

# Napa Valley Transportation Authority

625 Burnell Street  
Napa, CA 94559



## Agenda - Final

Wednesday, April 17, 2019  
1:30 PM

NVTA Conference Room

### NVTA Board of Directors

All materials relating to an agenda item for an open session of a regular meeting of the NVTA Board of Directors are posted on the NVTA website at <https://nctpa.legistar.com/Calendar.aspx> at least 72 hours prior to the meeting and will be available for public inspection, on and after at the time of such distribution, in the office of the Secretary of the NVTA Board of Directors, 625 Burnell Street, Napa, California 94559, Monday through Friday, between the hours of 8:00 a.m. and 4:30 p.m., except for NVTA Holidays. Materials distributed to the present members of the Board at the meeting will be available for public inspection at the public meeting if prepared by the members of the NVTA Board or staff and after the public meeting if prepared by some other person. 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.

Members of the public may speak to the Board on any item at the time the Board is considering the item. Please complete a Speaker's Slip, which is located on the table near the entryway, and then present the slip to the Board Secretary. Also, members of the public are invited to address the Board on any issue not on today's agenda under Public Comment. Speakers are limited to three minutes.

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 Karrie Sanderlin, NVTA Board Secretary, at (707) 259-8633 during regular business hours, at least 48 hours prior to the time of the meeting.

This Agenda may also be viewed online by visiting the NVTA website <https://legistar.com/Calendar.aspx>

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

1. Call to Order
2. Pledge of Allegiance
3. Roll Call
4. Adoption of the Agenda
5. Public Comment
6. Chairperson's, Board Members', Metropolitan Transportation Commissioner's, and Association of Bay Area Governments Update
7. Director's Update
8. Caltrans' Update

#### **9. PRESENTATIONS**

##### **9.1 County of Napa Investment Strategy**

The Board will receive a presentation by Jim Hudak, Napa County Treasurer-Tax Collector, on the County's new investment strategy.

#### **10. QUARTERLY PROJECT UPDATES**

- |             |   |
|-------------|---|
| <b>10.1</b> | <b>Soscol Junction Project</b>                                    |
| <b>10.2</b> | <b>Imola Avenue Complete Streets Corridor Improvement Project</b> |
| <b>10.3</b> | <b>Imola Avenue Park and Ride Improvement Project</b>             |
| <b>10.4</b> | <b>Vine Transit Bus Maintenance Facility</b>                      |
| <b>10.5</b> | <b>Napa Valley Vine Trail - Calistoga to St. Helena Segment</b>   |
| <b>10.6</b> | <b>Autonomous Vehicle (AV) Demonstration Project</b>              |
| <b>10.7</b> | <b>Travel Demand Management Programs</b>                          |

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

## **11. CONSENT AGENDA ITEMS (11.1 - 11.3)**

### **11.1 Meeting Minutes of March 20, 2019 (Karrie Sanderlin) (Pages 8-14)**

**Recommendation:** Board action will approve the meeting minutes of March 20, 2019.

**Estimated Time:** 2:15 p.m.

**Attachments:** [Draft Minutes](#)

### **11.2 Citizens Advisory Committee (CAC) Member Appointment (Matthew Wilcox) (Pages 15-16)**

**Recommendation:** Board action will approve the re-appointment of members to the CAC.

**Estimated Time:** 2:15 p.m.

**Attachments:** [Staff Report](#)

### **11.3 Resolution No. 19-07 for the Fiscal Year (FY) 2018-19 Low Carbon Transit Operations Program (LCTOP) (Justin Paniagua) (Pages 17-21)**

**Recommendation:** Board action with approve Resolution No. 19-07 approving the FY 2018-19 LCTOP project.

**Estimated Time:** 2:15 p.m.

**Attachments:** [Staff Report](#)

## **12. REGULAR AGENDA ITEMS**

**12.1 Other Post Employment Benefits (OPEB) and Resolution No. 19-08 Fixing the Employer Contribution at an Equal Amount for Employees and Annuitants Under the Public Employees' Medical and Hospital Care Act (Antonio Onorato) (Pages 22-55)**

**Recommendation:** Board action will approve Resolution No. 19-08 adopting an OPEB Retiree Healthcare Plan contribution at an equal amount for employees and annuitants under the Public Employees' Medical and Hospital Care Act.

**Estimated Time:** 2:15 p.m.

**Attachments:** [Staff Report](#)

**12.2 Project Work Order E-11 to NVTB Agreement No. 18-21 with GHD for Work Associated with the State Route 29 Comprehensive Multimodal Corridor Plan and Project Initiation Document for State Route 29 (Rebecca Schenck) (Pages 56-166)**

**Recommendation:** Board action will authorize the Executive Director, or designee, to execute and make minor modifications to Work Order No. E-11 to NVTB Agreement No. 18-21 with GHD for State Route 29 Comprehensive Multimodal Corridor Plan and Project Initiation Document for State Route 29 through American Canyon in an amount not to exceed \$650,000.

**Estimated Time:** 2:30 p.m.

**Attachments:** [Staff Report](#)

**12.3 Plan Bay Area 2050: Request for Regionally-Significant Projects (Alberto Esqueda) (Pages 167-191)**

**Recommendation:** Board action will release a call for regionally-significant projects to be considered for inclusion in the Metropolitan Transportation Commission's Plan Bay Area 2050.

**Estimated Time:** 2:45 p.m.

**Attachments:** [Staff Report](#)



**12.4 State and Federal Legislative Update and State Bill Matrix (Kate Miller) (Pages 192-208)**

**Recommendation:** The Board will receive the State Legislative update prepared by Platinum Advisors and approve board position recommendations for bills on the State Bill Matrix.

**Estimated Time:** 3:00 p.m.

**Attachments:** [Staff Report](#)

**13. FUTURE AGENDA ITEMS**

**14. CLOSED SESSION**

**14.1 PUBLIC EMPLOYEE PERFORMANCE EVALUATION (Government Code Section 54957(B)(1))**

**Title:** Executive Director

**Estimated Time:** 3:15 p.m.

**15. ADJOURNMENT**

**15.1 Approval of Next Regular Meeting of Wednesday, May 15, 2019 and Adjournment.**

**Estimated Time:** 4:00 p.m.

I hereby certify that the agenda for the above stated meeting was posted at a location freely accessible to members of the public at the NVTA Offices, 625 Burnell Street, Napa, CA by 5:00 p.m. on Friday, April 12, 2019.

*Karalyn E. Sanderlin (esign) April 10, 2019*

Karalyn E. Sanderlin, NVTA Board Secretary

## Glossary of Acronyms

<b>AB 32</b>	Global Warming Solutions Act	<b>GTFS</b>	General Transit Feed Specification
<b>ABAG</b>	Association of Bay Area Governments	<b>HBP</b>	Highway Bridge Program
<b>ADA</b>	American with Disabilities Act	<b>HBRR</b>	Highway Bridge Replacement and Rehabilitation Program
<b>ATAC</b>	Active Transportation Advisory Committee	<b>HIP</b>	Housing Incentive Program
<b>ATP</b>	Active Transportation Program	<b>HOT</b>	High Occupancy Toll
<b>BAAQMD</b>	Bay Area Air Quality Management District	<b>HOV</b>	High Occupancy Vehicle
<b>BART</b>	Bay Area Rapid Transit District	<b>HR3</b>	High Risk Rural Roads
<b>BATA</b>	Bay Area Toll Authority	<b>HSIP</b>	Highway Safety Improvement Program
<b>BRT</b>	Bus Rapid Transit	<b>HTF</b>	Highway Trust Fund
<b>BUILD</b>	Better Utilizing Investments to Leverage Development	<b>HUTA</b>	Highway Users Tax Account
<b>CAC</b>	Citizen Advisory Committee	<b>IFB</b>	Invitation for Bid
<b>CAP</b>	Climate Action Plan	<b>ITIP</b>	State Interregional Transportation Improvement Program
<b>Caltrans</b>	California Department of Transportation	<b>ITOC</b>	Independent Taxpayer Oversight Committee
<b>CEQA</b>	California Environmental Quality Act	<b>IS/MND</b>	Initial Study/Mitigated Negative Declaration
<b>CIP</b>	Capital Investment Program	<b>JARC</b>	Job Access and Reverse Commute
<b>CMA</b>	Congestion Management Agency	<b>LIFT</b>	Low-Income Flexible Transportation
<b>CMAQ</b>	Congestion Mitigation and Air Quality Improvement Program	<b>LOS</b>	Level of Service
<b>CMP</b>	Congestion Management Program	<b>LS&amp;R</b>	Local Streets & Roads
<b>CalSTA</b>	California State Transportation Agency	<b>MaaS</b>	Mobility as a Service
<b>CTP</b>	Countywide Transportation Plan	<b>MAP 21</b>	Moving Ahead for Progress in the 21 <sup>st</sup> Century Act
<b>COC</b>	Communities of Concern	<b>MPO</b>	Metropolitan Planning Organization
<b>CTC</b>	California Transportation Commission	<b>MTC</b>	Metropolitan Transportation Commission
<b>DAA</b>	Design Alternative Analyst	<b>MTS</b>	Metropolitan Transportation System
<b>DBB</b>	Design-Bid-Build	<b>ND</b>	Negative Declaration
<b>DBF</b>	Design-Build-Finance	<b>NEPA</b>	National Environmental Policy Act
<b>DBFOM</b>	Design-Build-Finance-Operate-Maintain	<b>NOAH</b>	Natural Occurring Affordable Housing
<b>DED</b>	Draft Environmental Document	<b>NOC</b>	Notice of Completion
<b>EIR</b>	Environmental Impact Report	<b>NOD</b>	Notice of Determination
<b>EJ</b>	Environmental Justice	<b>NOP</b>	Notice of Preparation
<b>FAS</b>	Federal Aid Secondary	<b>NVTA</b>	Napa Valley Transportation Authority
<b>FAST</b>	Fixing America's Surface Transportation Act	<b>NVTA-TA</b>	Napa Valley Transportation Authority-Tax Agency
<b>FHWA</b>	Federal Highway Administration	<b>OBAG</b>	One Bay Area Grant
<b>FTA</b>	Federal Transit Administration	<b>PA&amp;ED</b>	Project Approval Environmental Document
<b>FY</b>	Fiscal Year	<b>P3 or PPP</b>	Public-Private Partnership
<b>GHG</b>	Greenhouse Gas	<b>PCC</b>	Paratransit Coordination Council
<b>GGRF</b>	Greenhouse Gas Reduction Fund		

## Glossary of Acronyms

<b>PCI</b>	Pavement Condition Index	<b>STA</b>	State Transit Assistance
<b>PCA</b>	Priority Conservation Area	<b>STIC</b>	Small Transit Intensive Cities
<b>PDA</b>	Priority Development Areas	<b>STIP</b>	State Transportation Improvement Program
<b>PID</b>	Project Initiation Document	<b>STP</b>	Surface Transportation Program
<b>PMS</b>	Pavement Management System	<b>TAC</b>	Technical Advisory Committee
<b>Prop. 42</b>	Statewide Initiative that requires a portion of gasoline sales tax revenues be designated to transportation purposes	<b>TCM</b>	Transportation Control Measure
<b>PSE</b>	Plans, Specifications and Estimates	<b>TCRP</b>	Traffic Congestion Relief Program
<b>PSR</b>	Project Study Report	<b>TDA</b>	Transportation Development Act
<b>PTA</b>	Public Transportation Account	<b>TDM</b>	Transportation Demand Management Transportation Demand Model
<b>RACC</b>	Regional Agency Coordinating Committee	<b>TE</b>	Transportation Enhancement
<b>RFP</b>	Request for Proposal	<b>TEA</b>	Transportation Enhancement Activities
<b>RFQ</b>	Request for Qualifications	<b>TEA 21</b>	Transportation Equity Act for the 21 <sup>st</sup> Century
<b>RHNA</b>	Regional Housing Needs Allocation	<b>TFCA</b>	Transportation Fund for Clean Air
<b>RM2</b>	Regional Measure 2 (Bridge Toll)	<b>TIGER</b>	Transportation Investments Generation Economic Recovery
<b>RM3</b>	Regional Measure 3	<b>TIP</b>	Transportation Improvement Program
<b>RMRP</b>	Road Maintenance and Rehabilitation Program	<b>TLC</b>	Transportation for Livable Communities
<b>ROW</b>	Right of Way	<b>TLU</b>	Transportation and Land Use
<b>RTEP</b>	Regional Transit Expansion Program	<b>TMP</b>	Traffic Management Plan
<b>RTIP</b>	Regional Transportation Improvement Program	<b>TMS</b>	Transportation Management System
<b>RTP</b>	Regional Transportation Plan	<b>TNC</b>	Transportation Network Companies
<b>SAFE</b>	Service Authority for Freeways and Expressways	<b>TOAH</b>	Transit Oriented Affordable Housing
<b>SAFETEA-LU</b>	Safe, Accountable, Flexible, and Efficient Transportation Equity Act-A Legacy for Users	<b>TOD</b>	Transit-Oriented Development
<b>SB 375</b>	Sustainable Communities and Climate Protection Act 2008	<b>TOS</b>	Transportation Operations Systems
<b>SB 1</b>	The Road Repair and Accountability Act of 2017	<b>TPA</b>	Transit Priority Area
<b>SCS</b>	Sustainable Community Strategy	<b>TPI</b>	Transit Performance Initiative
<b>SHA</b>	State Highway Account	<b>TPP</b>	Transit Priority Project Areas
<b>SHOPP</b>	State Highway Operation and Protection Program	<b>VHD</b>	Vehicle Hours of Delay
<b>SNCI</b>	Solano Napa Commuter Information	<b>VMT</b>	Vehicle Miles Traveled
<b>SNTDM</b>	Solano Napa Travel Demand Model		
<b>SR</b>	State Route		
<b>SRTS</b>	Safe Routes to School		
<b>SOV</b>	Single-Occupant Vehicle		

**Napa Valley Transportation  
Authority  
Meeting Minutes - Draft  
NVTB Board of Directors**

625 Burnell Street  
Napa, CA 94559

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Wednesday, March 20, 2019

1:30 PM

NVTB Conference Room

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**1. Call to Order**

Vice Chair Pedroza called the meeting to order at 1:32 p.m.

**2. Pledge of Allegiance**

Vice Chair Pedroza led the Pledge of Allegiance.

**3. Roll Call**

Leon Garcia  
Jill Techel  
Alfredo Pedroza  
Paul Dohring  
Mark Joseph  
John F. Dunbar  
Ryan Gregory  
Geoff Ellsworth  
Liz Alessio  
Gary Kraus  
Beth Kahiga  
Chris Canning  
Kerri Dorman

**4. Adoption of the Agenda**

**Motion MOVED by GARCIA, SECONDED by TECHEL to APPROVE adoption of the agenda. Motion carried by the following vote:**

**Aye:** 22 - Garcia, Techel, Pedroza, Dohring, Joseph, Dunbar, Gregory, Ellsworth, Alessio, and Kraus

**Absent:** 2 - Canning, and Dorman

**5. Public Comment**

None

**6. Chairperson's, Board Members', Metropolitan Transportation Commissioner's, and Association of Bay Area Governments Update**

**MTC Commissioner's Update**

Alfredo Pedroza reported on recent MTC activities.

## 7. Director's Update

Kate Miller, Executive Director

- Reported that State Route (SR) 37 will be closed for road repair on [Saturday] March 23rd at 7:00 p.m. until [Sunday] March 24th at 10:00 a.m.

## 8. Caltrans' Update

Kelly Hirschberg, Caltrans, provided a presentation on the Caltrans Strom Responses to the State Route 37 floodings that occurred in February and March and an update on the status of various projects located in the county.

## **9. CONSENT AGENDA ITEMS (9.1 - 9.5)**

Motion MOVED by JOSEPH, SECONDED by GARCIA to APPROVE Consent Items 9.1 - 9.5. Motion carried by the following vote:

**Aye:** 22 - Garcia, Techel, Pedroza, Dohring, Joseph, Dunbar, Gregory, Ellsworth, Alessio, and Kraus

**Absent:** 2 - Canning, and Dorman

### **9.1 Meeting Minutes of February 20, 2019 (Karrie Sanderlin) (Pages 10-18)**

Attachments: [Draft Minutes](#)

Board action approved the meeting minutes of February 20, 2019.

### **9.2 Resolution No. 19-04 Amending the Bylaws of the Active Transportation Advisory Committee (ATAC) (Diana Meehan) (Pages 19-30)**

Attachments: [Staff Report](#)

Board action approved Resolution No. 19-04 amending the ATAC Bylaws.

### **9.3 Revised Resolution No. 19-03 Transportation Fund for Clean Air (TFCA) Program Manager Expenditure Plan for Fiscal Year End (FYE) 2020 (Diana Meehan) (Pages 31-50)**

Attachments: [Staff Report](#)

Board action approve the revised Resolution No. 19-03 Fiscal Year Ending (FYE) 2020 TFCA Program Manager Expenditure Plan to reflect the updated amount available for projects from \$248,966 to \$239,883.

**9.4 Resolution No. 19-05 Approving the Lifeline Transportation Program Cycle 5 Project Funds for Fiscal Year (FY) 2016-17 and 2017-18 for the Imola Avenue Park and Ride Improvement Project (Danielle Schmitz) (Pages 51-57)**

Attachments: [Staff Report](#)

MTC recently provided revised and final fund amounts for the Lifeline program. The STA funds in FY 2017-18 increased by \$20,911. Staff recommended that the additional funding be allocated to the Imola Avenue Park and Ride project. Board action approved Resolution No. 19-05 approving the Lifeline Transportation Program Cycle 5 Project Funds for FY 2016-17 and FY 2017-18 for the Imola Avenue Park and Ride Improvement Project.

**9.5 Resolution No. 19-06 Authorization to Convey Fee Simple Interest in Real Property Identified as Assessor Parcel Number 007-120-011 and Portions of Solano Avenue and Trower Avenue by Quitclaim Deed to the City of Napa (Rebecca Schenck) (Pages 58-70)**

Attachments: [Staff Report](#)

Board action approve Resolution No. 19-06 Authorization to Convey Fee Simple Interest in Real Property Identified as Assessor Parcel Number 007-120-011 and Portions of Solano Avenue and Trower Avenue by Quitclaim Deed to the City of Napa and authorize the Executive Director to execute and take all actions necessary to quitclaim deed portions of APN 007-120-011 and portions of Solano Ave and Trower Ave to the City of Napa.

**10. PUBLIC HEARING (TIME CERTAIN 1:40 P.M.)**

**10.1 Public Hearing and Approval of Phase I Implementing Revisions to the Vine Regional and Express Service (Matthew Wilcox) (Pages 71-102)**

Attachments: [Staff Report](#)

Vice Chair Pedroza opened the Public Hearing at 1:53 p.m.

Staff reviewed Phase I implementing revisions to the Vine Regional and Express bus service.

Being no public Vice Chair Pedroza closed the Public Hearing at 2:33 p.m.

Motion MOVED by GARCIA, SECONDED by JOSEPH to APPROVE, with DUNBAR OPPOSING the revisions to the Yountville service only, Phase I implementing revisions to the Vine Regional and Express Services effective April 28, 2019. Motion carried by the following vote:

**Aye:** 21 - Garcia, Techel, Pedroza, Dohring, Joseph, Gregory, Ellsworth, Alessio, and Kraus

**Nay:** 1 - Dunbar

**Absent:** 2 - Canning, and Dorman

## **11. REGULAR AGENDA ITEMS**

### **11.1 Financing Options and Funding Alternatives for the Vine Transit Maintenance Facility (Kate Miller) *(Pages 103-107)***

**Attachments:** [Staff Report](#)

Staff reviewed additional funding packages for the Vine Transit Maintenance Facility project.

Public comment was provided by Jason Holley, City Manager, City of American Canyon. Mr. Holley stated that the City of American Canyon opposes using highway funds to support the project. Further, Mr. Holley encouraged consulting the [NVTA] Technical Advisory Committee (TAC) for their recommendations/information on the cost, design, and value engineering of the project.

