservation, & Resilience</i></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><i>Multimodal Systems Operations & Performance</i></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		



NVTA 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 checked="" type="checkbox"/> Project is a stand-alone project <input checked="" type="checkbox"/> Project sponsor is an eligible public agency <input checked="" type="checkbox"/> Project sponsor is requesting a minimum of \$250,000 in OBAG funds <input checked="" type="checkbox"/> Project is consistent with the Regional Transportation Plan and the Napa Countywide Transportation Plan– Advancing Mobility 2045 <input checked="" type="checkbox"/> Project has identified a local match of at least 11.47% <input checked="" 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 checked="" 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 checked="" type="checkbox"/> Project has completed environmental document <input checked="" 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 checked="" type="checkbox"/> Project is listed in NVTA's Community Based Transportation Plan <input checked="" 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 checked="" type="checkbox"/> If a capital project, is the OBAG request all in one phase (i.e. all construction) <input checked="" 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							
<p>Federal Performance Goals <i>How does the project support federal performance measures?</i></p>	<p>Select the federal performance measures that are supported by the project:</p> <ul style="list-style-type: none"> <input checked="" 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 checked="" type="checkbox"/> Environmental Sustainability: Maximize emission reductions from CMAQ-funded projects. <p>Describe how the project supports the selected federal performance measure(s): This sidewalk project will contribute to increased pedestrian trips, which in turn will lead to reduced emissions and improved air quality. This sidewalk improvement is needed to improve the current infrastructure that has deteriorated over time and provide a safe facility which will increase safety and reduced tripping hazards for people of all ages.</p>						
<p>Plan Bay Area 2050 Strategies <i>How does the project align with Plan Bay Area 2050?</i></p>	<p>Describe how the project supports Plan Bay Area 2050 Strategies and/or Implementation Plan: This project supports the PBA 2050 strategy to create healthy and safe streets, by optimizing the current pedestrian network and providing a safe route for pedestrians and rollers for people of all ages.</p>						
<p>Regional Policy Alignment <i>How does the project align with other regional policies and plans?</i></p>	<p>Select the regional plans and policies with which the project is aligned:</p> <table style="width: 100%; border: none;"> <tr> <td><input checked="" type="checkbox"/> Regional Safety/Vision Zero Policy</td> <td><input type="checkbox"/> Transit Oriented Communities Policy</td> </tr> <tr> <td><input type="checkbox"/> MTC's Equity Platform</td> <td><input type="checkbox"/> Blue Ribbon Transit Transformation</td> </tr> <tr> <td><input checked="" type="checkbox"/> Regional Active Transportation Plan</td> <td>Action Plan</td> </tr> </table> <p>Describe how the project aligns with the selected regional plans and/or policies: This project aligns with the Regional Transportation Plan because it contributes to the Regional Planning Framework aims to connect people to jobs and regional transit, it also meets the Plan's Safety objective to create and maintain a safe environment for people walking and rolling.</p>	<input checked="" type="checkbox"/> Regional Safety/Vision Zero Policy	<input type="checkbox"/> Transit Oriented Communities Policy	<input type="checkbox"/> MTC's Equity Platform	<input type="checkbox"/> Blue Ribbon Transit Transformation	<input checked="" type="checkbox"/> Regional Active Transportation Plan	Action Plan
<input checked="" type="checkbox"/> Regional Safety/Vision Zero Policy	<input type="checkbox"/> Transit Oriented Communities Policy						
<input type="checkbox"/> MTC's Equity Platform	<input type="checkbox"/> Blue Ribbon Transit Transformation						
<input checked="" type="checkbox"/> Regional Active Transportation Plan	Action Plan						
<p>Regional Growth Geographies <i>Does the project support PBA 2050 Growth Geographies?</i></p>	<p>Indicate the project's relationship to Plan Bay Area 2050 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> <p><input type="checkbox"/> Within a TRA or otherwise supportive of a TRA (see Growth Geographies map) <i>Please describe</i></p> <p>Priority Production Area (PPA)</p> <p><input type="checkbox"/> Supports the preservation of a PPA (see Growth Geographies map) <i>Please describe</i></p>
<p>Equity Priority Communities</p> <p><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</p> <p><i>Is the project located in a jurisdiction with policies that support affordable housing?</i></p>	<p>Indicate if the project is locate 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 checked="" type="checkbox"/> Protect current residents from displacement (with emphasis on policies that have demonstrated effectiveness in community stabilization and anti-displacement). <i>The City of St. Helena Adopted the Housing Element Update 2015-2023 on May 26, 2015 which implements the City's "3 Ps" policies. Policy HE1.K protects households from displacement by broadening the definition of "family" to extend affordable housing protections to single-member and unrelated co-habitant households. Policy HE5.G required bicycle and pedestrian amenities to new housing projects and connecting them to surrounding areas.</i></p> <p><input checked="" type="checkbox"/> Preserve existing affordable housing (with emphasis on policies that have demonstrated effectiveness in community stabilization and anti-displacement). <i>The City of St. Helena Adopted the Housing Element Update 2015-2023 on May 26, 2015 which implements the City's "3 Ps" policies. Policy HE3.A restricted conversion of rental units to condominiums. Policy HE3.D restricted conversion of market-rate housing to vacation rentals. Policy HE3.E added housing needs as a regular consideration in the City's General Plan review process.</i></p> <p><input checked="" type="checkbox"/> Produce new housing at all income levels. <i>The City of St. Helena Adopted the Housing Element Update 2015-2023 on May 26, 2015 which implements the City's "3 Ps" policies. Policy HE1.C encourages production of affordable housing units by granting priority access to water and sewer resources. Policy HE1.J encourages co-housing, eco-housing and other non-traditional forms of housing. Policy HE2.I revises development standards pertaining to second units (i.e. ADUs or "granny units") by the creation of SHMC Section 17.116.030 Accessory Dwelling Units (2020) which allow shared utility connections and reduced fees for qualifying new ADUs.</i></p>
<p>Community Support</p>	