Motion MOVED by JOSEPH, SECONDED by TECHEL to APPROVE (1) directing staff to proceed with the funding package process while pursuing and securing other funding sources, (2) establishing a sub-committee comprised of Board members and NVTA staff to continue the [funding source] discussion and to review the funding package, project design and value engineering, and (3) that the funding package for the Vine Transit Maintenance Facility project be brought back in September for final Board consideration of financing the project. Motion carried by the following vote:

**Aye:** 22 - Garcia, Techel, Pedroza, Dohring, Joseph, Dunbar, Gregory, Ellsworth, Alessio, and Kraus

**Absent:** 2 - Canning, and Dorman

### **11.2 Project Work Order E-10 to NVTA Agreement No. 18-20 with Kimley-Horn for Work Associated with the Imola Avenue Park and Ride and State Route (SR) 29 Express Bus Improvements (Alberto Esqueda) *(Pages 108-233)***

**Attachments:** [Staff Report](#)

Board action approved an agreement with Kimley-Horn and Associates for the Imola Avenue Park and Ride Environmental Design.

Motion MOVED by DOHRING, SECONDED by GARCIA to APPROVE authorizing the Executive Director, or designee, to execute and make minor modifications to Work Authorization No. E-10 to NVTA Agreement No. 18-20 with Kimley-Horn and Associates for the Imola Avenue Park and Ride Environmental Design in an amount not to exceed \$441,100. Motion carried by the following vote:

**Aye:** 22 - Garcia, Techel, Pedroza, Dohring, Joseph, Dunbar, Gregory, Ellsworth, Alessio, and Kraus

**Absent:** 2 - Canning, and Dorman

**11.3 Authorization to (1) Execute a Cooperative Agreement with Caltrans for the State Route 29 American Canyon Corridor Improvements and (2) to Execute the State Route 29 Comprehensive Multimodal Corridor and Project Initiation Document Funding Agreement with City of American Canyon (Rebecca Schenck) (Pages 234-275)**

Attachments: [Staff Report](#)

Board action approved the cooperative agreement with Caltrans and the American Canyon funding agreement associated with the State Route 29 Comprehensive Multimodal Corridor Plan.

Public Comment was provided by Jason Holley, City Manager, City of American Canyon. Mr. Holley stated that the City of American Canyon supports the project.

Motion MOVED by GARCIA, SECONDED by JOSEPH to APPROVE authorizing the Executive Director, or designee, to execute and make minor modifications to a Cooperative Agreement with Caltrans for the State Route (SR) 29 American Canyon Corridor Improvements as well as the SR 29 Comprehensive Multimodal Corridor and Project Initiation Document (PID) Funding Agreement with American Canyon. Motion carried by the following vote:

**Aye:** 22 - Garcia, Techel, Pedroza, Dohring, Joseph, Dunbar, Gregory, Ellsworth, Alessio, and Kraus

**Absent:** 2 - Canning, and Dorman

**11.4 Vine Transit Update (Matthew Wilcox) (Pages 276-282)**

Attachments: [Staff Report](#)

Information Only / No Action Taken

The Board received the Vine Transit Services Fiscal Year 2018-19 second quarter operational performance.



**11.5 Approval of (1) Purchase Order No. 19-1004 with Swiftly for a Real-Time Passenger Information and Transit Analytics Platform, and (2) Resolution No. 19-07 Amending the Biennial Fiscal Year (FY) 2018-19 and Fiscal Year (FY) 2019-20 Budget (Matthew Wilcox) (Pages 283-350)**

Attachments: [Staff Report](#)

NVTA staff has limited scheduling tools to ensure bus running times are consistent with Vine schedules and to reflect real time data in a way that is customer-friendly and accurate. Swiftly provides a platform that allows passengers to view accurate real-time data that would give NVTA planning staff multilevel analytics to refine issues with the Vine schedules. Staff estimates that the cost of the software will be offset by roughly \$50,000-75,000 in cost savings annually in efficiencies associated with schedule slack.

Motion MOVED by GREGORY, SECONDED by ALESSIO to (1) authorize the Executive Director, or designee, to execute and make minor modifications to Purchase Order No. 19-1004 with Swiftly to provide real-time information portal for passengers and analytical platform to improve the Vine's on-time performance. The contract term will be for one (1) year with an optional two (2) one (1) year renewal based on NVTA's satisfaction with the product. The total contract cost will be \$48,864 for the first year and \$47,664 for each of two additional year options; and (2) approve Resolution No. 19-07 amending the biennial FY 2018-19 and FY 2019-20 budget to increase appropriations by \$114,410. Motion carried by the following vote:

**Aye:** 22 - Garcia, Techel, Pedroza, Dohring, Joseph, Dunbar, Gregory, Ellsworth, Alessio, and Kraus

**Absent:** 2 - Canning, and Dorman

**11.6 State Legislative Update and State Bill Matrix (Kate Miller) (Pages 351-360)**

Attachments: [Staff Report](#)

Kate Miller, NVTA Executive Director, reported that that MTC [Metropolitan Transportation Commission] elected Scott Haggerty, representing Alameda County, as chair and appointed Director Pedroza as vice chair of the commission.

The Board received the State Legislative update and took the following action on bills included in the State Bill Matrix.

Motion MOVED by DUNBAR, SECONDED by GREGORY to APPROVE (1) a Watch Position on AB 314 (Bonta D) and AB 659 (Mullin D), and (2) a Support Position on SB 336 (Dodd D). Motion carried by the following vote:

**Aye:** 22 - Garcia, Techel, Pedroza, Dohring, Joseph, Dunbar, Gregory, Ellsworth, Alessio, and Kraus

**Absent:** 2 - Canning, and Dorman

**12. FUTURE AGENDA ITEMS**

None

### **13. ADJOURNMENT**

#### **13.1 Approval of Next Regular Meeting of April 17, 2019 and Adjournment.**

The next regular meeting will be held on Wednesday, April 17, 2019 at 1:30 p.m.

Vice Chair Pedroza adjourned the meeting at 4:12 p.m.

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Karalyn E. Sanderlin, NVTA Board Secretary



## NAPA VALLEY TRANSPORTATION AUTHORITY Board Agenda Letter

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**TO:** NVRTA Board of Directors  
**FROM:** Kate Miller, Executive Director  
**REPORT BY:** Matthew Wilcox, Director – Programs, Projects and Planning  
(707) 259-8635 / Email: [mwilcox@nvta.ca.gov](mailto:mwilcox@nvta.ca.gov)  
**SUBJECT:** Citizen Advisory Committee (CAC) Member Appointments

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### **RECOMMENDATION**

That the Napa Valley Transportation Authority (NVRTA) Board approve the re-appointment of members Jean-Vincent Deale, Christina Benz, Catherine Heywood, Doug Weir, and Matthew Schmitz to the Citizens Advisory Committee (CAC).

### **COMMITTEE RECOMMENDATION**

None

### **EXECUTIVE SUMMARY**

On December 15, 2015 the NVRTA Board approved the formation of the Citizen Advisory Committee (CAC). The reappointment of Jean-Vincent Deale, Christina Benz, Catherine Heywood, Doug Weir, and Matthew Schmitz will maintain the current member count at twelve. The interest each re-appointed member represents on the CAC is included in Table 1 below.

**Table 1: Committee Member Roles**

Member	City of Residence	Interest Represented
Jean Vincent-Deale	Napa	Seniors
Christina Benz	Napa	Environment
Catherine Heywood	Angwin	Chamber of Commerce
Doug Weir	Napa	Paratransit Coordinating Council
Matthew Schmitz	Napa	Non-Profit/Education

There are existing vacancies on the committee and NVRTA staff is actively recruiting to fill positions. These include members representing the City of St. Helena, the City of Calistoga, a Chamber of Commerce/Business member, an Agriculture member, a Member at-large, and an Active Transportation member.

**PROCEDURAL REQUIREMENTS**

1. Staff Report
2. Public Comments
3. Motion, Second, Discussion and Vote

**FISCAL IMPACT**

Is there a Fiscal Impact?      No

**CEQA REQUIREMENTS**

**ENVIRONMENTAL DETERMINATION:** The proposed action is not a project as defined by 14 California Code of Regulations 15378 (California Environmental Quality Act (CEQA) Guidelines) and therefore CEQA is not applicable.

**BACKGROUND AND DISCUSSION**

The CAC was formed by NVTA to replace a number of standing and ad hoc committees that were convened to advise the NVTA Board and NVTA staff on specific modes, projects, and programs. The CAC was formed to ensure representation from all aspects of the communities in Napa Valley and to retain the expertise and institutional knowledge that was lost when committees convened for specific projects or purposes were disbanded.

The CAC by-laws approved by the NVTA Board state that the committee structure and representation should strive to represent a diverse cross-section of the community including members of underrepresented groups in Napa Valley.

City/Town/County members will be appointed by their respective Councils or Board of Supervisors whichever is applicable before being approved by the NVTA Board. If representation of a certain faction or jurisdiction cannot be filled after solicitation for that position the vacancy may be filled with a member at-large.

Ideally, members will serve two years. Terms are staggered to ensure continuity.

**SUPPORTING DOCUMENTS**

None



## NAPA VALLEY TRANSPORTATION AUTHORITY Board Agenda Letter

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**TO:** Board of Directors  
**FROM:** Kate Miller, Executive Director  
**REPORT BY:** Justin Paniagua, Senior Finance/Policy Analyst  
(707) 259-8781 / Email: [jpaniagua@nctpa.net](mailto:jpaniagua@nctpa.net)  
**SUBJECT:** Resolution No. 19-07 Authorization for the Execution of the Certifications and Assurances and Authorized Agent Forms for the Low Carbon Transit Operations Program (LCTOP) for the Following Project(s): Napa Valley Transportation Authority (NVRTA) Zero Emission Bus Procurement Project

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### **RECOMMENDATION**

That the Napa Valley Transportation Authority (NVRTA) Board approve Resolution No. 19-07 (Attachment 1) approving the Fiscal Year (FY) 2018-19 Low Carbon Transit Operations Program (LCTOP) project.

### **COMMITTEE RECOMMENDATION**

None

### **EXECUTIVE SUMMARY**

Napa Valley Transportation Authority (NVRTA) is eligible to receive funds totaling \$299,971 in FY 2018-2019 for the Low Carbon Transit Operations Program (LCTOP). These funds are disbursed on a formula basis by the California Department of Transportation (Caltrans) and the Metropolitan Transportation Commission (MTC), and are generated from Assembly Bill 32 Cap & Trade proceeds. The application requests two-years of combined LCTOP funds to acquire one Battery Electric Bus (BEB) for the Vine's regional and express routes. Caltrans requires that recipients provide a board approved resolution annually to receive the funds.

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**PROCEDURAL REQUIREMENTS**

1. Staff Report
2. Public Comment
3. Motion, Second, Discussion and Vote

**FINANCIAL IMPACT**

Is there a fiscal impact? Yes. NVTA will receive \$299,971 in capital funds by approving the annual Resolution.

Is it currently budgeted? No

Where is it budgeted? The bus purchase will be in the next biennial budget cycle.

Future fiscal impact: Recognition of funding will not occur until the bus has been delivered. As such, the funds will be placed in Unearned Revenue on the Balance Sheet.

Consequences if not approved: Foregoing receiving the funds would severely hamper the NVTA's efforts to electrify the Vine fleet.

**CEQA REQUIREMENTS**

**ENVIRONMENTAL DETERMINATION:** The proposed action is not a project as defined by 14 California Code of Regulations 15378 (California Environmental Quality Act (CEQA) Guidelines) and therefore CEQA is not applicable.

**BACKGROUND AND DISCUSSION**

The Air Resources Board (ARB) approved a new regulation that requires public transit providers, like NVTA, with fewer than 100 buses to transition to zero emission buses beginning in 2023. Early acquisition of zero emission buses allows NVTA to receive certain fund sources, such as Hybrid Voucher Incentive Program (HVIP) funds, which may not be available after the 2023 transition date, reducing the overall cost impact to green the fleet. The cost of electric buses cost roughly 40% more than standard diesel buses, therefore, competitive fund sources and creative financing will be an essential element in accomplishing this unfunded mandate. Combining the FY 2018-19 and FY 2019-20 revenues reduces the amount of local Transportation Development Act (TDA) funds that NVTA would need to commit to the project. Table 1 provides a summary of the funding plan and Table 2 shows the expenditure plan.

Table 1: Funding Plan

<b>Fund Source</b>	<b>Amount</b>
LCTOP FY19	\$299,971
LCTOP FY20 (estimated)	310,000
ARB Hybrid Voucher Incentive Program	150,000
TDA	340,029
<b>Total Funding</b>	<b>\$1,100,000</b>

Table 2: Expenditure Plan

<b>Capital Project</b>	<b>Amount</b>
40' Battery Electric Bus	\$1,000,000
EV Charging Equipment	100,000
<b>Total Expenses</b>	<b>\$1,100,000</b>

**SUPPORTING DOCUMENTS**

Attachment: (1) Resolution No. 19-07

**RESOLUTION No. 19-07**

**AUTHORIZATION FOR THE EXECUTION OF THE  
CERTIFICATIONS AND ASSURANCES AND AUTHORIZED AGENT FORMS  
FOR THE LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP)  
FOR THE FOLLOWING PROJECT(S):  
NVRTA ZERO EMISSION BUS PROCUREMENT PROJECT; \$299,971**

**WHEREAS**, the Napa Valley Transportation Authority is an eligible project sponsor and may receive state funding from the Low Carbon Transit Operations Program (LCTOP) for transit projects; and

**WHEREAS**, the statutes related to state-funded transit projects require a local or regional implementing agency to abide by various regulations; and

**WHEREAS**, Senate Bill 862 (2014) named the Department of Transportation (Department) as the administrative agency for the LCTOP; and

**WHEREAS**, the Department has developed guidelines for the purpose of administering and distributing LCTOP funds to eligible project sponsors (local agencies); and

**WHEREAS**, the Napa Valley Transportation Authority wishes to delegate authorization to execute these documents and any amendments thereto to Kate Miller, Executive Director; and

**WHEREAS**, the Napa Valley Transportation Authority wishes to implement the LCTOP project(s) listed above,

**NOW, THEREFORE, BE IT RESOLVED** by the Board of Directors of the Napa Valley Transportation Authority that the fund recipient agrees to comply with all conditions and requirements set forth in the Certification and Assurances and the Authorized Agent documents and applicable statutes, regulations and guidelines for all LCTOP funded transit projects.

**NOW THEREFORE, BE IT FURTHER RESOLVED** that Kate Miller, Executive Director be authorized to execute all required documents of the LCTOP program and any Amendments thereto with the California Department of Transportation.

**NOW, THEREFORE, BE IT RESOLVED** by the Board of Directors of the Napa Valley Transportation Authority that it hereby authorizes the submittal of the following project nomination(s) and allocation request(s) to the Department in FY 2018-19 LCTOP funds:



Project Name: NVTA Zero Emission Bus Procurement Project

Amount of LCTOP funds requested: \$299,971

Short description of project: NVTA will purchase one (1) new forty-foot zero-emission battery electric transit bus and procure and install related charging infrastructure.

Benefit to a Priority Population: AB 1550 Census Tracts – 6055202000, 6055201601, 6055201200, 6055200704, 6055200501, 6055200505, 6055200503 & 6055200301

Contributing Sponsors: Metropolitan Transportation Commission (MTC)

Passed and adopted the 17<sup>th</sup> day of April, 2019.

\_\_\_\_\_  
Chris Canning, NVTA Chair

Ayes:

Nays:

Absent:

ATTEST:

\_\_\_\_\_  
Karalyn E. Sanderlin, NVTA Board Secretary

APPROVED:

\_\_\_\_\_  
DeeAnne Gillick, NVTA Legal Counsel



## NAPA VALLEY TRANSPORTATION AUTHORITY Board Agenda Letter

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**TO:** Board of Directors  
**FROM:** Kate Miller, Executive Director  
**REPORT BY:** Antonio Onorato, Director of Administration, Finance and Policy  
(707) 259-8779 / Email: [aonorato@nvta.ca.gov](mailto:aonorato@nvta.ca.gov)  
**SUBJECT:** Other Post-Employment Benefits (OPEB) Retiree Healthcare Plan and Approval of Resolution No. 19-08 Fixing the Employer Contribution at an Equal Amount for Employees and Annuitants under the Public Employees' Medical and Hospital Care Act

---

### **RECOMMENDATION**

That the Napa Valley Transportation Authority (NVTA) Board approve Resolution 19-08 (Attachment 1) adopting a new Other Post-Employment Benefits (OPEB) Retiree Healthcare Plan contribution at an equal amount for employees and annuitants under the Public Employees' Medical and Hospital Care Act.

### **COMMITTEE RECOMMENDATION**

None

### **EXECUTIVE SUMMARY**

At the May 2018 Board of Directors meeting, staff presented three (3) new OPEB proposals after discovering the 2010 restructure never took effect. After deliberations, the Board decided that Benefit Proposal #3 would provide the optimum benefit to current and future employees. The proposal would ensure costs for the plan would be nominal given the agency's prefunding efforts and predictable because the proposal bases the benefit on employee years of service and proposes no future adjustments to the cap. The actuarial valuation has been completed and is summarized in Table 1 below.

### **PROCEDURAL REQUIREMENTS**

1. Staff Report
2. Public Comments
3. Motion, Second, Discussion and Vote

**FISCAL IMPACT**

Is there a Fiscal Impact? Yes, the agency will prefund the OPEB trust fund an additional \$8,000 for a total contribution of \$38,000 for Fiscal Year (FY) 19 and \$39,000 in FY20.

Consequences if not approved: The 2008 Resolution will remain in effect providing full Public Employees' Medical & Hospital Care Act (PEMCHA) benefits to annuitants.

**CEQA REQUIREMENTS**

**ENVIRONMENTAL DETERMINATION:** The proposed action is not a project as defined by 14 California Code of Regulations 16378 (California Environmental Quality Act (CEQA) Guidelines) and therefore CEQA is not applicable.

**BACKGROUND AND DISCUSSION**

The California Public Employees Retirement System (CalPERS) requires the employer pay a portion of both the active employees and retiree/annuitants health premiums which offers two options to facilitate this requirement- the "equal" method and "unequal" method. The equal method requires the employers provide the PEMHCA minimum each month for both active employees and retirees. The unequal method allows the employer to initially contribute a lesser amount toward health coverage for retirees than active employees.

Eligibility requirements for Proposal Benefit #3 uses the equal method which is capped at \$500 per month for the individual employee and \$750 for the employee and dependents with no further increases. To earn the benefit, employees must be vested for at least ten (10) years and retire from the agency. The benefit starts at 50% after ten years of service increasing 5% per year thereafter. An employee would receive 100% of the benefit after twenty-years of service. Table 1 compares the current plan, with the proposed benefit and the 2018 actuarial valuation results. Table 2 presents the funding history of the California Employer's Retiree Benefit Trust (CERBT) fund since NVT A's entrance into the program.

Table 1: Retiree Healthcare Plan Comparisons (annual payments in thousands of \$s)

Actuarially Determined Contribution (ADC)	Current Plan	<i>Proposal Benefit #3</i>	2018 Actuarial Valuation	Inc/(Dec)
Normal Cost	\$34	\$54	\$43	(\$11)
UAAL Amortization	(\$11)	(\$4)	(\$11)	\$7
Admin Expenses	0	0	0	-
Total ADC	\$23	\$50	\$38	(\$12)
Projected Payroll	\$1,398	\$1,398	\$1,646	\$248
<b>ADC % of Payroll</b>				
Normal Cost	2.4%	3.8%	2.6%	(1.2%)
UAAL Amortization	(.07%)	(.03%)	(.03%)	-
Admin Expenses	0%	0%	0%	-
Total ADC	1.7%	3.5%	2.3%	(1.2%)

Table 2 below shows a history of the agency's prefunding contributions associated with prior OPEB valuations.

Table 2: CERBT funding history (annual payments in thousands of \$s)

Fiscal Year	FY08	FY09	FY10	FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY19
ADC	--	--	\$69	0	0	\$22	\$39	\$40	\$30	\$31	\$38	\$39

Proposal Benefit #3 used the actuarial assumptions based on the last valuation which was dated June 30, 2017. Since then, a few factors have changed. An employee retired before being fully invested and the Accounting Technician position was converted to full-time equivalent. With these changes plus a "true-up" of current payroll, cost came in lower than expected and actual results were more favorable than was estimated in benefit #3. The Actuarial Determined Contribution was originally estimated at \$54,000, but has been revised to \$38,000 for FY 2018-19 and \$39,000 for FY 2019-20. Although the ADC will be lower than expected, the earned benefits will not be affected.

## **SUPPORTING DOCUMENTS**

Attachments: (1) Resolution No. 19-08

(2) Draft June 30, 2018 Funding Actuarial Calculation Retiree Healthcare Plan Preliminary Results

**RESOLUTION NO. 19-08**  
**FIXING THE EMPLOYER CONTRIBUTION AT AN EQUAL AMOUNT FOR EMPLOYEES**  
**AND ANNUITANTS UNDER THE PUBLIC EMPLOYEES' MEDICAL AND HOSPITAL CARE ACT**

- WHEREAS, (1) **Napa Valley Transportation Authority** is a contracting agency under Government Code Section 22920 and subject to the Public Employees' Medical and Hospital Care Act (the "Act"); and
- WHEREAS, (2) Government Code Section 22892(a) provides that a contracting agency subject to Act shall fix the amount of the employer contribution by resolution; and
- WHEREAS, (3) Government Code Section 22892(b) provides that the employer contribution shall be an equal amount for both employees and annuitants, but may not be less than the amount prescribed by Section 22892(b) of the Act; and
- RESOLVED, (a) That the employer contribution for each employee or annuitant shall be the amount necessary to pay the full cost of his/her enrollment, including the enrollment of family members, in a health benefits plan up to a maximum of **the PEMHCA Minimum** per month, plus administrative fees and Contingency Reserve Fund assessments; and be it further
- RESOLVED, (b) **Napa Valley Transportation Authority** has fully complied with any and all applicable provisions of Government Code Section 7507 in electing the benefits set forth above; and be it further
- RESOLVED, (c) That the participation of the employees and annuitants of **Napa Valley Transportation Authority** shall be subject to determination of its status as an "agency or instrumentality of the state or political subdivision of a State" that is eligible to participate in a governmental plan within the meaning of Section 414(d) of the Internal Revenue Code, upon publication of final Regulations pursuant to such Section. If it is determined that **Napa Valley Transportation Authority** would not qualify as an agency or instrumentality of the state or political subdivision of a State under such final Regulations, CalPERS may be obligated, and reserves the right to terminate the health coverage of all participants of the employer.
- RESOLVED, (d) That the executive body appoint and direct, and it does hereby appoint and direct, NVT A Executive Director, to file with the Board a verified copy of this resolution, and to perform on behalf of **Napa Valley Transportation Authority** all functions required of it under the Act.

Adopted at a regular meeting of the Board of Directors of the Napa Valley Transportation Authority at 625 Burnell Street, Napa, CA 94559 on this 17<sup>th</sup> day of April, 2019.

Signed: \_\_\_\_\_  
Chris Canning, NVT A Chair

Attest: \_\_\_\_\_  
Karalyn E. Sanderlin, NVT A Board Secretary

**DRAFT**



**NAPA VALLEY TRANSPORTATION AUTHORITY**  
**RETIREE HEALTHCARE PLAN**

**BARTHEL ASSOCIATES, LLC**

**June 30, 2018 Funding Actuarial Valuation –  
Contributions for 2018/19 & 2019/20  
Preliminary Results**

*Presented by* **Deanna Van Valer, Assistant Vice President**  
Nathan Hinojosa, Actuarial Analyst  
Daniel Park, Actuarial Analyst  
**Bartel Associates, LLC**  
February 18, 2019

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## BENEFIT SUMMARY

■ Eligibility	<ul style="list-style-type: none"> <li>■ Service (50<sup>1</sup> &amp; 5 years CalPERS service) or disability retirement</li> <li>■ Retire directly from the Authority under CalPERS</li> </ul>																										
■ Current Medical Benefit (Effective 7/1/2018)	<ul style="list-style-type: none"> <li>■ Authority pays % of \$500 cap (\$750 for dual coverage) based on Authority years of service. No future increases.</li> </ul> <table border="1" style="display: inline-table; margin-right: 20px;"> <thead> <tr> <th>Service</th><th>%</th></tr> </thead> <tbody> <tr><td>10</td><td>50%</td></tr> <tr><td>11</td><td>55%</td></tr> <tr><td>12</td><td>60%</td></tr> <tr><td>13</td><td>65%</td></tr> <tr><td>14</td><td>70%</td></tr> <tr><td>15</td><td>75%</td></tr> </tbody> </table> <table border="1" style="display: inline-table;"> <thead> <tr> <th>Service</th><th>%</th></tr> </thead> <tbody> <tr><td>16</td><td>80%</td></tr> <tr><td>17</td><td>85%</td></tr> <tr><td>18</td><td>90%</td></tr> <tr><td>19</td><td>95%</td></tr> <tr><td>20</td><td>100%</td></tr> </tbody> </table> <ul style="list-style-type: none"> <li>■ PEMHCA minimum (\$133 in 2018) for individuals with less than 10 years of Authority service at retirement</li> <li>■ Grandfathered retiree will receive no less than his current benefit</li> </ul>	Service	%	10	50%	11	55%	12	60%	13	65%	14	70%	15	75%	Service	%	16	80%	17	85%	18	90%	19	95%	20	100%
Service	%																										
10	50%																										
11	55%																										
12	60%																										
13	65%																										
14	70%																										
15	75%																										
Service	%																										
16	80%																										
17	85%																										
18	90%																										
19	95%																										
20	100%																										

<sup>1</sup> Age 52 for PEPR New Hires (hired ≥ 1/1/13).



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## BENEFIT SUMMARY

<ul style="list-style-type: none"><li>■ Prior Medical Benefit</li></ul>	<ul style="list-style-type: none"><li>■ 1.3 times PEMHCA minimum dollar amounts. Monthly PEMHCA minimum and Authority Contribution amounts were:<table><tr><th><u>Year</u></th><th><u>PEMHCA Minimum</u></th><th><u>Authority Contribution</u></th></tr><tr><td>2017</td><td>128.00</td><td>166.40</td></tr><tr><td>2018</td><td>133.00</td><td>172.90</td></tr></table></li><li>■ Based upon Authority’s 2010 Board-approved PEMHCA Resolution.</li></ul>	<u>Year</u>	<u>PEMHCA Minimum</u>	<u>Authority Contribution</u>	2017	128.00	166.40	2018	133.00	172.90
<u>Year</u>	<u>PEMHCA Minimum</u>	<u>Authority Contribution</u>								
2017	128.00	166.40								
2018	133.00	172.90								
<ul style="list-style-type: none"><li>■ Grandfathered Medical Benefit</li></ul>	<ul style="list-style-type: none"><li>■ One grandfathered retiree receives amount under old PEMHCA resolution</li><li>■ Unequal method applied to \$470.67 for single coverage (or \$906.04 for dual coverage). In 2018, the amount paid by the Authority is 50% of these amounts, or \$235.34 for single coverage (or \$407.72 for dual coverage).</li></ul>									
<ul style="list-style-type: none"><li>■ Surviving Spouse Benefit</li></ul>	<ul style="list-style-type: none"><li>■ 100% of retiree benefit continues to surviving spouse if retiree elects CalPERS survivor allowance</li></ul>									
<ul style="list-style-type: none"><li>■ Other OPEB</li></ul>	<ul style="list-style-type: none"><li>■ None</li></ul>									



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## BENEFIT SUMMARY

### ■ Pay-As-You-Go Costs

<u>Fiscal Year</u>	<u>Cash</u>
2017/18	\$ 2,683
2016/17	2,400
2015/16	2,118
2014/15	2,118
2013/14	3,106
2012/13	2,353



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## BENEFIT SUMMARY

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## DATA SUMMARY

### Participant Statistics

	6/30/11	6/30/13	6/30/15	6/30/17	6/30/18
■ Actives					
• Active Count	12	12	12	14	15
• Average Age	45.8	47.4	44.6	45.3	44.9
• Average Authority Service	5.0	4.9	4.1	5.0	5.3
• Average CalPERS Service	8.3	6.6	7.0	7.9	7.4
• PERSable Pay					
➢ Average	\$82,800	\$86,000	\$92,400	\$97,000	\$95,800
➢ Total (000s)	993	1,031	1,109	1,357	1,437 <sup>2</sup>
■ Retirees					
• Covered Count	n/a	2	1	1	1
• Waived Count	n/a	-	2	2	3
• Average Age <sup>3</sup>	n/a	60.9	63.3	65.3	65.6
• Average Retirement Age <sup>3</sup>	n/a	60.0	61.1	61.1	61.7

<sup>2</sup> Actual pay paid.

<sup>3</sup> Average age and average retirement age include waived retirees. The covered retiree is approximately age 70 as of the June 30, 2018 valuation date and retired at age 64.



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## DATA SUMMARY

### Participant Reconciliation

	Actives	Covered Retirees	Waived Retirees
■ June 30, 2017	14	1	2
• Terminations	-	-	-
• New Retirees	(1)	-	1
• New Hires	2	-	-
• Data Corrections	-	-	-
■ June 30, 2018	15	1	3



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### ACTUARIAL ASSUMPTIONS HIGHLIGHTS

	June 30, 2017 Valuation	June 30, 2018 Valuation
■ Valuation Date	<ul style="list-style-type: none"> <li>■ June 30, 2017</li> <li>■ 2017/18 &amp; 2018/19 Fiscal Years (end of year payment)</li> </ul>	<ul style="list-style-type: none"> <li>■ June 30, 2018</li> <li>■ 2018/19 &amp; 2019/20 Fiscal Years (end of year payment)</li> <li>■ GASBS 75 accounting information provided in separate report</li> </ul>
■ Funding Policy	■ Authority pays full ADC	■ Same
■ Discount Rate	<ul style="list-style-type: none"> <li>■ 5.50%</li> <li>■ Pre-funded through CalPERS CERBT, asset allocation #3</li> </ul>	■ Same
■ General Inflation	■ 2.75%	■ Same
■ Aggregate Payroll Increases	■ 3.00%	■ Same



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### ACTUARIAL ASSUMPTIONS HIGHLIGHTS

	June 30, 2017 Valuation	June 30, 2018 Valuation
■ Increase to Dollar Caps	■ N/A	■ None
■ PEMHCA Minimum Increases	■ 4.25% per year increase after 2018	■ 4.25% per year increase after 2019
■ Retirement, Mortality, Withdrawal, Disability	<ul style="list-style-type: none"> <li>■ CalPERS 1997-2011 Experience Study</li> <li>■ Mortality projected fully generational with Society of Actuaries Scale MP-16</li> </ul>	<ul style="list-style-type: none"> <li>■ CalPERS 1997-2015 Experience Study</li> <li>■ Mortality projected fully generational with Society of Actuaries Scale MP-17</li> </ul>
■ Participation at Retirement	<ul style="list-style-type: none"> <li>■ Currently covered: 60%</li> <li>■ Currently waived: 50%</li> </ul>	<ul style="list-style-type: none"> <li>■ Currently covered: 80%</li> <li>■ Currently waived: 70%</li> </ul>
■ Healthcare Trend	■ Non-Medicare/Medicare - 7.5%/6.5% for 2019, both decreasing to an ultimate rate of 4.0% in 2076 and later years	■ Non-Medicare/Medicare - 7.5%/6.5% for 2020, both decreasing to an ultimate rate of 4.0% in 2076 and later years



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## ACTUARIAL METHODS

	June 30, 2017 Valuation	June 30, 2018 Valuation
■ Cost Method	■ Entry Age Normal	■ Same
■ Amortization Method	■ Level percentage of payroll	■ Same
■ Funding Policy	■ Full pre-funding in CalPERS OPEB Trust (CERBT), using asset allocation strategy #3	■ Same
■ Actuarial Value of Assets	■ Valuation assets based on actual assets provided by CERBT ■ Investment gains/losses spread over a 5-year rolling period ■ Not less than 80% nor more than 120% of market value	■ Same



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## ACTUARIAL METHODS

	June 30, 2017 Valuation	June 30, 2018 Valuation
■ Amortization Periods	■ 13-year Fresh Start amortization of 6/30/15 UAAL (11 years remaining) ■ 5-year fixed (closed) periods for grandfathered benefit plan change ■ 15-year fixed (closed) periods for method and assumption changes, and experience and contribution gains and losses ■ Maximum 30-year combined period	■ 15-year Fresh Start amortization of 6/30/18 UAAL
■ Implied Subsidy	■ Included	
■ Future New Entrants	■ Closed group – no new participants	



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## ASSETS

### **Market Value of Plan Assets – CERBT**

(000's Omitted)

	2015/16 <sup>4</sup>	Audited 2016/17	Audited 2017/18
■ MVA (Beginning of Year)	\$ 203	\$ 242	\$ 283
• Employer Contribution to Trust	30	31	23
• Employer Contribution outside Trust		3	3
• Benefit Payment/Admin Fees Reimbursed from Trust	-	-	-
• Benefit Payments outside Trust		(3)	(3)
• Administrative Expenses	-	-	(1)
• Investment Return (net of investment expense)	<u>9</u>	<u>10</u>	<u>13</u>
■ MVA (Year End)	242	283	319
■ Approximate Annual Return	4.5%	4.2%	4.5%

<sup>4</sup> Unaudited.



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## ASSETS

### **Actuarial Value of Plan Assets**

(000's Omitted)

	2015/16	2016/17	2017/18
■ AVA (Beginning of Year)	\$ 206	\$ 247	\$ 292
• Employer Contribution	30	31	23
• Benefit Payment	-	-	-
• Expected Inv. Return	13	15	16
■ Expected AVA (End of Year)	249	294	331
■ Preliminary AVA	247	292	328
• Min AVA (80% of MVA)	194	226	255
• Max AVA (120% of MVA)	290	340	383
■ AVA (End of Year)	247	292	328
■ Approximate AVA return	5.6%	5.4%	4.7%



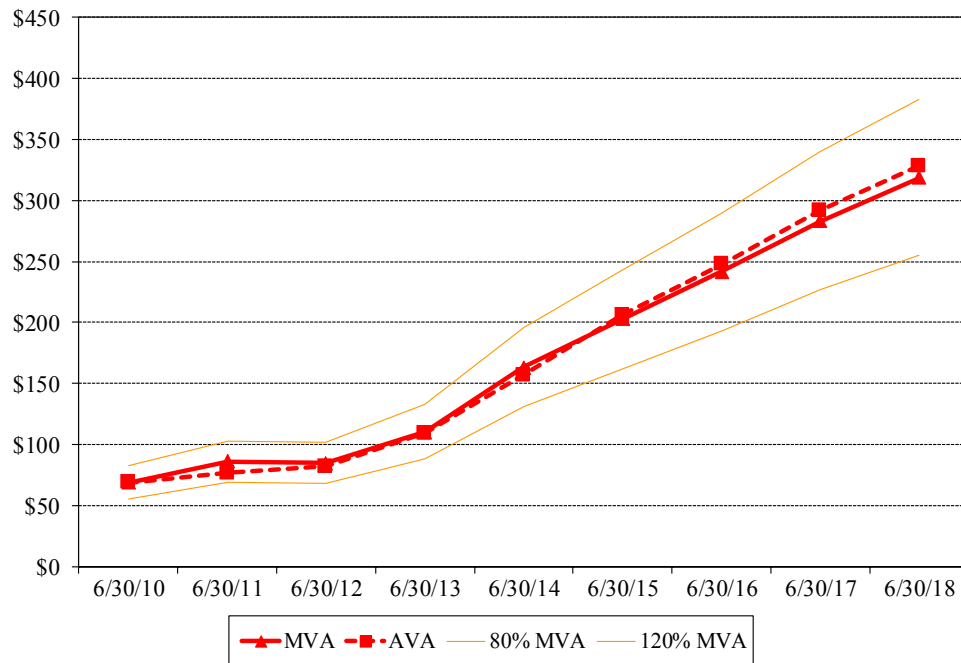
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## ASSETS

### Historical Assets (Amounts in 000's)



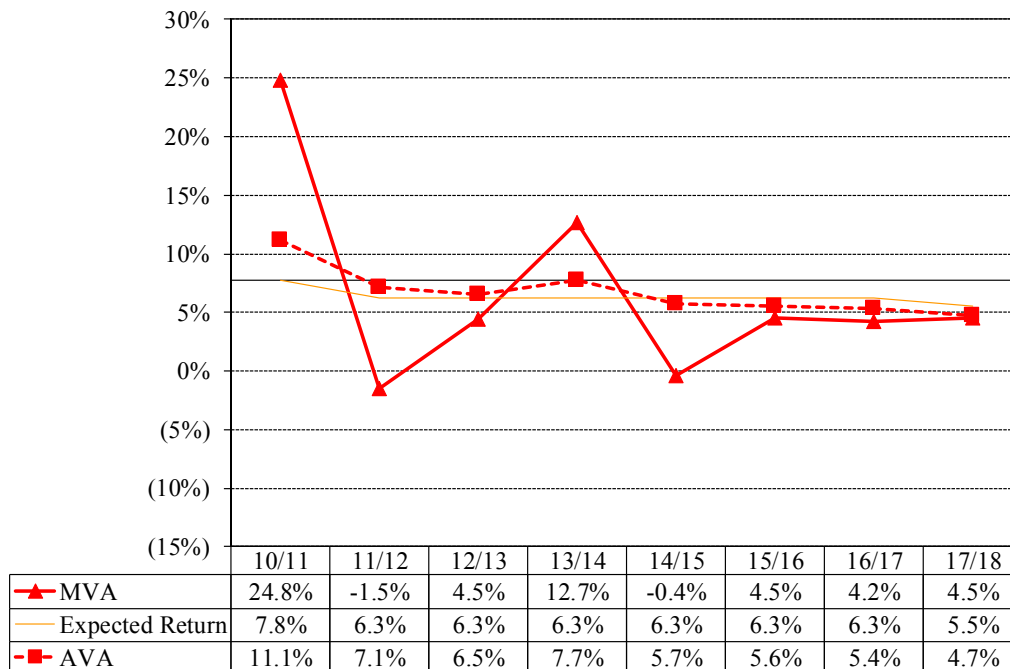
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## ASSETS

### Historical Annualized Asset Returns



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## RESULTS

### Actuarial Obligations

(000's Omitted)

	6/30/2011	6/30/2013	6/30/2015	6/30/2017	6/30/2018
■ <b>Discount Rate</b>	6.25%	6.25%	6.25%	5.50%	5.50%
■ <b>Present Value of Benefits</b>					
• Actives	\$ 207	\$ 331	\$ 367	\$ 379	\$ 645
• Retirees	-	97	56	49	47
• Total	207	428	423	428	692
■ <b>Actuarial Accrued</b>					
• Actives	78	121	105	121	217
• Retirees	-	97	56	49	47
• Total	78	218	161	170	264
■ <b>Actuarial Value of Assets</b>	77	109	206	292	328
■ <b>UAAL</b>	1	109	(45)	(122)	(64)
■ <b>Funded Ratio</b>	98.7%	50.0%	128.0%	171.8%	124.2%
■ <b>Normal Cost</b>	21	30	34	34	43
■ <b>Pay-As-You-Go Cost</b>	-	7	2	3	3



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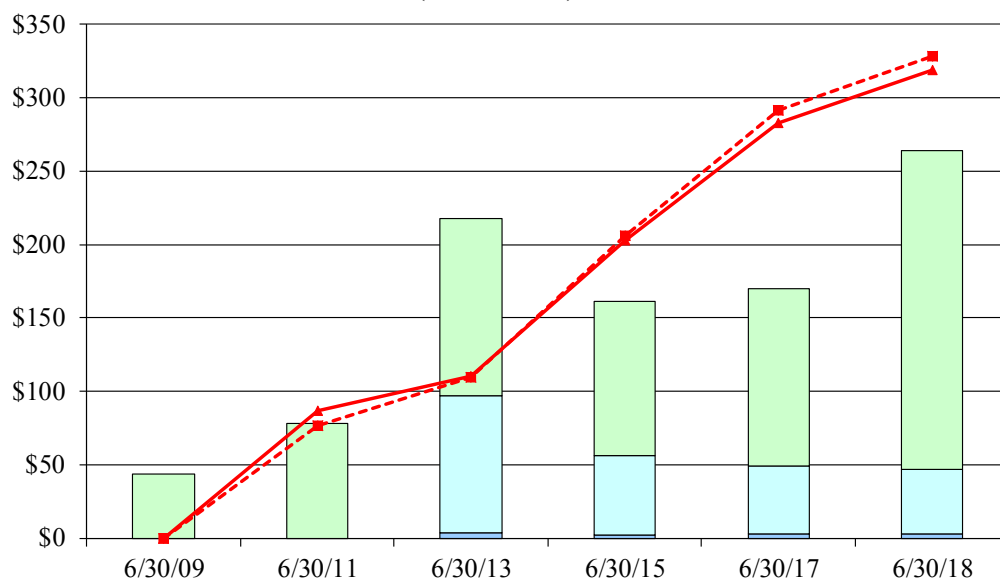
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## RESULTS