<p>Community Support <i>Does the project have community support, particularly if it is located in a historically underserved community?</i></p>	<p>Indicate if the project has demonstrated community support through one or more of the following:</p> <ul style="list-style-type: none"> <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> <input checked="" type="checkbox"/> Project is consistent with an adopted local transportation plan. This project consistent with the Napa Valley Transportation’s Countywide Transportation Plan, it is listed in the prioritized constrained list of projects. <hr/> <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> <ul style="list-style-type: none"> <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> <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</p>	
<p>Project Readiness <i>Is the project ready to be delivered?</i></p>	<p>Describe the readiness of the project, including right-of-way impacts and the type of environmental document/clearance required:</p> <p><i>Project is located in existing public right-of-way. The majority of Adjoining parcel boundaries are Public (City Hall) or quasi-Public (USPS) landowners. Title Reports for all adjoining parcels have been obtained and reviewed with no conflicts noted.</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>Project is located adjacent to Highway 29 which is Caltrans jurisdiction. Only minor striping work is proposed in Caltrans jurisdiction. The City will obtain an encroachment permit from Caltrans prior to commencing work. Right-of-way and Environmental clearances from Caltrans will be obtained prior to initiating the E76 application process. The City anticipates completing/updating Right-of-Way and environmental clearances by November of 2022. The City anticipates submittal of Caltrans encroachment permit for minor striping work, traffic control and work zones prior to start of construction. Start of Construction anticipated for July 2023.</i></p>
<p>Deliverability <i>Are there any barriers to on-time delivery?</i></p>	<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 design is complete. Environment clearance had been obtained but must be re-validated prior to submittal of E76 application. Right-of-Way review by City underway with anticipated completion of August 2022. The City anticipates completing/updating</i></p>



	<p><i>Right-of-Way and environmental clearances by November of 2022. The City anticipates start of Construction by July 2023. Construction anticipated for <6 weeks (30 work days).</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 schedule can be adversely impacted by delays in document review by oversight agencies. The City plans to mitigate these delays by submitting documents to these agencies at the earliest opportunity.</i></p>
Project Cost & Funding	
<p>Grant Minimum <i>Does the project meet the minimum grant size requirements?</i></p>	<p><input checked="" 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>
<p>Local Match <i>Does the project meet local match requirements?</i></p>	<p><input checked="" type="checkbox"/> Project sponsor will provide a local match of at least 11.47% of the total project cost.</p> <p><i>Local Match is anticipated to be >40% of grant funding.</i></p>



Project Cost & Funding

OBAG 3 Grant Request:

Total Grant Request	\$1,206,000
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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>Force Account. CE.</i>	\$	\$	08/2022
Design Engineering (PS&E)	\$529,000	\$	<i>General Fund and gas tax</i>	\$0	\$0	2018
Right-of-way	\$	\$	<i>Work in existing Right-of-Way</i>	\$	\$	NA
Construction	2,115,250	\$909,250	<i>Measure T and General Fund</i>	\$1,206,000	\$0	07/2023
Total	\$	\$		\$	\$	