### Funded Status

(000's Omitted)



■ Retiree pay-go   
 ■ Retiree AAL less pay-go   
 ■ Active AAL   
 - - ■ AVA   
 - ▲ MVA



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## RESULTS

### Actuarial Gain/Loss Analysis (000's Omitted)

	AAL	(Assets)	UAAL <sup>5</sup>
■ Actual @ 6/30/17	\$ 170	\$ (292)	\$ (122)
■ Expected @ 6/30/18	211	(329)	(118)
■ (Gains)/Losses			
• PEMHCA minimum & premiums < expected	(5)	-	(5)
• Contribution gain	-	(2)	(2)
• Investment loss	-	3	3
• Other (retirements & coverage elections not as expected)	(13)	-	(13)
■ Assumption Changes			
• CalPERS 1997-2015 Experience Study	(9)	-	(9)
• Mortality improvement (MP-17)	6	-	6
• Participation at Retirement	54	-	54
■ Plan Change	20	-	20
■ Total Changes	53	1	54
■ Actual @ 6/30/18	264	(328)	(64)

<sup>5</sup> UAAL = AAL - Assets



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## RESULTS

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## RESULTS

### Actuarially Determined Contribution (ADC)

(000's Omitted)

	6/30/2017 Valuation	6/30/2018 Valuation	
	2017/18	2018/19	2019/20
■ <b>ADC - \$</b>			
• Normal Cost	\$ 34	\$ 43	\$ 44
• UAAL Amortization	(11)	(5)	(5)
• Admin Expenses	<u>0</u>	<u>0</u>	<u>0</u>
• ADC	23	38	39
■ <b>Projected Payroll</b>	1,398	1,646 <sup>6</sup>	1,695
■ <b>ADC - %</b>			
• Normal Cost	2.4%	2.6%	2.6%
• UAAL Amortization	(0.7%)	(0.3%)	(0.3%)
• Admin Expenses	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>
• ADC	1.7%	2.3%	2.3%

<sup>6</sup> Estimated 2018/19 pay provided by Authority



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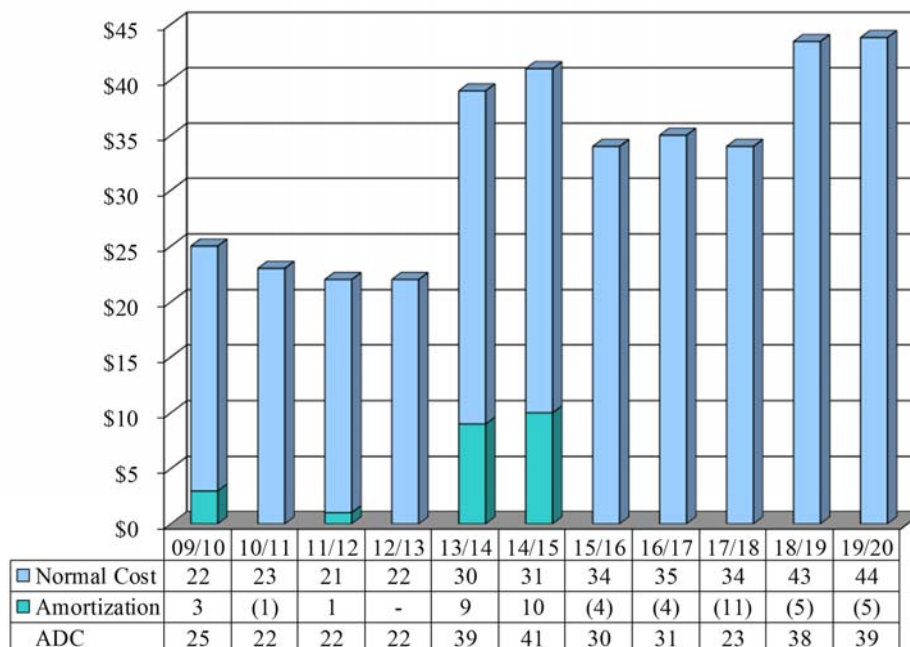
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## RESULTS

### Historical Actuarially Determined Contributions

(000's Omitted)



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## RESULTS

### Amortization Bases

(000's Omitted)

	6/30/2017 Valuation	6/30/2018 Valuation	
	6/30/2018	6/30/2019	6/30/2020
<b>■ Outstanding Balance</b> <ul style="list-style-type: none"> <li>6/30/15 UAAL (Fresh Start)</li> <li>6/30/17 Gains, Losses &amp; Assumption Changes</li> <li>2017 Plan Change</li> <li>2018 Fresh Start</li> <li>Total</li> </ul>	\$ (42)  (84) 4 <u>n/a</u> (122)	n/a  n/a n/a <u>(64)</u> (64)	n/a  n/a n/a <u>(63)</u> (63)



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## RESULTS

### Amortization Payments

(000's Omitted)

	6/30/2017 Valuation	6/30/2018 Valuation	
	2017/18	2018/19	2019/20
<b>■ Amort. Payment - \$</b> <ul style="list-style-type: none"> <li>6/30/15 UAAL (Fresh Start)<sup>7</sup></li> <li>6/30/17 Gains, Losses &amp; Assumption Changes<sup>8</sup></li> <li>2017 Plan Change<sup>9</sup></li> <li>2018 Fresh Start<sup>10</sup></li> <li>Total</li> </ul>	\$ (5)  (7) 1 <u>n/a</u> (11)	n/a  n/a n/a <u>(5)</u> (5)	n/a  n/a n/a <u>(5)</u> (5)
<b>■ Average Amortization Years</b>	14.1	15.0	14.0

<sup>7</sup> Amortized over 13 years beginning 6/30/15.

<sup>8</sup> Amortized over 15 years beginning 6/30/17.

<sup>9</sup> Amortized over 5 years beginning 6/30/17.

<sup>10</sup> Amortized over 15 years beginning 6/30/18.



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## RESULTS

### Actuarial Obligations – Cash & Implied Subsidy

**June 30, 2018**

(000's Omitted)

	Cash Subsidy	Implied Subsidy	Total
<b>■ Present Value of Benefits</b>			
• Actives	\$ 408	\$ 237	\$ 645
• Retirees	<u>50</u>	<u>(3)</u>	<u>47</u>
• Total	458	234	692
<b>■ Actuarial Accrued Liability</b>			
• Actives	152	65	217
• Retirees	<u>50</u>	<u>(3)</u>	<u>47</u>
• Total	202	62	264
<b>■ Actuarial Value of Assets<sup>11</sup></b>	<u>251</u>	<u>77</u>	<u>328</u>
<b>■ Unfunded Liability</b>	(49)	(15)	(64)
<b>■ 2018/19 Normal Cost</b>	27	16	43
<b>■ 2018/19 Pay-As-You-Go Cost</b>	3	-	3

<sup>11</sup> Allocated on the basis of AAL.



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## RESULTS

### Cash & Implied Subsidy – 2018/19 Actuarially Determined Contribution

(000's Omitted)

	Cash Subsidy	Implied Subsidy	Total
<b>■ 2018/19 ADC - \$</b>			
• Normal Cost	\$ 27	\$ 16	\$ 43
• UAAL Amortization <sup>12</sup>	(4)	(1)	(5)
• Admin Expenses	<u>0</u>	<u>0</u>	<u>0</u>
• Total ADC	23	15	38
<b>■ Total Authority Payroll</b>	1,646	1,646	1,646
<b>■ 2018/19 ADC - % of Total Authority Payroll</b>			
• Normal Cost	1.6%	1.0%	2.6%
• UAAL Amortization	(0.2%)	(0.1%)	(0.3%)
• Admin Expenses	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>
• Total ADC	1.4%	0.9%	2.3%

<sup>12</sup> Allocated on the basis of AAL.



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## RESULTS

### 10-Year Contribution Projection

(000's Omitted)

Fiscal Year	Contribution					Payroll	Contr. % of Pay
	Ben Pmts Cash	Ben Pmts IS	Ben Pmts Total	Pre-Fund <sup>13</sup>	Total Contr.		
2018/19	\$ 3	\$ -	\$ 3	\$ 35	\$ 38	\$ 1,646	2.3%
2019/20	5	2	7	32	39	1,695	2.3%
2020/21	6	5	11	30	41	1,746	2.3%
2021/22	7	6	13	29	42	1,799	2.3%
2022/23	8	6	14	29	43	1,853	2.3%
2023/24	10	9	19	25	44	1,908	2.3%
2024/25	12	6	18	28	46	1,965	2.3%
2025/26	14	6	20	27	47	2,024	2.3%
2026/27	17	9	26	23	49	2,085	2.4%
2027/28	19	4	23	27	50	2,148	2.3%

<sup>13</sup> If the Authority does not take reimbursement from the trust for benefit payments, this is the amount to be contributed.



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## RESULTS

### Discount Rate Sensitivity

June 30, 2018

(000's Omitted)

	-1%	Valuation Rate	+1%
■ Discount Rate	4.5%	5.5%	6.5%
■ Present Value of Benefits	\$ 885	\$ 692	\$ 551
■ Funded Status 6/30/17			
• Actuarial Accrued Liability	310	264	228
• Actuarial Value of Assets	<u>328</u>	<u>328</u>	<u>328</u>
• Unfunded AAL	(18)	(64)	(100)
■ Funded Ratio	105.8%	124.2%	143.9%
■ ADC 2018/19			
• Normal Cost	\$ 52	\$ 43	\$ 36
• Administrator Fee	0	0	0
• UAAL Amortization <sup>14</sup>	<u>(1)</u>	<u>(5)</u>	<u>(8)</u>
• Total	51	38	28
• ADC % of Payroll	3.1%	2.3%	1.7%

<sup>14</sup> UAAL projected using the same 1/1/16 projected assets for all scenarios. UAAL amortized over 20 years (equivalent amortization period of all the amortization bases for the valuation results) for all scenarios.



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## RESULTS

### Healthcare Trend Sensitivity

**June 30, 2018**

(000's Omitted)

■ Healthcare Trend Rate	-1% Trend	Valuation Trend Rate	+1% Trend
■ Present Value of Benefits	\$ 601	\$ 692	\$ 836
■ Funded Status 6/30/17			
• Actuarial Accrued Liability	239	264	303
• Actuarial Value of Assets	<u>328</u>	<u>328</u>	<u>328</u>
• Unfunded AAL	(89)	(64)	(25)
■ Funded Ratio	137.2%	124.2%	108.3%
■ ADC 2018/19			
• Normal Cost	\$ 38	\$ 43	\$ 53
• Administrator Fee	0	0	0
• UAAL Amortization <sup>15</sup>	<u>(7)</u>	<u>(5)</u>	<u>(2)</u>
• Total	31	38	51
• ADC % of Payroll	1.9%	2.3%	3.1%

<sup>15</sup> UAAL projected using the same 1/1/16 projected assets for all scenarios. UAAL amortized over 20 years (equivalent amortization period of all the amortization bases for the valuation results) for all scenarios.



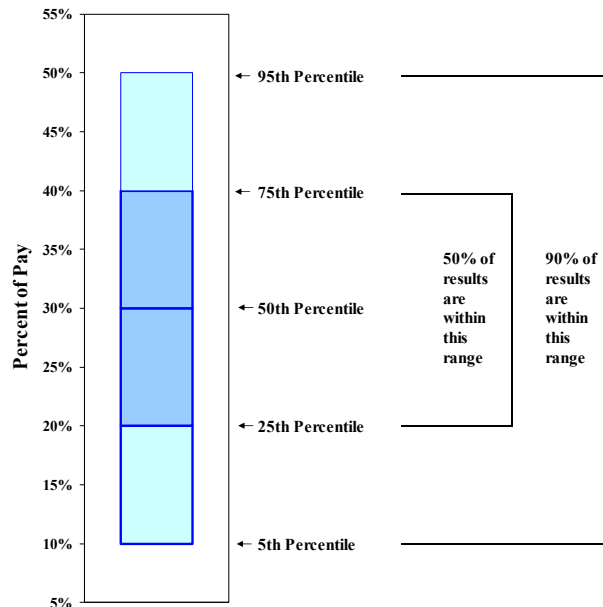
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## BARTEL ASSOCIATES OPEB DATABASE

**Bartel Associates OPEB Database  
Sample Percentile Graph**



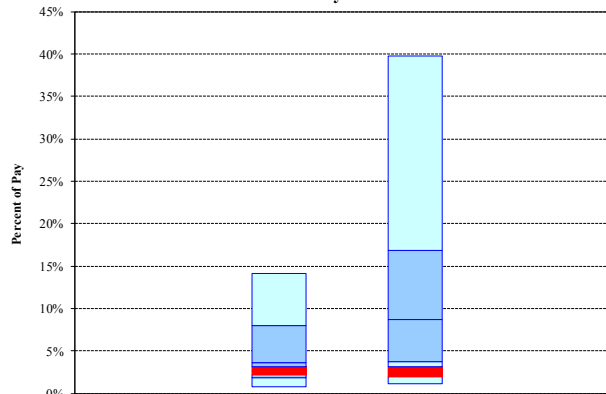
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## BARTEL ASSOCIATES OPEB DATABASE

**Bartel Associates OPEB Database  
Normal Cost & Actuarially Determined Contribution**



	<u>Miscellaneous</u>	
	<u>NC</u>	<u>ADC</u>
95th Percentile	14.1%	39.7%
75th Percentile	7.9%	16.8%
50th Percentile	3.6%	8.7%
25th Percentile	1.8%	3.7%
5th Percentile	0.8%	1.2%

<b>Percent of Pay</b>	<b>2.6%</b>	<b>2.3%</b>
<b>Percentile</b>	<b>39%</b>	<b>16%</b>

Discount Rate = 5.50%, Average Amortization Period = 15.0 Years



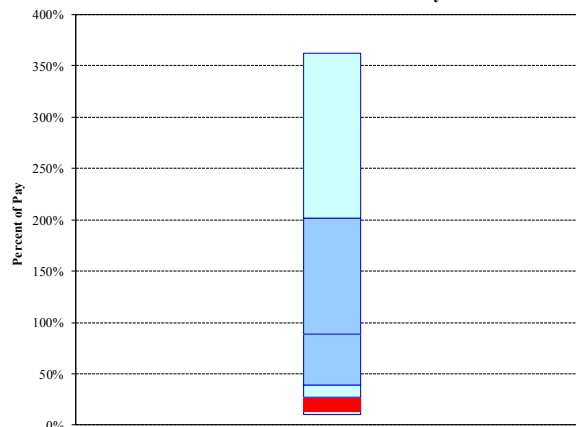
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## BARTEL ASSOCIATES OPEB DATABASE

**Bartel Associates OPEB Database  
Actuarial Accrued Liability**



	<u>Miscellaneous</u>
95th Percentile	362%
75th Percentile	201%
50th Percentile	88%
25th Percentile	39%
5th Percentile	10%

<b>Percent of Pay</b>	<b>16%</b>
<b>Percentile</b>	<b>10%</b>

Discount Rate = 5.50%



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## CALPERS ISSUES

- Contribution policy changes:
  - No asset smoothing
  - 5-year ramp up
  - Included in 6/30/13 valuation (first impact 15/16 rates; full impact 19/20)
- Assumption changes:
  - Anticipate future mortality improvement
  - Other, less significant, changes
  - Included in 6/30/14 valuation (first impact 16/17 rates; full impact 20/21)
- Board adopted Funding Risk Mitigation Policy in November 2015
  - Reduce risk only when investment return is good
  - Reduce discount rate 0.05% if investment return 4% above assumed
  - Impacts valuation same year and employer contribution rates two years after
  - Discount rate anticipated to be 6.0% in about 20 years
  - Risk mitigation suspended until 6/30/18 valuation (part of December 2016 discount rate decision)



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## CALPERS ISSUES

- December 2016 Board adopted lower discount rates based on lower expected returns:

Valuation Date	Discount Rate	Fiscal Year of	
		Initial Impact	Full Impact
6/30/16	7.375%	18/19	22/23
6/30/17	7.25%	19/20	23/24
6/30/18	7.00%	20/21	24/25

- CalPERS Board just reviewed their Capital Market Assumptions, resulting in no further discount rate changes for now
- Irrevocable Supplemental (§115) Pension Trust funding alternative
  - Pay down UAAL more quickly, and/or mitigate expected contribution volatility
  - PARS, PFM, Keenan; CalPERS coming
  - Investments significantly less restricted than City funds
    - Designed for long term returns
    - Likely much higher (5% - 7%) investment return
  - Assets could not be used by Council for other purposes. Can only be used to:
    - Reimburse City for CalPERS contributions
    - Make payments directly to CalPERS



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## ■ Amortization Policy Changes

- Approved by CalPERS Board on 2/14/18
  - Effective with 6/30/19 valuations for 2021/22 contributions
  - Applies only to newly established amortization bases
- 20-year closed amortization periods for all changes
- Level dollar payments rather than payments increasing with payroll<sup>16</sup>
- Phase in/out
  - 5-year phase in (not out) for investment gains and losses
  - No phase in/out for other changes
- Agency may be able to implement early 6/30/18 valuation (for 2020/21 contributions).
  - Applies only to newly established amortization bases
  - Must include all new bases including decrease in discount rate

<sup>16</sup> Avoids “negative amortization” where amortization payments do not cover interest payments. Negative amortization can occur with long amortization periods, direct rate smoothing, and payments that increase with the payroll increase assumption.



## PEMHCA Regions

### ■ History

- Before 2005 – one set of basic (non-Medicare) premiums
- 2005 to 2009 – adopted regional pricing - 4 regions for agencies and schools
- 2010 to 2019 – added separate region for Sacramento Area
- 2020 and later
  - CalPERS reviewed various alternative region models during 2018
  - Board adopted 3-region model at 12/2018 meeting effective for 2020 premiums
  - CalPERS will review every 5 years

### ■ CalPERS Objectives

- Marketability – better align premiums with local costs
- Member Impact – minimize number of members with significant premium increases
- Nomenclature – numerical rather than geographical region names

### ■ Regions for 2020:

- Region 1: combines Bay Area, Other Northern CA, and Sacramento Area regions
- Region 2: Other Southern CA region, except Riverside County, plus Ventura County
- Region 3: Counties of Los Angeles, Riverside County and San Bernardino



## CALPERS ISSUES

### PEMHCA Regions

#### ■ Member Impact Estimated Based on 2019 Premiums

- Actual impact for 2020 unknown
- Estimated average premium increase is \$41.00 per member per month
- Percentage of covered lives with estimated premium increases within range

Current Region	New Region	Total Lives	3%-5%	5%-7%	7%-10%	>10%	Total > 3%
Bay Area	1	183,734	3%				3%
Other Northern CA		34,986				3%	3%
Sacramento Area		38,873		9%	74%		83%
Other SoCal except Riverside Co	2	49,983	4%	44%	2%		50%
LA Area/Ventura County only		12,481		14%	57%	22%	93%
LA Area except Ventura Co	3	128,223	3%				3%
Other SoCal Area/Riverside Co		19,742					0%
Total		468,022	2%	6%	8%	1%	17%

Estimated Premium Impact	468,000 Total Covered Lives	% of Total Covered Lives
Increase more than 3%	79,000	17%
Decrease more than 3%	173,000	37%
Change within 3%	216,000	46%

- “Marketability” – 38% paying within 97% of the average cost of care in their region.



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## ACTUARIAL CERTIFICATION

This report presents the Napa Valley Transportation Authority Retiree Healthcare Plan (“Plan”) June 30, 2017 actuarial valuation. The purpose of this valuation is to:

- Determine the Plan’s June 30, 2018 Funded Status, and
- Calculate the 2018/19 and 2019/20 Actuarially Determined Contributions.

Information provided in this report may be useful to the Authority for the Plan’s financial management. Future valuations may differ significantly if the Plan’s experience differs from our assumptions or if there are changes in Plan design, actuarial methods, or actuarial assumptions. The project scope did not include an analysis of this potential variation.

Information under Governmental Accounting Standards Board Statement No. 75 (GASBS 75) will be provided under separate report.

This valuation is based on Plan provisions, participant data, and asset information provided by the Authority as summarized in this report, which we relied on and did not audit. We reviewed the participant data for reasonableness.

To the best of my knowledge, this report is complete and accurate and has been conducted using generally accepted actuarial principles and practices. As a member of the American Academy of Actuaries meeting the Academy Qualification Standards, I certify the actuarial results and opinions herein.

Respectfully submitted,

**DRAFT**

Deanna Van Valer, ASA, EA, MAAA  
Assistant Vice President  
Bartel Associates, LLC  
February 18, 2019



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## EXHIBITS

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## PREMIUMS

### **2018 PEMHCA Monthly Medical Premiums** Bay Area Region

Medical Plan	Non-Medicare Eligible			Medicare Eligible		
	Single	2-Party	Family	Single	2-Party	Family
Anthem Select	\$ 856.41	\$1,712.82	\$2,226.67	n/a	n/a	n/a
Anthem Traditional	925.47	1,850.94	2,406.22	\$370.34	\$740.68	\$1,111.02
Blue Shield Access+	889.02	1,778.04	2,311.45	n/a	n/a	n/a
Health Net SmartCare	863.48	1,726.96	2,245.05	n/a	n/a	n/a
Kaiser	779.86	1,559.72	2,027.64	316.34	632.68	949.02
UnitedHealthcare	1,371.84	2,743.68	3,566.78	330.76	661.52	992.28
Western Health Advantage	792.56	1,585.12	2,060.66	n/a	n/a	n/a
PERS Choice	800.27	1,600.54	2,080.70	345.97	691.94	1,037.91
PERS Select	717.50	1,435.00	1,865.50	345.97	691.94	1,037.91
PERSCare	882.45	1,764.90	2,294.37	382.30	764.60	1,146.90
PORAC	734.00	1,540.00	1,970.00	487.00	970.00	1,551.00



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# PREMIUMS

## **2019 PEMHCA Monthly Medical Premiums** **Bay Area Region**

Medical Plan	Non-Medicare Eligible			Medicare Eligible		
	Single	2-Party	Family	Single	2-Party	Family
Anthem Select	\$831.44	\$1,662.88	\$2,161.74	n/a	n/a	n/a
Anthem Traditional	1,111.13	2,222.26	2,888.94	\$357.44	\$714.88	\$1,072.32
Blue Shield Access+	970.90	1,941.80	2,524.34	n/a	n/a	n/a
Health Net SmartCare	901.55	1,803.10	2,344.03	n/a	n/a	n/a
Kaiser	768.25	1,536.50	1,997.45	323.74	647.48	971.22
UnitedHealthcare	n/a	n/a	n/a	299.37	598.74	898.11
Western Health Advantage	767.01	1,534.02	1,994.23	n/a	n/a	n/a
PERS Choice	866.27	1,732.54	2,252.30	360.41	720.82	1,081.23
PERS Select	543.19	1,086.38	1,412.29	360.41	720.82	1,081.23
PERSCare	1,131.68	2,263.36	2,942.37	394.83	789.66	1,184.49
PORAC	774.00	1,623.00	2,076.00	513.00	1,022.00	1,635.00



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# PREMIUMS

## **PEMHCA Monthly Premium Increases** **Bay Area Region – 2018 to 2019**

Medical Plan	Actual Increases		Assumed Increases	
	Non-Medicare	Medicare	Non-Medicare	Medicare
Anthem Select	(2.9%)	n/a	7.5%	n/a
Anthem Traditional	20.1%	(3.5%)	7.5%	6.5%
Blue Shield Access+	9.2%	n/a	7.5%	n/a
Health Net SmartCare	4.4%	n/a	7.5%	n/a
Kaiser	(1.5%)	2.3%	7.5%	6.5%
UnitedHealthcare	n/a	(9.5%)	7.5%	6.5%
Western Health Advantage	(3.2%)	n/a	7.5%	n/a
PERS Choice	8.2%	4.2%	7.5%	6.5%
PERS Select	(24.3%)	4.2%	7.5%	6.5%
PERSCare	28.2%	3.3%	7.5%	6.5%
PORAC	5.4%	5.3%	7.5%	6.5%



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## PARTICIPANT STATISTICS

### Active Medical Plan Coverage

Medical Plan	Region	Single	2-Party	Family	Waived	Total
Anthem Traditional	Bay Area	-	1	1	-	2
Kaiser	Bay Area	6	3	3	-	12
Waived		-	-	-	1	1
Total		6	4	4	1	15

### Retiree Medical Plan Coverage

Medical Plan	Region	Single	2-Party	Family	Waived	Total
PERS Choice	Out of State	1	-	-	-	1
Waived		-	-	-	3	3
Total		1	-	-	3	4



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## PARTICIPANT STATISTICS

### Actives by Age and Authority Service

Age	Authority Service							Total
	< 1	1-4	5-9	10-14	15-19	20-24	≥ 25	
< 25	-	-	-	-	-	-	-	-
25-29	-	1	-	-	-	-	-	1
30-34	-	2	1	1	-	-	-	4
35-39	1	1	-	-	-	-	-	2
40-44	-	-	1	-	-	-	-	1
45-49	1	-	-	-	-	-	-	1
50-54	-	1	-	-	-	-	-	1
55-59	-	1	3	-	-	-	-	4
60-64	-	-	-	-	1	-	-	1
≥ 65	-	-	-	-	-	-	-	-
Total	2	6	5	1	1	-	-	15

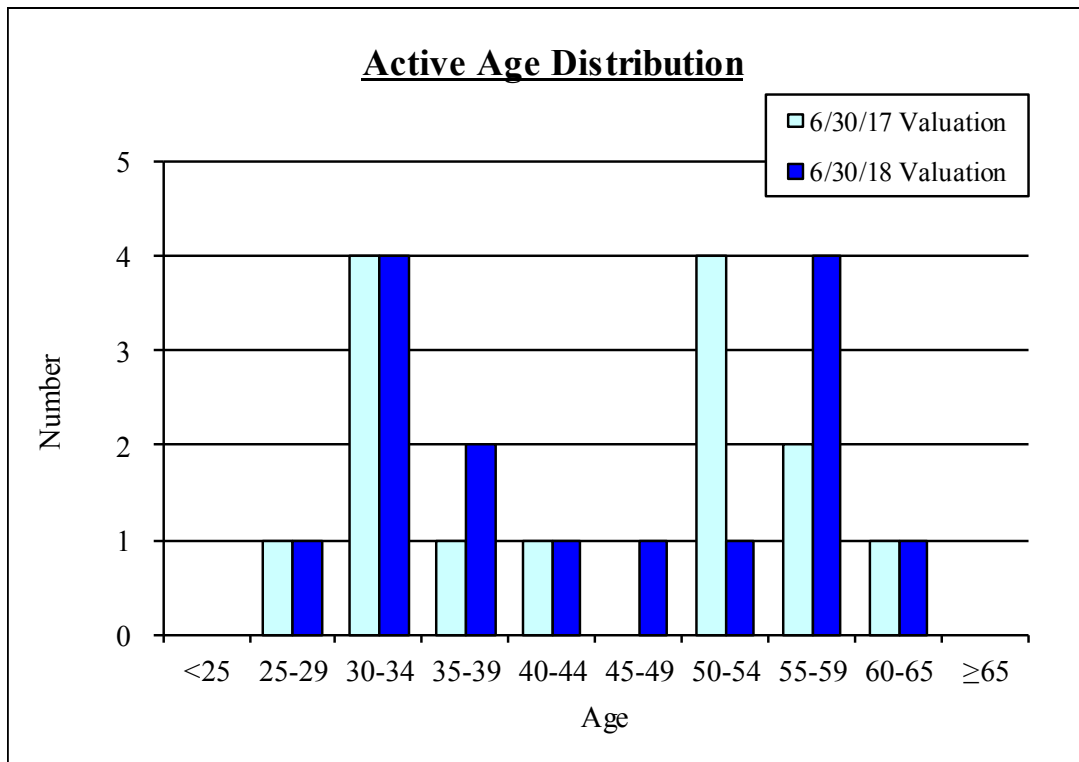


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## PARTICIPANT STATISTICS

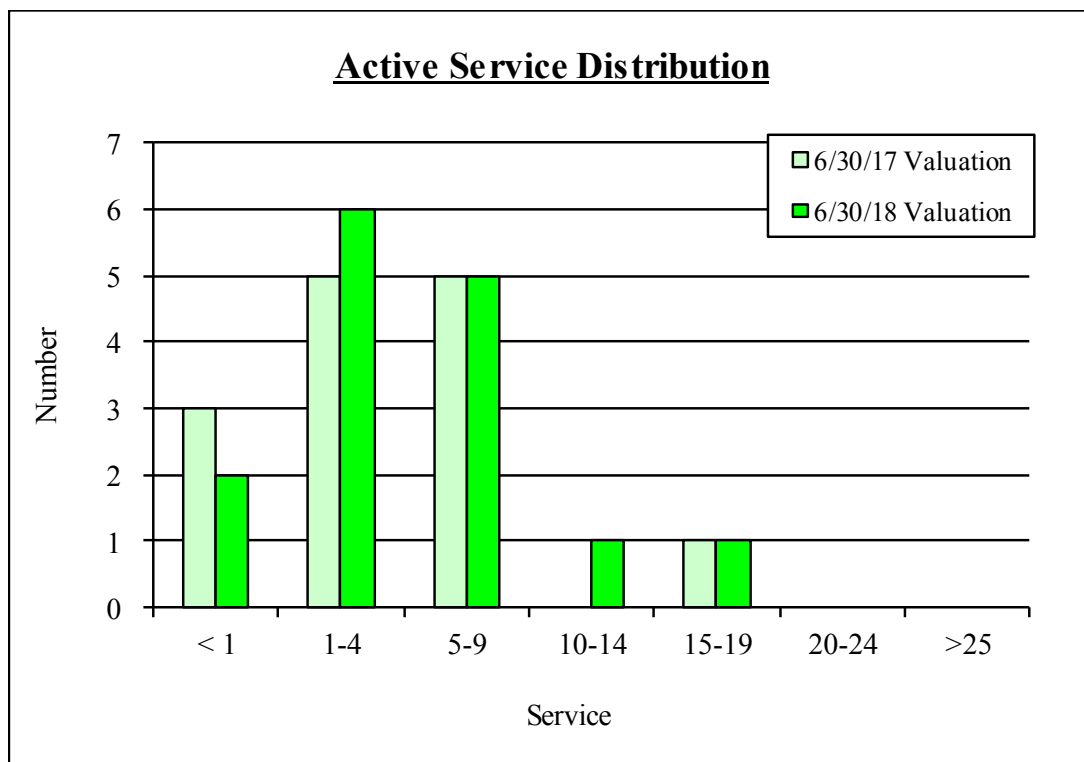


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## PARTICIPANT STATISTICS



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## PARTICIPANT STATISTICS

### Retiree Medical Coverage by Age Group

Age	EE	EE+1	Family	Waived	Total
Under 50	-	-	-	-	-
50-54	-	-	-	-	-
55-59	-	-	-	-	-
60-64	-	-	-	2	2
65-69	-	-	-	1	1
70-74	1	-	-	-	1
75-79	-	-	-	-	-
80-84	-	-	-	-	-
85 & Over	-	-	-	-	-
Total	1	-	-	3	4



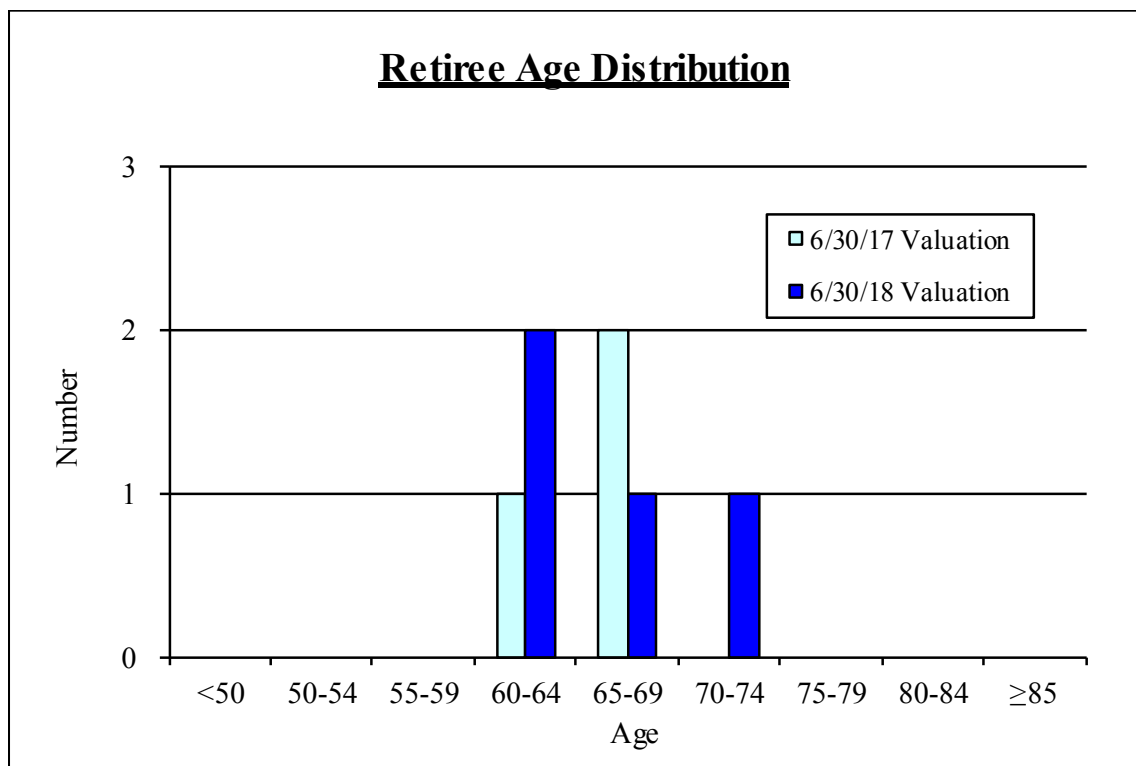
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## PARTICIPANT STATISTICS

### Retiree Age Distribution



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# ACTUARIAL ASSUMPTIONS

	June 30, 2017 Valuation	June 30, 2018 Valuation
■ Valuation Date	<ul style="list-style-type: none"> <li>■ June 30, 2017</li> <li>■ 2017/18 &amp; 2018/19 Fiscal Years (end of year payment)</li> </ul>	<ul style="list-style-type: none"> <li>■ June 30, 2017</li> <li>■ 2018/19 &amp; 2019/20 Fiscal Years (end of year payment)</li> </ul>
■ Funding Policy	■ Authority pays full ADC	■ Same
■ Discount Rate	5.50% Pre-funded through CalPERS CERBT, asset allocation #3	■ Same
■ General Inflation	■ 2.75%	■ Same
■ Aggregate Payroll Increases	■ 3.00%	■ Same
■ Salary Merit Increases	■ CalPERS 1997-2011 Experience Study	■ CalPERS 1997-2015 Experience Study



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# ACTUARIAL ASSUMPTIONS

	June 30, 2017 Valuation	June 30, 2018 Valuation
■ Increase to Dollar Caps	■ N/A	■ None
■ PEMHCA Minimum Increases	■ 4.25% per year increase after 2018	■ 4.25% per year increase after 2019
■ Mortality, Withdrawal, Disability	<ul style="list-style-type: none"> <li>■ CalPERS 1997-2011 Experience Study</li> <li>■ Mortality projected fully generational with Society of Actuaries Scale MP-16</li> </ul>	<ul style="list-style-type: none"> <li>■ CalPERS 1997-2015 Experience Study</li> <li>■ Mortality projected fully generational with Society of Actuaries Scale MP-17</li> </ul>
■ Participation at Retirement	<ul style="list-style-type: none"> <li>■ Currently covered: 60%</li> <li>■ Currently waived: 50%</li> </ul>	<ul style="list-style-type: none"> <li>■ Currently covered: 80%</li> <li>■ Currently waived: 70%</li> </ul>
■ Medical Plan at Retirement	<ul style="list-style-type: none"> <li>■ Currently covered: same as current election</li> <li>■ Currently waived: weighted average based on current retiree election</li> </ul>	■ Same



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# **ACTUARIAL ASSUMPTIONS**

	June 30, 2017 Valuation	June 30, 2018 Valuation
■ Waived Retiree Re-election	■ None Assumed	■ Same
■ Retirement	■ CalPERS 1997-2011 Experience Study ■ Miscellaneous employees: <div style="display: flex; justify-content: space-between;"> <div> <u>DOH</u>            &lt; 6/21/11            ≥ 6/21/11            Classic            ≥ 1/1/13            New Hire         </div> <div> <u>Benefit</u>            2.5%@55            2%@60            2%@62         </div> <div> <u>HA</u>            37.5            45.4            32.6         </div> <div> <u>ERA</u>            61.2            64.4            61.8         </div> </div>	■ CalPERS 1997-2015 Experience Study ■ Miscellaneous employees: <div style="display: flex; justify-content: space-between;"> <div> <u>DOH</u>            &lt; 6/21/11            ≥ 6/21/11            Classic            ≥ 1/1/13            New Hire         </div> <div> <u>Benefit</u>            2.5%@55            2%@60            2%@62         </div> <div> <u>HA</u>            37.5            45.5            35.3         </div> <div> <u>ERA</u>            60.2            62.3            61.7         </div> </div>
■ Spouse Coverage at Retirement	■ 100% if covered as an active ■ 80% if member is waived while active	■ Same
■ Spouse Age	■ Males 3 years older than females	■ Same



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# **ACTUARIAL ASSUMPTIONS**

	June 30, 2017 Valuation			June 30, 2018 Valuation		
■ Medical Trend		<u>Increase from Prior Year</u>			<u>Increase from Prior Year</u>	
		<u>Non-Medicare</u>	<u>Medicare</u>		<u>Non-Medicare</u>	<u>Medicare</u>
	<u>Year</u>	<u>HMO &amp; PPO</u>	<u>HMO &amp; PPO</u>	<u>Year</u>	<u>HMO &amp; PPO</u>	<u>HMO &amp; PPO</u>
	2017-2018	Actual Premiums/Claims		2018	Actual Premiums/Claims	
	2019	7.50%	6.50%	2019	Actual Premiums/Claims	
	2020	7.50%	6.50%	2020	7.50%	6.50%
	2021	7.25%	6.30%	2021	7.25%	6.30%
	2022	7.00%	6.10%	2022	7.00%	6.10%
	2023	6.75%	5.90%	2023	6.75%	5.90%
	2024	6.50%	5.70%	2024	6.50%	5.70%
	2025	6.25%	5.50%	2025	6.25%	5.50%
	2026	6.00%	5.30%	2026	6.00%	5.30%
	2027	5.80%	5.15%	2027	5.80%	5.15%
2028	5.60%	5.00%	2028	5.60%	5.00%	
2029	5.40%	4.85%	2029	5.40%	4.85%	
2030	5.20%	4.70%	2030	5.20%	4.70%	
2031-2035	5.05%	4.60%	2031-2035	5.05%	4.60%	
2036-2045	4.90%	4.50%	2036-2045	4.90%	4.50%	
2046-2055	4.75%	4.45%	2046-2055	4.75%	4.45%	
2056-2065	4.60%	4.40%	2056-2065	4.60%	4.40%	
2066-2075	4.30%	4.20%	2066-2075	4.30%	4.20%	
2076+	4.00%	4.00%	2076+	4.00%	4.00%	



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# **ACTUARIAL ASSUMPTIONS**

	June 30, 2017 Valuation			June 30, 2018 Valuation	
■ Medical Claims Costs 2018	■ Sample estimated monthly claims costs:				
	Bay Area Region - Non-Medicare Eligible				
	Kaiser			Health Net SmartCare	
	Age	M	F	M	F
	25	\$ 257	\$ 505	\$ 254	\$ 499
	35	336	617	332	610
	45	536	648	529	640
	55	895	905	884	894
	60	1,142	1,068	1,128	1,055
	64	1,387	1,253	1,370	1,238
	Bay Area Region - Medicare Eligible				
	Kaiser			Health Net SmartCare	
	Age	M	F	M	F
	65	\$ 304	\$ 282	\$ 326	\$ 302
	70	286	273	306	293
75	357	320	383	343	
80	383	340	411	365	