Project Investment by Mode:

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

Complete Streets Checklist
Implementation of MTC’s Complete Streets Policy, Resolution 4493, Adopted 3/25/22

Background

Since 2006, MTC’s Complete Streets (CS) Policy has promoted the development of transportation facilities that can be used by all modes. In March 2022, MTC updated its CS policy (Resolution 4493) with the goal of ensuring that people biking, walking, rolling, and taking transit are safely accommodated within the transportation network. This policy works to advance Plan Bay Area 2050 objectives of achieving mode shift, safety, equity, and vehicle miles traveled and greenhouse gas emission reductions, as well as state & local compliance with applicable CS-related laws, policies, and practices, specifically the California Complete Street Act of 2008 (Gov. Code Sections 65040.2 and 65302) and applicable local policies such as the CS resolutions adopted before January 16, 2016 (as part of MTC’s OBAG 2 requirements.)

Requirements

MTC’s CS Policy requires that all projects (with a total project cost of \$250,000 or more) applying for regional discretionary transportation funding – or requesting regional endorsement or approval through MTC - must submit a Complete Streets Checklist (Checklist) to MTC.

Please note that Projects claiming exceptions to CS Policy must complete the Exceptions section on the Checklist and provide a Department Director-level signature.

Additional information and guidance for completing this Checklist can be found at the **MTC Administrative Guidance: Complete Streets Policy Guidance for public agency staff implementing MTC Resolution 4493** at mtc.ca.gov/planning/transportation/complete-streets.

This form may be downloaded at mtc.ca.gov/planning/transportation/complete-streets.

Submittal

Completed Checklists must be emailed to completestreets@bayareametro.gov.

PROJECT INFORMATION
Project Name/Title:
Project Area/Location(s): Attach map if available.

PROJECT DESCRIPTION: (300-word limit)

Please indicate project phase (Planning, PE, ENV, ROW, **CON**, O&M)

May attach additional project documents, cross sections, plan view, or other supporting materials.

CONTACT INFORMATION

Contact Name & Title:	Contact Email:	Contact Phone:
Agency:		

Topic	CS Policy Consideration	YES	NO	Required Description	Description
1. Bicycle, Pedestrian and Transit Planning	Does Project implement relevant Plans, or other locally adopted recommendations? Plan examples include: <ul style="list-style-type: none"> • City/County General + Area Plans • Bicycle, Pedestrian & Transit Plan • Community-Based Transportation Plan • ADA Transition Plan • Station Access Plan • Short-Range Transit Plan • Vision Zero/Systematic Safety Plan 	<input type="checkbox"/>	<input type="checkbox"/>	Please provide detail on Plan recommendations affecting Project area, if any, with Plan adoption date. If Project is inconsistent with adopted Plans, please provide explanation.	
2. Active Transportation Network	Does the project area contain segments of the regional Active Transportation (AT) Network? See AT Network map on the MTC Complete Streets webpage .	<input type="checkbox"/>	<input type="checkbox"/>	If yes, describe how project adheres to the NACTO All Ages and Abilities design principles. See <i>All Ages and Abilities and Design Guidelines</i> below.	

Topic	CS Policy Consideration	YES	NO	Required Description	Description
2. Active Transportation Network (Cont.)					
3. Safety and Comfort	A. Is the Project on a known High Injury Network (HIN) or has a local traffic safety analysis found a high incidence of bicyclist/pedestrian-involved crashes within the project area?	<input type="checkbox"/>	<input type="checkbox"/>	Please summarize the traffic safety conditions and describe Project's traffic safety measures. The Bay Area Vision Zero System may be a resource.	
	B. Does the project seek to improve bicyclist and/or pedestrian conditions? If the project includes a bikeway, was a Level of Traffic Stress (LTS), or similar user experience analyses conducted?	<input type="checkbox"/>	<input type="checkbox"/>	Describe how project seeks to provide low-stress transportation facilities or reduce a facility's LTS .	
4. Transit Coordination	A. Are there existing public transit facilities (stop or station) in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	List transit facilities (stop, station, or route) and all affected agencies.	
	B. Have all potentially affected transit agencies had the opportunity to review this project?	<input type="checkbox"/>	<input type="checkbox"/>	Please attach confirmation email from transit operator(s) to email.	