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# **ACTUARIAL ASSUMPTIONS**

	June 30, 2017 Valuation	June 30, 2018 Valuation
■ Admin. Expenses	<p>■ Not included in liabilities; included in ADC:</p> <p>    ➢ PEMHCA: 0.33% of premium</p> <p>■ CERBT: 0.05% if assets</p>	■ Same
■ Medicare Eligible Rate	<p>■ 100%</p> <p>■ Everyone eligible for Medicare will elect Part B coverage</p>	■ Same
■ ACA Excise Tax	■ Estimated by 2% load on cash benefits only	■ Same



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## ACTUARIAL ASSUMPTIONS

	June 30, 2017 Valuation	June 30, 2018 Valuation
■ Basis for Assumptions	<ul style="list-style-type: none"> <li>■ No experience study performed for this Plan</li> <li>■ CalPERS December 2017 experience study covering 1997 to 2015 experience</li> <li>■ Mortality improvement based on Society of Actuaries table</li> <li>■ Inflation based on the Plan's very long time horizon</li> <li>■ Short-term healthcare trend was developed in consultation with Axene Health Partners' healthcare actuaries.</li> <li>■ Long-term healthcare trend developed using Society of Actuaries' Getzen Model of Long-Run Medical Cost Trends</li> <li>■ Medical claims costs were developed by Axene Health Partners based on demographic data for the CalPERS health plans provided by CalPERS and Axene's proprietary AHP Cost Model</li> <li>■ Medical coverage and participation based in part on Plan experience</li> </ul>	



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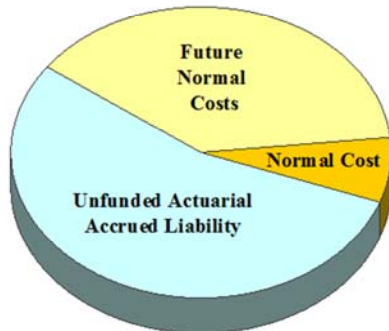
E-16



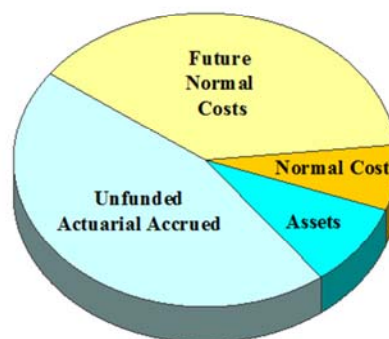
## DEFINITIONS

### Present Value of Benefits

**Present Value of Benefits  
(Without Plan Assets)**



**Present Value of Benefits  
(With Plan Assets)**



#### ■ PVPB - Present Value of all Projected Benefits

- Discounted value, at measurement date (valuation date) of all future expected benefit payments
- Expected benefit payments based on various actuarial assumptions



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## DEFINITIONS

### ■ AAL - Actuarial Accrued Liability / Actuarial Obligation

- Discounted value at measurement date (valuation date) of benefits “earned” through measurement date based on actuarial cost method
- Portion of PVPB “earned” at measurement

### ■ NC - Normal Cost

- Value of benefits “earned” during current year
- Portion of PVPB allocated to current year

### ■ Actuarial Cost Method

- Determines how benefits are “earned” or allocated to each year of service
- Has no effect on PVPB
- Has significant effect on Actuarial Obligations and Normal Cost

### ■ Pay-As-You-Go Cost (PayGo)

- Cash Subsidy: Actual cash benefit payments to retirees
- Implied Subsidy: Difference between cost of retiree benefits and retiree premiums
- PayGo is the expected retiree benefit payments for the year while Normal Cost is the expense for benefits accrued by active employees during the year



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## DEFINITIONS

### ■ Actuarially Determined Contribution (ADC)

### ■ Contribution for the current period including:

- Normal Cost
- Administrative expenses
- Amortization of:
  - Initial Unfunded AAL
  - AAL for plan, assumption, and method changes
  - Experience gains/losses (difference between exp. and actual)
  - Contribution gains/losses (difference between ADC and actual)



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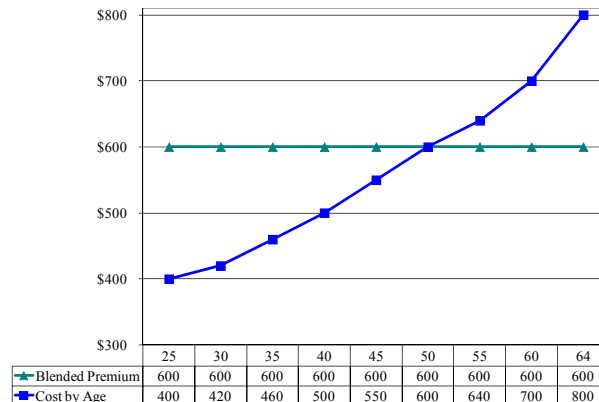
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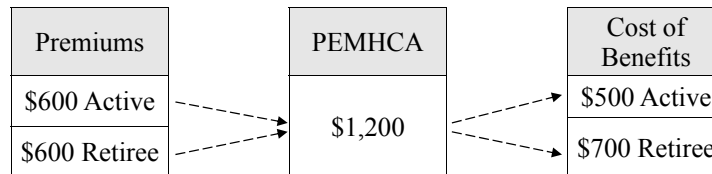
## DEFINITIONS

### Implied Subsidy

- For PEMHCA, employer cost for allowing retirees to participate at active rates.
  - General trend:



- Sample active age 40, retire age 60:



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## DEFINITIONS

### Implied Subsidy

- GASB defers to actuarial standards of practice.
- Prior Actuarial Standards of Practice No. 6<sup>17</sup> (ASOP 6) allowed community rated plans to value liability using premiums, resulting in no implied subsidy.
- In May 2014, Actuarial Standards Board released revised ASOP 6:
  - Requires implied subsidy valued for community rated plans such as PEMHCA.
  - Timing: effective with all valuations on or after March 31, 2015 with earlier implementation encouraged
- Implied subsidy has been included in valuations beginning with the June 30, 2013, valuation.

<sup>17</sup> Measuring Retiree Group Benefits Obligations and Determining Retiree Group Benefits Plan Costs or Contributions.



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## NAPA VALLEY TRANSPORTATION AUTHORITY Board Agenda Letter

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**TO:** NVRTA Board of Directors  
**FROM:** Kate Miller, Executive Director  
**REPORT BY:** Rebecca Schenck, Senior Transportation Program Planner  
(707) 259-8636 / Email: [rschenck@nvta.ca.gov](mailto:rschenck@nvta.ca.gov)  
**SUBJECT:** Project Work Order No. E-11 to NVRTA Agreement No. 18-21 with GHD Company for Work Associated with State Route 29 Comprehensive Multimodal Corridor Plan and Project Initiation Document for State Route 29 through American Canyon

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### **RECOMMENDATION**

That the Napa Valley Transportation Authority (NVRTA) Board authorize the Executive Director, or designee, to execute and make minor modifications to Work Order No. E-11 (Attachment 1) to NVRTA Agreement No. 18-21 with GHD Company for State Route 29 Comprehensive Multimodal Corridor Plan and Project Initiation Document for State Route 29 through American Canyon in an amount not to exceed \$645,000.

### **COMMITTEE RECOMMENDATION**

None

### **EXECUTIVE SUMMARY**

NVRTA issued Task Order No. E-09 on February 5, 2019 to fifteen (15) qualified firms under the terms of Request for Qualifications (RFQ) 2015-03 On-Call Planning Services and RFQ 2017-07 On-Call Engineer/Architect and Project Delivery Services for the State Route 29 Comprehensive Multimodal Corridor Plan and Project Initiation Document (PID) for State Route 29 through American Canyon. Two proposals were received. The review team comprised of NVRTA and City of American Canyon staff members is recommending that GHD be awarded the contract in an amount not to exceed \$645,000. The not to exceed amount includes a contingency of \$25,180 over the \$619,820 contract amount to cover any additional work that may be necessary to deliver the comprehensive corridor plan and/or PID. A portion of the PID document will be funded by the City of American Canyon's \$250,000 contribution.

**PROCEDURAL REQUIREMENTS**

1. Staff Report
2. Public Comments
3. Motion, Second, Discussion and Vote

**FISCAL IMPACT**

Is there a Fiscal Impact? Yes \$645,000

Is it currently budgeted? Yes

Where is it budgeted? CMA Planning Funds, \$170,000  
TDA 8 Funds, \$225,000  
City of American Canyon Funding Agreement \$250,000

Future fiscal impact? No

Consequences if not approved? The State Route 29 Comprehensive Multimodal Corridor Plan and the Project Initiation Document for State Route 29 through American Canyon will not be completed. Also, NVT A will not be eligible to compete for Senate Bill 1 Solutions for Congested Corridor Program funding for projects on the State Route 29 Corridor in the spring of 2020.

**CEQA REQUIREMENTS**

**ENVIRONMENTAL DETERMINATION:** The proposed action is not a project as defined by 14 California Code of Regulations 15378 (State CEQA Guidelines) and therefore CEQA is not applicable.

**BACKGROUND AND DISCUSSION**

In October 2014 NVT A, the then Napa County Transportation and Planning Agency, completed the State Route (SR) 29 Gateway Corridor Improvement Plan. Meanwhile, the passage of Senate Bill (SB) 1 on April 28, 2017 created the Solutions for Congested Corridors Program (SCCP) that changed the funding parameters for corridor projects. The SCCP requires project sponsors to have completed a Comprehensive Multimodal Corridor Plan (CMCP) to be eligible for funding under the program. Funding will be prioritized to projects that make specific performance improvements and are part of a multimodal comprehensive corridor plan designed to reduce congestion in highly traveled corridors by providing more transportation choices while preserving the character of the local community. Therefore, NVT A must update the SR 29 Gateway Corridor Improvement Plan to comply with the guidelines of the Comprehensive Multimodal Corridor Plan (CMCP) funding requirements outlined in SB 1 and detailed specifically in

the California Transportation Commission's new Comprehensive Multimodal Corridor Plan Guidelines adopted December 2018.

The first objective of this task order is to augment portions of the Gateway Study and complete necessary elements of the State Route 29 Comprehensive Multimodal Corridor Plan in order to apply for SCCP funds. NVTAG intends to apply for funding in the next SCCP funding cycle scheduled in the winter of 2020. The entire plan will be completed approximately 12 months from award. The plan will update the 2014 plan by:

- Analyzing intersection improvements in greater detail
- Evaluating the impacts of parallel local road improvements for all modes
- Evaluating technologies and traveler information
- Modeling improvements through a micro-simulation model in accordance with Caltrans Corridor Planning Guidance and the principles of the federal Congestion Management Process
- Provide Air Quality and Greenhouse Gas emissions reductions analysis
- Provide Economic Impact Analysis

The project limits for this study are Devlin Road to the west, Newell Drive and North/South Kelly Roads to the east, the intersection of SR 29/121 (Imola intersection) to the north, and SR 37/29 interchange to the south.

The second objective of this task order is to complete the Project Initiation Document (PID) for State Route 29 through American Canyon between Napa Junction Road and American Canyon Road. The PID preparation will adhere to Caltrans' latest Project Development Procedures Manual and outline the scope, cost and schedule for this project. Once a PID document is completed and executed by Caltrans, NVTAG can seek Regional Measure 3 and other funding sources for these improvements.

Staff will provide the board with periodic updates on the plan throughout the process as well as hold a number of public meetings to seek input from stakeholders and members of the public.

### **SUPPORTING DOCUMENTS**

Attachment: (1) Project Work Order No. E-11

**DRAFT**

**ATTACHMENT 1**  
**NVTA Agenda Item 12.2**  
**April 17, 2019**

**PROJECT WORK ORDER NO. E-11**  
**ON-CALL A/E & PROJECT DELIVERY SERVICES**

**PROJECT NAME:** State Route 29 Comprehensive Multimodal Corridor Plan and  
Project Initiation Document for State Route 29 through American Canyon

**PROJECT MANAGER:** Rebecca Schenck, Senior Transportation Program Planner and Policy Analyst  
[rschenck@nvta.ca.gov](mailto:rschenck@nvta.ca.gov) or T 707.259.8636

**CONSULTANT DESIGNATED TEAM MEMBERS:**

- GHD COMPANY, Staff – see Exhibit A, pages 75 - 88
- Subconsultants: Elite Transportation Group (ETG) - see Exhibit A, pages 89 - 90  
Regional Government Services (RGS) - see Exhibit A, page 91

**SCOPE OF SERVICE:** See Scope of Services/Proposal for Services dated March 4, 2019, with revision dated April 1, 2019, under EXHIBIT A. Fee Schedule (*revised April 1, 2019*) attached as EXHIBIT B.

**START DATE:** *APRIL 17, 2019*      **COMPLETION DATE:** *JUNE 30, 2021*

**NOT-TO-EXCEED AMOUNT FOR THIS PROJECT:** \$619,821

**CHARGE NUMBER FOR PAYMENT:** CMA/TDA 8301001 52310 CMA\_PLAN\_PRGMS SR29\_AMCAN

**TERMS AND CONDITIONS:** This Project Work Order is issued and entered into as of the last date written below in accordance with the terms and conditions set forth in the Master Agreement with CONTRACTOR dated *MARCH 21, 2018*, which terms are hereby incorporated and made part of this Project Work Order.

NVTA

By: \_\_\_\_\_  
KATE MILLER, Executive Director

Date: \_\_\_\_\_

Contractor

By: \_\_\_\_\_  
KAMESH VEDULA, PE, TE  
Principal in Charge

Date: \_\_\_\_\_

Approved as to Form	
By:	_____
	NVTA General Counsel
Date:	_____

TAX ID: 98-0425935



April 1, 2019

Rebecca Schenck  
Transportation Program Planner and Policy Analyst  
Napa Valley Transportation Authority  
625 Burnell Street  
Napa, CA 94559

Original Sent Via Email

**Re: State Route (SR) 29 Comprehensive Multimodal Corridor Plan and PID for SR 29 through American Canyon Scope & Fee Negotiations**

Dear Rebecca:

We are excited to have been selected as the top ranked firm to provide the Planning and Project Initiation Document (PID) Services for SR 29 through American Canyon. As requested, we have reviewed our scope and fee and have made adjustments to reduce our overall fee. The following is a summary of the reductions made and attached are our revised scope and fee for both Objectives 1 and 2.

## **Summary of Scope and Fee Modifications**

### **Objective 1: Corridor Plan**

Based on input received from NVTa, the following scope reductions were made which reduced the overall cost of Objective 1 from \$350,000 to \$280,022. The reductions for Objective 1 were split amongst the GHD team as such: 1) GHD reduction of \$46,818; 2) ETG reduction of \$16,580; and, 3) RGS reduction of \$6,490. The following are specific reductions in scope that were made.

#### Task 2 Ongoing Stakeholder and Community Outreach and Project

Scope modifications were made primarily to Task 2. For Task 2.3 Committee meetings – GHD's time was reduced to physically attend 3 meetings and teleconference the other 3 meetings. For Task 2.4 Public meeting, GHD will participate in 2 public meetings. RGS will continue to provide support for this task. GHD's time was also slightly reduced for Task 2.2 Stakeholder/Jurisdictional Meetings based on the same premise. The following hours were reduced based on these scope revisions:

- GHD: Decrease hours from 260 to 140.
- RGS: Decreased hours from 316 to 278
- ETG: N/A

#### Task 3 Develop Plan Components

Based on our subsequent review of the models and analysis tools developed as part of the Broadway District Specific Plan and Watson Ranch EIR, GHD believes that additional efficiencies can be realized if





these tools are made available for this study. Based on this assumption, the following hours were reduced without compromising our submitted scope:

- GHD: Decrease hours from 992 to 854
- ETG: Decrease hours from 302 to 222
- RGS: N/A

GHD's direct expenses were also lowered from \$8,450 to \$6,955 commensurate with the scope modifications described above.

## **Objective 2: PID**

The following scope reductions were made, which reduced the overall cost of Objective 2 from \$408,555 to \$339,798.

During the proposal process, we assumed the most conservative route, which assumed Objective 2 work would not begin until Objective 1 was completed. However, as discussed in the interview, it is our understanding this is not the intent and Objective 2 would begin when the planning efforts of Objective 1 have made enough progress to be able to identify potential alternatives. Therefore, Mr. Jim Damkowitz's time has been reduced for Objective 2 as both of the objectives will be completed concurrently and extra time is not anticipated to be needed.

The following are specific reductions in scope that were made:

### Task 1: Project Management, Coordination and Quality Control

The scope of subtask 1.4, Project Presentations was revised to have GHD attend only one (1) meeting and the other two are to be completed by NVT/American Canyon staff with GHD materials.

### Task 2: Preliminary Research/Data Collection and Base Mapping

Given the amount of information available for the existing environmental constraints, time was reduced in this task.

### Task 4: Traffic Study: Intersection Control Evaluation (ICE) Step 1

The scope and fee were reduced based on the assumptions that NVT/A will provide GHD with a model and that no additional modeling work for forecasting efforts will be needed by GHD.

### Task 5: Project Study Report/Project Development Support (PSR-PDS)

GHD reviewed the hours in the various subtasks made various reductions where feasible to reduce the costs.

### Task 6: Project Study Report/Project Development Support (PSR-PDS)

The third review was eliminated from this task and it is assumed that only two reviews will be needed before the final PSR-PDS is submitted to Caltrans for signatures. GHD also reviewed the hours in the remaining tasks and made various reductions where feasible to reduce the costs.



It should be noted it is assumed that three (3) build alternatives will be analyzed as part of this process. There could be further cost savings if the number of alternatives analyzed are reduced.

We appreciate the opportunity to negotiate our scope and fee with you and look forward to delivering both the corridor plan and the completed PID Document for this exciting project.

Sincerely,

GHD

A handwritten signature in blue ink, appearing to read "K Vedula", written in a cursive style.

Kamesh Vedula, PE, TE  
Principal In Charge

A handwritten signature in blue ink, appearing to read "Jim Damkowitch", written in a cursive style.

Jim Damkowitch  
Objective 1 Project Manager

A handwritten signature in blue ink, appearing to read "Lindsey Van Parys", written in a cursive style.

Lindsey Van Parys, PE, QSD/P  
Objective 1 Project Manager

Enclosures:

- Objective 1 Revised Scope (see separate WORD doc)
- Objective 1 Revised Fee (attached)
- Objective 2 Revised Scope (see separate WORD doc)
- Objective 2 Revised Fee (attached)

LVP/P8353LTR001

The GHD team's (Consultant) detailed scope of work is provided below.

### Task 1 - Project Startup

#### 1.1 - Project Management and Coordination

Consultant will perform project setup tasks for accounting and coordinate budget and scheduling factors.

Consultant will prepare monthly invoices and progress reports to Napa Valley Transportation Authority (NVTa). Consultant will provide an invoice format that is to acceptable to NVTa two weeks prior to the first invoice submittal.

##### *Deliverables:*

- Project Setup
- Submittal of up to 10 invoices and progress reports

#### 1.2 - Project Kick-off Meeting

Key members of the Consultant team will attend the kickoff meeting (Location TBD by NVTa). The Consultant will coordinate with NVTa to develop an agenda for the meeting and provide a summary of Action Items of the meeting.

##### *Deliverables:*

- Kickoff meeting agenda
- Attendance at kickoff meeting by up to five Consultant team staff. No overnight stays or out of state travel are assumed
- Kickoff meeting short-term actions

#### 1.3 - Bi-weekly Conference Calls

The Consultant and various Consultant team members will participate in up to 18 bi-weekly coordination calls with the SR 29 Staff Working Group (SWG) throughout the duration of the project (assumed March 2019 to December 31, 2019). Meetings are anticipated to last less than or equal to 1 hour. The Consultant will set up and lead/facilitate the meetings. The Consultant shall develop and maintain a Short-Term Action list to track: Action Items; Anticipated Delivery Date; Actual Delivery Date; Responsible Agency; and, Comments throughout the duration of the study. The Short-Term Action list will serve as both the agenda (in advance of the calls), and

minutes (prior week's check-in outcome). Only members of the Consultant-team with relevant discussion items will participate.