Topic	CS Policy Consideration	YES	NO	Required Description	Description
	C. Is there a MTC Mobility Hub within the project area?	<input type="checkbox"/>	<input type="checkbox"/>	If yes, please describe outreach to mobility providers, and Project's Hub-supportive elements.	
5. Design	Does the project meet professional design standards or guidelines appropriate for bicycle and/or pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	Please provide Class designation for bikeways. Cite design standards used.	
6. Equity	Will Project improve active transportation in an Equity Priority Community?	<input type="checkbox"/>	<input type="checkbox"/>	Please list EPC(s) affected.	
7. BPAC Review	Has a local (city or county) Bicycle and Pedestrian Advisory Commission (BPAC) reviewed this checklist (or for OBAG 3, this project)?	<input type="checkbox"/>	<input type="checkbox"/>	Please provide meeting date(s) and a summary of comments, if any.	

Statement of Compliance	YES
The proposed Project complies with California Complete Street Act of 2008 (Gov. Code Sections 65040.2 and 65302, MTC Complete Streets Policy (Reso. 4493), and locally adopted Complete Streets resolutions (adopted as OBAG 2 (Reso. 4202) requirement, Resolution 4202.)	<input type="checkbox"/>

If no, complete Statement of Exception and obtain necessary signature.

Statement of Exception	YES	Provide Documentation or Explanation	Documentation Explanation
1. The affected roadway is legally prohibited for use by bicyclists and/or pedestrians.	<input type="checkbox"/>	If yes, please cite language and agency citing prohibited use.	
2. The costs of providing Complete Streets improvements are excessively disproportionate to the need or probable use (defined as more than 20 percent for Complete Streets elements of the total project cost).	<input type="checkbox"/>	If claimed, the agency must include proportionate alternatives and still provide safe accommodation of people biking, walking and rolling.	
3. There is a documented Alternative Plan to implement Complete Streets and/or on a nearby parallel route.	<input type="checkbox"/>	Describe Alternative Plan/Project	
4. Conditions exist in which policy requirements may not be able to be met, such as fire and safety specifications, spatial conflicts on the roadway with transit or environmental concerns, defined as abutting conservation land or severe topological constraints.	<input type="checkbox"/>	Describe condition(s) that prohibit implementation of CS policy requirements	

SIGNATURES / NOTIFICATIONS

TRANSIT

The project sponsor shall communicate and coordinate with all transit agencies with operations affected by the proposed project. If a project includes a transit stop/station, or is located along a transit route, the Checklist must include written documentation (e.g. email) with the affected transit agency(ies) to confirm transit agency coordination and acknowledgement of the project. A [CS Checklist Transit Agency Contact List](#) is available for reference.

DEPARTMENT DIRECTOR-LEVEL SIGNATURE FOR EXCEPTIONS

Exceptions must be signed by a Department Director-level agency representative, or their designee, and not the Project Manager. Insert electronic signature or sign below :

Full Name:

Title:

Date:

Signature:

All Ages and Abilities and Design Guidelines

All Ages and Abilities

[Designing for All Ages & Abilities, Contextual Guidance for High-Comfort Bicycle Facilities, National Association of Transportation Officials, December 2017](#)

Projects on the AT Network shall incorporate design principles based on designing for “All Ages and Abilities,” contextual guidance provided by the National Association of City Transportation Officials (NACTO), and consistent with state and national best practices. A facility that serves “all ages and abilities” is one that effectively serves the mobility needs of children, older adults, and people with disabilities and in doing so, works for everyone else. The all ages and abilities approach also strives to serve all users, regardless of age, ability, ethnicity, race, sex, income, or disability, by embodying national and international best practices related to traffic calming, speed reduction, and roadway design to increase user safety and comfort. This approach also includes the use of traffic calming elements or facilities separated from motor vehicle traffic, both of which can offer a greater feeling of safety and appeal to a wider spectrum of the public.

Design best practices for safe street crossings, pedestrian facilities, and Americans with Disabilities Act (ADA) accessibility at transit stops, and bicycle/micromobility facilities on the AT Network should be incorporated throughout the entirety of the project. The Proposed Public Rights-of-Way Accessibility Guidelines (PROWAG) by the U.S. Access Board should also be referenced during design.

Contextual Guidance for Selecting All Ages & Abilities Bikeways				
Roadway Context				All Ages & Abilities Bicycle Facility
Target Motor Vehicle Speed*	Target Max. Motor Vehicle Volume (ADT)	Motor Vehicle Lanes	Key Operational Considerations	
Any		Any	Any of the following: high curbside activity, frequent buses, motor vehicle congestion, or turning conflicts [†]	Protected Bicycle Lane
< 10 mph	Less relevant	No centerline, or single lane one-way	Pedestrians share the roadway	Shared Street
≤ 20 mph	≤ 1,000 – 2,000		< 50 motor vehicles per hour in the peak direction at peak hour	Bicycle Boulevard
≤ 25 mph	≤ 500 – 1,500	Single lane each direction, or single lane one-way	Low curbside activity, or low congestion pressure	Conventional or Buffered Bicycle Lane, or Protected Bicycle Lane
	≤ 1,500 – 3,000			Buffered or Protected Bicycle Lane
	≤ 3,000 – 6,000			Protected Bicycle Lane
	Greater than 6,000	Multiple lanes per direction		
Greater than 26 mph [†]	≤ 6,000	Single lane each direction	Low curbside activity, or low congestion pressure	Protected Bicycle Lane, or Reduce Speed
		Multiple lanes per direction		Protected Bicycle Lane, or Reduce to Single Lane & Reduce Speed
	Greater than 6,000	Any	Any	Protected Bicycle Lane, or Bicycle Path
High-speed limited access roadways, natural corridors, or geographic edge conditions with limited conflicts		Any	High pedestrian volume	Bike Path with Separate Walkway or Protected Bicycle Lane
			Low pedestrian volume	Shared-Use Path or Protected Bicycle Lane

Design Guidance

Examples of applicable design guidance documents include (but are not limited to): American Association of State Highway and Transportation Officials (AASHTO) - *A Policy on Geometric Design of Highway and Streets*, *Guide for the Development of Bicycle Facilities*, *Guide for the Planning, Design, and Operation of Pedestrian Facilities*; *Public Right-of-Way Accessibility Guide* (PROWAG); *Manual on Uniform Traffic Control Devices* (MUTCD); *Americans with Disabilities Act Accessibility Guidelines* (ADAAG); National Association of City Transportation Officials (NACTO) - *Urban Bikeway Design Guide*.



NAPA VALLEY TRANSPORTATION AUTHORITY
Active Transportation Advisory Committee (ATAC)
Agenda Memo

TO: Active Transportation Advisory Committee
FROM: Kate Miller, Executive Director
REPORT BY: Diana Meehan, Senior Program Planner/Administrator
(707) 259-8327 / Email: dmeehan@nvta.ca.gov
SUBJECT: Napa County Bicycle Coalition Safe Routes to School
Program Funded by One Bay Area Grant 2 and Quick
Strike funds.

RECOMMENDATION

Information only

EXECUTIVE SUMMARY

The Napa County Safe Routes to School (SRTS) Program provides bicycle and walking safety education and training to students in Napa County schools. Napa County Office of Education (NCOE) in partnership with Napa County Bicycle Coalition (NCBC) operate the program. The 3-year program was funded through the One Bay Area Grant (OBAG 2) (\$227,000) and Active Transportation Program Non-Infrastructure Grant (ATP \$437,000) through June 2021, though an extension was granted to allow additional time to complete tasks delayed due to the Covid-19 Pandemic. The original program funding was exhausted in May 2022. NCOE and NCBC provided a combined \$147,000 in matching funds to the project.

In February of 2022, SRTS continued through a MTC \$100,000 Quick Strike Grant. NCBC is working directly with NVTA to complete the grant deliverables. Kara Vernor, NCBC Executive Director, will provide the committee with a program update and next steps.

FISCAL IMPACT

Is there a Fiscal Impact? No

BACKGROUND AND DISCUSSION

The Napa County Safe Routes to School project focuses on comprehensive education and encouragement, as well as data analysis and community engagement to guide future infrastructure improvements and encouragement programs.

Through this program, NCBC conducted Walk Audits at all viable public schools countywide, and developed reports that identified infrastructure and non-infrastructure barriers to increased walking and biking by students and included recommendations on how to reduce them. These Active Transportation Action Plans, had the goal of creating a long-term sustainable mode shift and encourage funding for the overall SRTS program. NCBC also conducted analysis of perceptions around walking and biking to better understand decision-making by parents and how infrastructure or programmatic elements may increase student's active transportation modes.