*Deliverables:* Up to 18 bi-weekly conference calls and to 18 Short-Term Action lists.

#### 1.4 - Data Retrieval/Processing/Review

The Consultant will retrieve the most recent available transportation data items of relevance to the SR 29 Comprehensive Multimodal Corridor Plan (CMCP). This includes available highway and roadway segment counts, intersection turn movement counts; pedestrian/bicycle counts, transit ridership data from appropriate local/regional/state agency sources and the five most recent years of SWITRS/TIMS collision data. The Consultant will provide an inventory listing of data retrieved for application in Task 3 for review by the SWG.

The following "Big" data sources will also be utilized.

##### Streetlite Data

The following data items will be retrieved using Streetlite cell and GPS data:

- 2018-19 observed OD patterns by mode (vehicle and ped/bike), period of the day, and day of the week, including weekends
- Speed data on non-NHS designated local parallel capacity roadways
- Estimated traffic volumes on relevant study corridor roadway segments by hour of the day, day of the week and season

Base year Streetlite network assignment (big-data OD pairs by trip purpose) will be performed for the study corridor. These OD based volume estimates will be compared to model volumes and traffic counts to gauge baseline travel demand model performance.

##### PeMS Data

The Consultant will retrieve available PeMS data for SR 29 from the PeMS website. Given the desire to reflect annual average conditions, spring months are preferred followed by fall months. Hourly PeMS traffic volume and speed data will be retrieved for both general purpose and managed lanes as applicable.

### National Performance Monitoring Research Data Set

The primary objective for using NPMRDS data is to establish the requisite baseline speed profiles and baseline and future volume sets for validating and informing the freeway and arterial operational analysis tools.

The Consultant will retrieve the most recent 12 months of NPMRDS speed data for both passenger vehicles and heavy trucks on all study corridor roadways on the National Highway System (NHS) through the FHWA NPMRDS data website.

Consultant will coordinate with NVTa to confirm appropriate NPMRDS speed data timelines, data protocols and, data processing conventions to standardize the process of computing the performance metrics. Based on this input, Consultant will immediately structure and process the passenger car and truck speed data performance data for the following purposes:

- Passenger Vehicle and Truck Travel Time Reliability metrics
- Passenger Vehicle and Truck Congestion metrics
- Operational tool baseline and validation

Given the desire to reflect annual average conditions, spring months are preferred followed by fall months. NPMRDS speed data will be retrieved.

The Consultant team will determine the accuracy, representativeness, and utility of the retrieved data sets and establish “Truth in Data” checks in all its data processing functions under this task.

### Solano Napa Activity Based Model (SNABM) Review

The Consultant will conduct a detailed review of the 2015/2040 SNABM within the SR 29 corridor study area. The model highway network and land use data assumptions in Napa County will be checked using existing references, such as, community circulation plans, , Vision 2040 (NVTa’s Countywide Transportation Plan), plus any other references by the SWG. Both the highway traffic and transit ridership along the SR 29 corridor will be validated to the existing conditions.

The Consultant will compare model volumes to counts identified in the City of American Canyon, City of Napa and County of Napa circulation studies and other recent studies in the project area and propose adjustments where appropriate for review and acceptance by the SWG. Conflicts will be identified and documented. Existing conditions and projected future year conditions (2040) for weekday peak hour traffic and weekend visitor peak hour multimodal demand will be summarized. Where weekend peak volumes are not available, the Consultant team will develop a methodology to factor from weekday data based on published peak hour data by Caltrans, Streetlight and NPMRDS data.

The model will be reviewed and accepted by the SWG. The validated 2015 and 2040 SNABM will be used to develop the travel demand growth projections for the SR 29 corridor.

### *Deliverables:*

- Inventory listing of traffic count, ridership count and collision data inventory
- Streetlight Origin-Destination patterns by mode (vehicle and ped/bike), period of the day, and day of the week, including weekends
- Most recent 12 months of continuous NPMRDS speed data for corridor study roadways designated as part of the NHS
- Base year Streetlight network assignment for non-NHS roadways on interest
- Travel Demand Forecast Model Validation and Forecast Technical Memorandum

## **Task 2 - Ongoing Stakeholder and Community Outreach and Project Oversight**

### **2.1 - Prepare a Draft and Final Public Outreach Plan**

Consultant will develop a comprehensive Public Outreach Plan that allows for effective outreach with all planning partners and community stakeholders in developing the CMCP. This will include a broad range of stakeholders including those in the private, public, and non-profit sectors, the business community, environmental interest groups, public health advocates, technology and broadband stakeholders, as well as environmental justice and social-equity organizations.

The Outreach Plan will ensure the agency is meeting all Title VI and Environmental Justice requirements and engage communities impacted by the corridor, including strategies to engage disadvantaged communities.

Consultant will submit a draft CMCP Public Outreach Plan and, based on one set of consolidated comments from the SWG, submit the final Public Outreach Plan.

### 2.2 - Stakeholder/Jurisdictional Meetings

Consultant will coordinate with NVTa, County of Napa, Cities of Napa and American Canyon, and Caltrans D-4 to develop and finalize a complete listing of stakeholders.

The Consultant to participate in up to four (4) stakeholder meetings. The Consultant will coordinate with the SWG to develop an agenda for these meetings and provide a summary of key discussion and action items of the meeting.

### 2.3 - Committee Meetings

The Consultant will provide updates and/or materials for staff updates to NVTa's Citizen Advisory Committee (CAC) and Technical Advisory Committee (TAC) approximately four (4) times during the course of the project. These committees will review project progress and submit comments to the Staff Working Group (SWG) and the NVTa Board.

### 2.4 - Public Meetings

**2.4.1** Consultant shall promote, advertise, and conduct up to two (2) public charrettes at different locations/times through a multi-media campaign (including, but not limited to, use of newspaper and radio broadcast) through the Citizen Advisory Committee and other stakeholders to gain public involvement and refine plan concepts. One (1) of the public charrettes will be held in the beginning of the process to gain initial input and feedback and one (1) charrette should be held later in the process to review the draft Corridor Plan and recommended improvement concepts.

Consultant will use a combination of group exercises, live polling, small breakout sessions, individual stations for discussion on specific topics, and/or visual preference activities. Meetings will be participant-driven and

engaging.

During live polling, the consultant will utilize small easy-to-use handheld keypads enabling audience members to immediately and anonymously respond to multiple-choice questions posed on-screen during staff presentations. Since social pressure is removed when audience responses are anonymous, we will have a more accurate idea of what issues are truly important.

**2.4.2** Prepare presentation materiel for City Council and County Board of Supervisor meetings. Most presentations will be conducted by NVTa staff and/or City/County staff.

**2.4.3** Prepare presentation materials and present at two (2) Napa Valley Transportation Authority Board (NVTa Board) meetings which will act as the steering committee for the CMCP.

**2.4.4** Consultant shall meet with SWG approximately six (6) times over the course of the study (made up of NVTa staff, Caltrans staff, and members from the City of American Canyon, City of Napa, and County of Napa). Consultant will physically attend three (3) of these meetings and participate in the other three (3) by teleconference. Prior to publication of milestone documents, draft documents and supporting data will be reviewed by the SWG. This group is expected to meet approximately six (6) times at key points in the process: to review and accept the Vision, to review the existing corridor study's results; potential improvement programs, review the draft Corridor Implementation Plan. Day-to-day work on project documents and meetings will be carried out by the Consultant, with direct staff support from NVTa.

### 2.5 - Collateral Outreach Materials

#### 2.5.1 Project Logo/Branding

Consultant will coordinate with the SWG to develop a brand for the study that will be used for all project related materials and deliverables. Project branding will give the CMCP process a unique identity and visual queue to the public. The SWG will be given several options to choose from and will be have final approval of the overall theme.

#### 2.5.2 Development of Interactive Web-based Tool

Consultant will develop an interactive web-based tool using on-line interactive map technology, Social Pinpoint. All content of the interactive web-based tool will be in English and Spanish.

The Social Pinpoint platform encourages engagement by allowing the community to provide feedback that can be directly linked to a geographical location, complete online surveys, and integrate the platform with their own social media platforms to create digital content that encourages them to share and post on the topic. Importantly, Social Pinpoint provides tools to categorize, collate, and analyze feedback and data in a meaningful way to allow for reliable and efficient data management. It also allows for the combining of geographic and other spatial information such as contour lines, natural hazard risk areas, and project areas.

The interactive web-based tool will allow the public to provide geo-referenced input on where issues or improvement needs are. This supplemental input will help inform study recommendations. After being live for 10 weeks, the logged input will be downloaded and summarized. This summary report will be shared with the SWG.

Consultant will develop and disseminate news releases on a regular basis promoting upcoming opportunities for engagement, workshops, and key milestones in the process. A key component of this effort will be coordination with public information officials at all member agencies as well as Caltrans and others.

Consultant will promote meetings, issues, and opportunities for engagement via a variety of social media channels including Facebook, Twitter, and NextDoor.

Consultant will encourage people to share photos and video locations relevant to the CMCP. These can be posted on the project website and shared via social media.

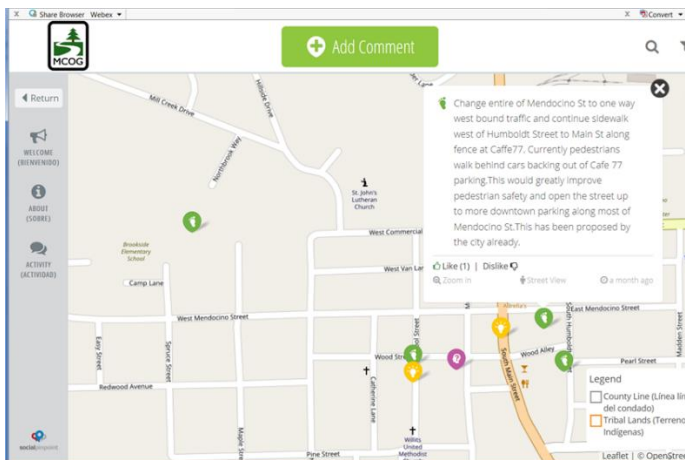
### 2.6 - Public Outreach Summary Report

Consultant will develop a comprehensive Public Outreach Summary Report that documents all outreach activities performed as part of the CMCP and summarizes the results of each outreach strategy/activity. The report will distinguish and document outreach activities that specifically targeted disadvantaged communities. The degree of disadvantaged community participation will also be documented.

The Public Outreach Summary Report will be included as part of the draft and final CMCP document review process described in Task 4.

#### Deliverables:

- Participate in four (4) Stakeholder Meetings
- Participate in four (4) CAC/TAC Committee Meetings
- Perform two (2) Public Charrettes.
- Assist NVTa and City/County of Napa staff with presentation materials on the CMCP
- Conduct up to six (6) meeting with the SWG
- Develop Project Logo
- Interactive bilingual web-based tool
- Public input Summaries
- Maintenance of Stakeholder Database
- Maintenance and presence on social media
- Collateral Materials (PPT, Fact Sheet, etc.)
- Draft and Final CMCP Public Outreach Summary Report



Once the CMCP improvement package is established, public outreach will be repurposed to informing the public of the proposed corridor improvement package and gauging the level of public support for it. All input received will be documented for inclusion in the CMCP final report.

### 2.5.3 Media



### Task 3 - Develop Plan Components

#### 3.1 - Evaluate Opportunities, Develop Corridor Plan Framework, and Literature Review

Consistent with the 2018 Comprehensive Multimodal Corridor Plan Guidelines (CTC, December 2018), the planning and analysis framework proposed for the CMCP will be based on the Smart Mobility Framework (SMF). The performance metrics selected for the CMCP will inform each of the six SMF objectives to ensure that the resulting improvement recommendations provide a balanced, sustainable, and multimodal assessment of current and forecast corridor conditions.

One of the six SMF objectives is Reliable Mobility. This SMF objective addresses congestion management as it relates to multimodal service quality, multimodal travel reliability, and multimodal travel mobility. A matrix framework will be established consistent with the Federal Congestion Management Process to serve as an evaluation tool for proposed CMCP roadway capacity and operational improvements including ITS improvements. Each project will be evaluated relative to NVTa's CMP goals as well as RTP goals.

Based on these frameworks, the consultant team will coordinate with the Project Management Team to "refresh" the Purpose and Need Statement for the SR 29 corridor – expanding its breadth to include alternative modes and parallel facilities that serve both regional and local area traffic within the corridor.

The Consultant will prepare a literature review of like corridors that have similar characteristics and serve similar demand profiles as SR 29. This will include but not be limited to corridors that have been extensively studied by GHD including SR 68 (Monterey County), SR 227 (San Luis Obispo County), and SR 49 (Nevada and El Dorado Counties).

#### 3.2 - Summarize Corridor Existing Studies and Plans

The Consultant will prepare a listing and brief summary of all planning documents of relevance to the SR 29 corridor. The Plan documents will include but will not be limited to the SR 29 Gateway Corridor Improvement Plan, the City of American Canyon Broadway Specific Plan, the Watson Ranch EIR, County of Napa and American Can-

yon Circulation Elements, the County of Napa Airport Industrial Specific Plan, City of Napa General and Specific Plans, NVTa Countywide Transportation Plan Vision 2040, NVTa Pedestrian and Bicycle Plans, NVTa Express Bus Study and travel demand model development documents. The Consultant will prepare a matrix that reflects all policies germane to the SR 29 corridor from these prior planning efforts. This matrix will facilitate a qualitative determination of the degree of policy consistency of each of candidate improvements considered as part of the CMCP.

#### 3.3 - Model Future Traffic Projections

##### 3.3.1 Solano Napa Activity Based Model Review

The Consultant team will conduct a detailed review of the 2015 baseline and 2040 out-year forecast volume sets from Solano Napa Activity Based Model (SNABM) within the SR 29 corridor study area. The model highway network and land use data assumptions in Napa County will be checked using existing references, such as, community circulation plans, Vision 2040 (NVTa's Countywide Transportation Plan), plus any other references by the SWG. Travel demand models and forecasts developed as part of the Broadway District Specific Plan and Watson Ranch EIR will also be provided and reviewed for repurposing as part of this study.

Both the highway traffic and transit ridership along the SR 29 corridor will be validated to the existing conditions. The Consultant team will compare model volumes to counts identified in the City of American Canyon, City of Napa and County of Napa circulation studies and other recent studies in the project area. Consultant will propose adjustments where appropriate for review and acceptance by the SWG. The validation check process will follow the latest industry standards, such as Model Validation and Reasonableness Check Manual, 2nd Edition (FHWA, September 2010). If there are conflicts with established State/Federal criteria, the Consultant team will identify and document them for review by the SWG.

Once "cleared" for application, all traffic demand forecasts will be prepared in accordance with the methodologies described in the NCHRP Report 765 - Analytical Travel Forecasting Approaches for Project-Level Plan-

ning and Design, NCHRP 716 - Travel Demand Forecasting Parameters and Techniques and California Transportation Commission (CTC) - California Regional Transportation Plan Guidelines.

The Consultant team will develop a report, which summarizes existing conditions and projected future year conditions (2040) for weekday peak hour traffic and weekend visitor peak hour multimodal demand within the SR 29 corridor. Where weekend peak volumes are not available, the project team will develop a methodology to factor from weekday data.

### 3.3.2 Baseline and Future Baseline Volume Sets

Based on the review of model performance, Consultant will consider the need to apply Dynamic Traffic Assignment (DTA) covering the study corridor, to produce realistic hourly volume sets that models queue spillbacks and peak spreading explicitly. If DTA is considered essential for developing accurate baseline and future volumes sets – Consultant will coordinate this option with the SWG. The coverage of the DTA model will be larger than the study corridor to capture the impacts of inbound queue spillbacks beyond the study corridor gateways.

Based on this process, a 2015 baseline and 2040 future volume sets will be finalized. These volumes sets will serve as inputs to the corridor-wide VISSIM micro-simulation model.

### 3.3.3 VISSIM Micro-simulation Model

The VISSIM models developed as part of the 2014 SR 29 Gateway Corridor Improvement Program and the Broadway District Specific Plan and Watson Ranch EIR will be the primary analysis tools for the CMCP. Consultant will review these models and make all requisite network modifications to accurately reflect SR 29 and applicable parallel facilities. Consultant will code the VISSIM network for the corridor segments using Google Earth aerial maps and street views for all the required geometric attributes.

The VISSIM micro-simulation model capacity assumptions by facility type (including reasonable ranges) will be established prior to the validation process. These will be shared with the SWG for review and comment.

The source of speed data needed for calibration will be PeMS and NPMRDS as processed in Task 1. Based on the PeMS and NPMRDS speed data, Consultant will adjust the default free-flow speed to reflect the local conditions along this corridor. If needed and justified, adjustments to the default capacity will also be performed but only within the specified ranges established with the SWG. Validating the VISSIM model will follow the procedures outlined in Guidelines for Applying Traffic Microsimulation Software (FHWA, 2004). Consultant will prepare a VISSIM validation memorandum describing the steps taken to calibrate/validate the VISSIM model. Once the VISSIM model is validated, the future year 2040 volume set will be input and the model executed to generate 2040 future baseline conditions.

### 3.4 - Program and Project Identification

In coordination with the SWG, Consultant will identify potential programs and projects to improve the corridor while considering California Streets and Highways Code – Sections 2390-2397 and focusing on the Solutions for Congested Corridors Program (SCCP) strategies to:

1. Reduce traffic congestion and address local access focusing primarily on operational improvements rather than capacity or facility expansion
2. Improve corridor safety, accessibility and crossings for all travel modes
3. Improve corridor circulation by evaluating pending connections/extension improvements of parallel roadways, improvements to existing main-line corridors, intersection improvements, or other congestion management strategies
4. Improve transit access and transit flow
5. Build upon aesthetic improvements identified in the SR 29 Gateway Corridor Plan to improve the appearance and cohesiveness of the corridor while ensuring that each jurisdiction remains visually distinct
6. Upgrade technologies that will improve corridor operations and provide travel information
7. Evaluate economic development, job creation and retention of the proposed projects/programs
8. Reduce greenhouse gas emissions and air pollution impacts with proposed projects/programs, and stimulate efficient land use.

#### 3.4.1 Program and Project Identification



The key analysis tools proposed by the GHD team for the CMCP are presented in Table 1. The purpose for application, output or measure/s of effectiveness (MOE) and whether the MOE is amenable for monetization as a societal cost (i.e., benefit) is identified for each analysis tool. Application of these tools is described below.

### SNABM Travel Demand Modeling

Unique volume sets that reflect the traffic diversion and AM/PM peak hour circulation characteristics will be developed to quantify the diversion of traffic onto parallel routes created by candidate roadway capacity improvements (i.e., roadway extensions, and improvements to existing parallel routes) and other operational improvements. These future year volume sets will serve as inputs to the VISSIM micro-simulation model.

### VISSIM Roadway Operations Performance Summary

The following performance measures will be generated from VISSIM micro-simulation for existing, future baseline, and future with project.

- Person throughput
- Person Hours Of Delay (PHD)
- Travel Time Reliability – Travel Time Index/Buffer Time Index
- Vehicle Hours Of Delay (VHD)
- Vehicle Miles Travelled (VMT)

VISSIM, similar to other planning-level analysis tools, does not model trucks separately. However, NPMRDS data provides truck speeds. Consultant will use the NPMRDS (processed in Task 1) to calculate existing truck delay and build correlation between existing truck delay and regular vehicle delay. Using the same correlation, Consultant will estimate truck delay under baseline and future year conditions (with and without project).

### Travel Time Reliability Analysis Results Performance Summary (passenger vehicles and trucks)

Consultant will use NPMRDS speed data for all roadways designated as part of the National Highway System (NHS) for baseline travel time reliability and congestion analysis. The retrieval and processing of this data is described under Task 1. Consultant will compute the following performance metrics for passenger vehicles in the study corridor:

- Buffer time
- Buffer Time Index
- Congestion and Operational Efficiency (Congestion Metric and LOTTR – passenger vehicles)
- Percent of Corridor Congested
- Percent of Corridor Reliable

Federal definitions from the National Performance Management Measures Rule will be used to define congestion and reliability. Consultant will apply both the national rule's definition of reliability (based on the 80th percentile speed) and the Highway Capacity Manual's definition of reliability (based on the 95th percentile speed).