To date, outcomes for these aspects of the program include:

Task A

The SRTS team has conducted comprehensive evaluations of barriers to students walking and biking at 31 public schools in Napa County. For each school site, staff conducted a preliminary site visit to identify existing conditions, followed by a Walk Audit led, in most cases, by stakeholders, including parents, school staff, students, and community members. Walk Audit participants identified additional barriers, and ranked them based on how significantly the barrier could impact safe walking and biking. The SRTS team has catalogued over 700 potential barriers collected by 173 Walk Audit volunteers— parents, students, school staff, and community partners.

Task B

NCBC developed Active Transportation Action Plan for all 31-school sites. All reports were reviewed by stakeholders, public agency partners, and then released to the public in spring of 2022. The reports can be downloaded from NCBC's website at: <https://napabike.org/program/safe-routes/>.

In all, the reports contained:

- 655 infrastructure recommendations throughout Napa County
- 119 programmatic recommendations for schools countywide

Top barriers to walking and biking to school identified by stakeholders during Walk Audits include:

- Missing or narrow sidewalks
- No crosswalks
- No bike lanes (class I-IV)
- Dangerous motorist behavior (not speeding)—failure to yield to pedestrians, U-turns in busy school zones
- Speeding

The five “universal” recommendations that apply to all public school sites in Napa County include:

1. **High-visibility crosswalk** patterns should be implemented at all school zone crosswalks and all marked crosswalks at an intersection with a designated collector or arterial roadway within 0.25 miles of a school.
2. **Daylighting strategies** (treatments to increase visibility at intersections) should be implemented at all school zone intersections and all intersections with a designated collector or arterial within 0.5 miles of a school.
3. All **sidewalks** that lead to a school entrance should be widened to a minimum of 6-8 feet.
4. Class III bicycle boulevards should be marked with sharrows and signage and must be treated with **traffic-calming strategies** to enforce the desired speed limit and prevent motorist speeding.
5. In alignment with the Americans with Disabilities Act (ADA), when implementing SRTS recommendations that provide opportunity, **ADA-compliant curb ramps should be installed.**

Other top Walk Audit Report recommendations:

- Curb extensions at intersections/midblock crosswalks
- Installation of low-stress bicycle facilities
- Narrow/missing sidewalks
- Increases in bicycle parking amount and locations on campus
- Annual in-school bicycle safety education for all students

Task C

NCBC partnered with EMC Research to conduct an analysis of perceptions around walking and biking to better understand decision making by parents. Surveys were conducted in March and April 2021 in English and Spanish via phone and online. Over 450 parents of K-8 students participated in the survey, and a follow-up Focus Group and one-on-one interviews helped to further explore various issues and opportunities. Key takeaways included:

- **77%** of respondents reported that their student’s primary mode of transportation is inactive
- **88%** of respondents would like their student to be able to walk or bike to and from school
- **96%** of respondents are concerned about speeding or distracted drivers when their children walk or bike to school
- **Top five** potential improvements as rated by respondents:
 1. Provide crossing guards at major intersections
 2. Increase the visibility and safety of crosswalks
 3. Add more bike paths that are separated from the road

-
4. Fix missing or broken sidewalks
 5. Reduce the speed of traffic on streets that kids use to walk or bike to school

NCBC is continuing its SRTS work over the course of this next year (2022-2023). SRTS efforts include engaging parents and other stakeholders in advocacy for implementation of recommendations through safety summits and formation of an SRTS advisory committee. The grant began in the middle of February; tasks and activities completed so far include:

- Bike to School Day promotion and energizer stations in 22 schools throughout Napa County. Nearly 900 students participated in the day on May 20.
- 4 of 14 bike rodeos, serving 472 students at St. Helena primary, elementary, and middle school, and Camille Creek Community School, with 4 more already planned this summer at Cool School and Boys & Girls Clubs extended learning programs.
- 3 of 6 community events and rides were completed in partnership with other organizations, engaging 53 youth, parents, and residents in bicycling activities. NCBC hosted a bike rodeo at Calistoga Safety Day and coordinated two TGIF bike rides, one supported by the Eagles Cycling Club and the other with information provided by the Vine Trail. NCBC plans to bring back BikeFest in May of 2023.
- Held 2 of 9 Bilingual Family Biking Workshops at Napa Valley Language Academy and Shearer Elementary. In all 12 youth and their parents participated; another workshop is planned in Calistoga in July.
- Planning and preparation has begun on all other grant deliverables.

ATTACHMENT(S)

None