Given that free flow speed is a key variable for calculating both Congestion Level and Level of Travel Time Reliability (LOTTR) free flow speed will be empirically estimated for each roadway segment using NPMRDS data between the hours of midnight and 3 AM. In instances where average free flow speed is lower than average peak hour speed – free flow speed will be set at peak hour speed. These and other conventions will be discussed with the SGW to determine the appropriate data protocols for analysis. Maps displaying AM/PM peak hour Congestion and LOTTR results for Passenger Vehicles will be developed.

To estimate the change in reliability (buffer time only) as a result of the CMCP improvement concepts, the Consultant will holistically project the change of travel time reliability (i.e., buffer time) for each CMCP alternative under future year conditions. This will be done by applying the relative change in the Travel Time Index (TTI) between baseline and future to adjust the empirically based NPMRDS baseline estimate of buffer time. This assumes that the effect of construction, weather, and incidents that is reflected in the most recent 12-months of NPMRDS data is reasonably reflective of like events in the future.

Buffer time will be the key Measure of Effectiveness from this analysis (versus Buffer Time Index) given that it can be monetized based on the Caltrans 2016 Eco-

nomic Parameters using the same societal cost as delay. These estimates will be annualized and expanded to reflect the 2040 design life horizon.

### Interconnected Streets and Integrated Corridor Management

Consultant will provide an ITS benefit assessment. This could include validating the operational impacts of implementing Integrated Corridor Management (ICM) throughout the study corridor through active freeway management, active Transportation Demand Management strategies, active transit management, active arterial management, and traveler information systems in the corridor.

### Vehicle Collision Reduction Analysis Performance Summary

Based on the data processed in Task 1 and contributing factors from the SWITRS/TIMS baseline collision assessment, the GHD team will apply Part C of the Highway Safety Manual (HSM) to estimate the safety performance for the CMCP improvements. Consultant will apply Crash Modification Factors (CMF) as appropriate. The estimated reduction in collisions will be distributed by severity (PDO, Serious Injury, Fatality) based on historical data. This analysis will inform following performance metrics:

- Number of vehicle collisions
- Rate of vehicle collisions per number of vehicle trips
- Consideration of policies that support public safety and security such as lighting and other crime prevention and safety measures

### Pedestrian/Bicycle Collision Analysis Performance Summary

Based on the data processed in Task 1, Consultant will isolate all pedestrian/bicycle related collisions and associated reductions. Estimated reduction in collisions will be distributed by severity (PDO, Serious Injury, Fatality) based on historical data. This analysis will inform following performance metrics:

- Number of bicycle and pedestrian collisions
- Rate of bicycle and pedestrian collisions per number of bicycle and pedestrian trips

- Consideration of policies that support public safety and security such as lighting and other crime prevention and safety measures

Consultant will summarize both the vehicular and specific pedestrian/bicycle related collisions for input into either Cal-B/C, the HSIP Analyzer or like off-model excel Highway Safety Manual (HSM) compatible worksheets to compute monetized benefits. The basis for any of these options shall be the Caltrans 2016 Economic Parameters. Once monetized, this estimate will be expanded to reflect the design life horizon year.

For the Federal Performance Monitoring Rule PM(1) metrics that reflect rates, Consultant will compute segment specific VMT (AADT x segment length in miles). For freeway and local roadways, segment lengths will be computed within GIS or by post mile. The source of baseline and future daily traffic volumes with and without the CMCP improvements will be from SNABM output. The PM (1) metrics will be computed at the corridor scale of analysis and Targets checked to determine consistency with State/MPO safety targets.

### Active Transportation LTS Connectivity Analysis

Consultant will examine the LTS connectivity assessment under future year conditions relative to each corridor alternative's active transportation improvement package. Consultant will use Census block scale of analysis to establish a geodatabase of demographic, income/poverty, language, and employment within the study corridor from the 2010 Census, American Community Survey (ACS), and Longitudinal Employment and Housing Data (LEHD) datasets. This data will be proportionately "grown" to reflect future year conditions based on the projected future growth resident in the SNABM land use database.

Based on roadway, bicycle, and pedestrian networks; transit network data; and Points of Interest (POI) data, Consultant will perform an LTS pedestrian and bicycle connectivity assessment of the CMCP active transportation improvements. The assessments will differentiate between advantaged and disadvantaged populations to assess the degree of connectivity of the low-stress network under future (2040) conditions for these demand markets.

Consultant will also examine the LTS accessibility characteristics to specific destination types (POI) across each CMCP improvements. POIs could include, but not limited to, schools, transit stops/hubs (including rail stations), hospitals, and commercial centers.

### Active Transportation Mode Share Shift Analysis

Consultant will apply the NCHRP 552 Guidelines for Analysis of Bicycle Infrastructure Investments method to estimate mode share shifts, vehicle trip and VMT reductions of the active transportation improvements identified in each of the CMCP active transportation improvements. The analysis will be applied to three distance buffers (1/4, 1/2, and 1 mile) as proscribed in NCHRP 552.

This analysis will yield the following outputs for each of the CMCP pedestrian/bicycle improvement:

- Number of new bicycle riders (mode shift) for commuting and non-commuter trips
- Low, moderate, and high estimates of vehicle trip and associated VMT reductions
- Excel workbooks and GIS distance buffer maps.
- Monetized health benefit results

### Transit Accessibility Analysis Performance

As described in the accessibility assessment, Consultant will apply the LTS analysis to determine the walking and biking connectivity to existing/future transit facilities; accessibility to transit facilities by all modes; and, other multimodal hub points of interest.

Bus transit mode shifts from autos will be based on mode split output from SNABM and GIS-based tools to assess the following:

- Transit station accessibility
- Bus transit mode shifts from autos on SR 29 and adjacent arterial system roadways

### Air Quality and Climate Change Greenhouse Gas Emissions

Consultant will quantify the change in health-based criteria pollutants as well as climate change greenhouse gases (CO<sub>2</sub> and CO<sub>2</sub> equivalents). Based on the on-

road vehicle activity changes quantified, Consultant will use the SB-1 Emissions Calculator tool developed by the California Transportation Commission to calculate the change in these emissions as a result of the CMCP improvements. The emissions analysis will be informed based on the VMT and VMT by speed class distribution characteristics of each the CMCP improvements.

### Climate Adaptation Summary

The Consultant will perform a qualitative assessment of climate preparedness and infrastructure asset protection/resilience and connectivity benefits of the CMCP improvements.

Consultant will evaluate the enhanced risk associated with not implementing the CMCP improvements for the study corridor as well as the corridor's overall use and functionality on:

- Multimodal transportation infrastructure Assessment
- Network Connectivity Assessment
- Goods Movement Assessment
- Emergency Response Assessment

Consultant will use existing on-line mapping tools such as Caltrans Vulnerability Interactive Mapping Tool (District 1) and CalEnviroScreen 3.0 developed by the Office of Environmental Health Hazard Assessment, and other on-line tools to inform this assessment. Consultant will consider all applicable climate change events but will focus primarily on flood and wildfire events.

### Benefit Burden Analysis Summary

Consultant will quantify the distribution of costs and benefits resulting from the implementation of the CMCP improvements on disadvantaged communities (low-income and minority individuals) within the study corridor. This analysis will be based on NHTA's definitions of minority and low income populations for Napa County.

Consultants will perform a select link and zone analysis for roadway improvements to identify the percent of motorists using the improved facilities who are from traffic analysis zones defined as disadvantaged.

As described under the Active Transportation Accessibility and Mode Shift Analysis, Consultant will perform LTS connectivity assessments to identify the degree of access to active transportation and transit improvements by disadvantaged communities versus non-disadvantaged communities.

Disproportionately high and adverse effects resulting from the implementation of the CMCP improvements on minority and low-income populations (i.e., EJ communities) will be examined. Additionally, the CMCP planning process itself will document the outreach opportunities provided to all segments of the population to give input into the CMCP.

### Economic Development Assessment

The economic analysis of the mobility improvements along the study corridor will consist of two parts:

- Benefit-cost analysis comparing the user benefits of the improvement plan with the costs of implementation
- Economic impact analysis showing the regional impacts of the improvement plan in terms of gross regional product (GRP), jobs, and personal income

The benefit-cost analysis will be informed by deliverables previously described.

Consultant will conduct an economic impact analysis of the CMCP improvements. To inform this analysis of regional economic development, job retention strategies, and supporting activities, Consultant will review relevant economic development plans prepared by economic development and local planning agencies.

Consultant will conduct an economic impact analysis using IMPLAN economic multipliers (or other sources if desired). The analysis will consider the short-term construction benefits as well as the long-term transportation efficiencies generated by the project. Economic impacts will be reported in terms of Gross Regional Product, jobs, and personal income.

Consultant will combine this information with the truck performance information and the B/C analysis results of

the CMCP improvements and prepare a technical memorandum describing the assumptions and analyses used to develop the economic development and return on investment potential of the CMCP improvements.

### Efficient Land Use

Consultant will analyze change in modal choice access relative to commercial and/or mixed-use POI based on the LTS pedestrian/bicycle connectivity analysis (See Active Transportation Connectivity LTS Analysis).

### **3.4.2 Benefit-Cost Analysis**

Per the Smart Mobility Framework (SMF), Consultant will evaluate each CMCP corridor improvement across each performance metrics and establish a relationship with the following six SMF objectives:

1. Location Efficiency
2. Reliable Mobility
3. Health and Safety
4. Environmental Stewardship
5. Social Equity
6. Robust Economy

The Consultant will develop planning level cost estimates for each project or program, including costs to build facilities or acquire program materials, annual operation and maintenance costs.

The holistic metric will be Benefit-Cost (i.e., return on investment). The Benefit-Cost Assessment for the CMCP will include the following analyses:

- Monetized benefits for Benefit-Cost based on the 2016 Caltrans Parameters of Societal Costs. All MOEs amendable to benefit monetization will be incorporated into the Benefit-Cost assessment.
- Non-Monetized benefits for measures that are expressed as indices or rates that are not amendable to monetization. These include the National Performance Management Rule (PM1) metrics and accessibility indices/scores generated by the Level of Traffic Stress analyses.
- Non-Monetized benefits of other regional assessments that speak to state/federal transpor-

tation planning objectives. These include environmental justice; economic development; climate change vulnerability; and emerging technologies.

Benefits will be monetized based the societal cost information from Caltrans 2016 Economic Parameters. The latter information informs the Caltrans Cal-B/C analysis tool as well as other benefit-cost analysis tools including the HSIP Analyzer and the SB-1 Emissions Calculator. Monetized benefits will be combined with currently available planning level improvement cost opinions. Benefit-cost estimates will be computed for the CMCP improvements. All quantitative benefits will be annualized and projected to 2040 (reflects a 20-year design life).

Equal attention will be given to documenting the beneficial outcomes of measures not directly reflected in the Benefit-Cost assessment of the CMCP. These include: CMCP Consistency (with other existing plans and policies per products developed in Task 3); CMCP Policy Consistency (NVTa, Cities of Napa, American Canyon, County of Napa, and Caltrans); Environmental/Institutional Sensitivity (beyond air quality which will be reflected in the B-C); and, Community Acceptance (based on the community engagement process).

Based on the B-C results and plan/policy consistency assessments, projects will be selected for implementation and prioritized based on their ability to achieve a balanced set of transportation, environmental, and community access improvements and community input. This will form the basis of the preferred corridor concept.

The Consultant and SWG will develop, and the Stakeholders, TAC, and NVTa Board will review, a menu of proposed physical improvements and programs that can advance improvements in the corridor. The menu will include existing projects or programs that have not been fully implemented as well as near-term, mid-term and long-term projects.

The Consultant will develop a matrix to determine the ability of each existing or new project to advance the framework and to improve the corridor by advancing one or more of the SMF (6) objectives. The matrix will list short, mid and long-term projects, develop an optimized

order of delivery, and rate projects based on how well the project accomplishes the above stated goals.

### 3.5 - Corridor Improvement Implementation Plan

Consultant will develop a Corridor Improvement Implementation Plan, covering the following topics for recommended programs and projects:

- 1) Project Deliverability
- 2) Congestion Relief
- 3) Air Quality
- 4) Safety Improvements
- 5) Accessibility
- 6) Efficient Land Use

All these topics will be informed by the analysis and documentation developed as part of Task 3.4.

Consultant will also develop an assessment of funding options and strategies for implementation. This will entail identifying a list of potential funding sources that will match the recommended projects/programs to applicable funding sources. This will include an assessment of NVTa's financially constrained Regional Transportation Plan and what, if any, revenue capacity exists or can be reasonably assumed that could provide funding capacity for any of the proposed improvements of the preferred corridor concept.

The Consultant will identify opportunities for multi-jurisdictional programs or projects. This will include listing the affected jurisdictions and key agency stakeholders that should be consulted. Consultant will also identify implementation mechanisms, public/private partnerships, and additional project/program phasing strategies that should be considered together with the phased groupings of short-term (1-2 years) mid-term (3-5 years) and long-term (beyond 5 years) improvements.

Based on the information developed as part of Task 3.4, Consultant shall develop an Economic Impact Analysis of the proposed improvements. The economic impact analysis should include the following:

- 1) Use of construction cost estimates and projected gains in worker productivity and reduced delays/congestion and possible net tourism gains (such as transient occupancy tax revenue)



- 2) Impacts to goods movement and freight
- 3) Direct Impacts and estimated employment changes from budget dollars to be spent
- 4) Induced and indirect impacts on business revenues and employment
- 5) State and local tax gains

Consultant and SWG will prepare, and the Stakeholders, TAC, and NVTB Board will review, a draft implementation plan for corridor improvement projects and programs to address the study's varied objectives. The implementation plan will recommend steps for immediate, short-term (1 -2 years), mid-term (3-5 years) and long-term (beyond 5 years) implementation. The implementation plan will provide an estimated project delivery schedule for key improvements, evaluate project readiness, identify a funding strategy of existing and potential new funds available to initiate and operate the recommended programs and projects, and will recommend a governance option for the multijurisdictional projects or programs.

#### *Deliverables:*

- Model Forecast Technical Memorandum
- Baseline, Opening Day and Design Year Volume Sets
- VISSIM Model Baseline Validation Memorandum
- Electronic files of SNABM and VISSIM Modeling Runs
- VISSIM Micro-simulation Operations Model Calibration/Validation Memorandum
- Micro-simulation Results Roadway Performance Summary
- Travel Time Reliability Analysis Results Performance Summary
- Vehicle Collision Reduction Analysis Performance Summary
- Pedestrian/Bicycle Collision Analysis Performance Summary
- Active Transportation LTS Connectivity Analysis Summary
- Active Transportation Mode Share Shift Analysis Summary
- Transit Accessibility Analysis Performance Summary
- Emissions Analysis Performance Summary

- Benefit Burden Analysis Summary
- Freight Reliability Throughput Analysis Performance Summary
- Climate Adaptation Summary
- Planning Level Cost Estimates
- Benefit-Cost Assessment Summary
- List of Phased Improvements for Implementation
- Implementation
- Economic Analysis Memorandum
- Implementation Plan

### **Task 4 - Final Plan and Public Meeting**

#### **4.1 – Draft and Final Plan**

##### Administrative Draft CMCP

Based on the data collected, public input received and technical analyses performed, Consultant will prepare an Administrative Draft of the CMCP for early internal review. Consultant will prepare the Draft CMCP based on one consolidated list of comments received on the Administrative Draft CMCP.

##### Draft CMCP

Consultant will develop the Draft CMCP for distribution to agencies, stakeholders and the public.

##### Final CMCP

Consultant will prepare the Final CMCP based on one consolidated list of comments received on the Draft CMCP.

#### **4.2 – Public Meeting**

##### Public Meeting

Consultant will prepare a PPT presentation and present the Final CMCP to the NVTB Board as a Noticed Public Meeting.

#### *Deliverables:*

- Administrative Draft, Draft and Final CMCP
- Preparation and Presentation of the Final Plan to the NVTB Board

Task Description		Project Team Budget and Hours Summary							
		GHD Total Hours	GHD Total Cost	ETG Total Hours	ETG Total Cost	RGS Total Hours	RGS Total Cost	Total Project Hours	Total Project Cost
<b>Task 1</b>	<b>Project Startup</b>								
1.1	Project Management and Coordination	20	\$ 4,557	-	\$ -	-	\$ -	20	\$ 4,557
1.2	Project Kick-Off Meeting	18	\$ 4,065	-	\$ -	8	\$ 1,200	26	\$ 5,265
1.3	Bi-Weekly Conference Calls	12	\$ 2,734	-	\$ -	8	\$ 1,200	20	\$ 3,934
1.4	Data Retrieval / Processing / Review	96	\$ 11,531	4	\$ 620	4	\$ 480	104	\$ 12,631
<b>Task 2</b>	<b>Ongoing Stakeholder and Community Outreach and Project Oversight</b>								
2.1	Prepare a Draft and Final Public Outreach Plan	4	\$ 911	-	\$ -	28	\$ 3,560	32	\$ 4,471
2.2	Stakeholder/Jurisdictional Meetings	24	\$ 5,115	-	\$ -	36	\$ 4,800	60	\$ 9,915
2.3	Committee Meetings	24	\$ 5,468	-	\$ -	8	\$ 1,200	32	\$ 6,668
2.4	Public Meetings	28	\$ 5,492	-	\$ -	86	\$ 11,600	114	\$ 17,092
2.5	Collateral Outreach Materials	52	\$ 6,325	-	\$ -	68	\$ 8,600	120	\$ 14,925
2.6	Public Outreach Summary Report	8	\$ 1,646	-	\$ -	52	\$ 6,280	60	\$ 7,926
<b>Task 3</b>	<b>Develop Plan Components</b>								
3.1	Evaluate Opportunities, Develop Corridor Plan Framework and Literature Review	36	\$ 5,410	2	\$ 420	-	\$ -	38	\$ 5,830
3.2	Summarize Corridor Existing Studies and Plans	44	\$ 5,769	4	\$ 840	-	\$ -	48	\$ 6,609
3.3	Model Future Traffic Projections	104	\$ 14,574	112	\$ 21,760	-	\$ -	216	\$ 36,334
3.4	Program and Project identification	528	\$ 62,627	104	\$ 17,440	-	\$ -	632	\$ 80,067
3.5	Corridor improvement Implementation Plan	142	\$ 22,724	-	\$ -	-	\$ -	142	\$ 22,724
<b>Task 4</b>	<b>Final Plan and Public Meeting</b>								
4.1	Prepare Administrative Draft, Draft, and Final Plan	129	\$ 25,147	16	\$ 2,480	-	\$ -	145	\$ 27,627
4.2	Present Final Plan to NVTB Board	16	\$ 3,292	-	\$ -	8	\$ 1,200	24	\$ 4,492
	Total Hours	1,285		242		306		1,833	\$ -
	Social Pinpoint Direct Cost		\$ 2,500		\$ -		\$ -	-	\$ 2,500
	Outreach Materials Direct Cost (Project Cards, Project Logo, Materials)		\$ 1,500		\$ -		\$ 2,000	-	\$ 3,500
	Travel/Lodging Direct Cost		\$ 1,000		\$ -		\$ -	-	\$ 1,000
	Economic Advisory Role by Urban Economics		\$ 1,955		\$ -		\$ -	-	\$ 1,955
		1,285	\$ 194,342	242	\$ 43,560	306	\$ 42,120	1,833	\$ 280,022

Task Description		GHD																
		Kamesh Vedula	Jim Damkowitz	Lindsey Van Parys	Rich Krumholz	Ross Ainsworth	Jerry Champa	Todd Tregenza	Heather Anderson	Dan Kehrer	Kenneth Isenhower	Erin Gibbs	Rosanna Southern	Vick Namsaly	Zach Stinger	Other Direct Costs	GHD Total Hours	GHD Total Cost
		Principal in Charge	Project Manager	Project Manager	Technical Advisor QA/QC	Technical Advisor QA/QC	Technical Advisor QA/QC	Senior Transportation Planner	Senior Transportation Engineer	Transportation Engineer	Traffic Operations	Transportation Planner	Transportation Planner	Transportation Design	Transportation Analyst			
<b>Task 1</b>	<b>Project Startup</b>																	
	1.1 Project Management and Coordination		20														20	\$ 4,557
	1.2 Project Kick-Off Meeting	6	6					6									18	\$ 4,065
	1.3 Bi-Weekly Conference Calls		12														12	\$ 2,734
	1.4 Data Retrieval / Processing / Review		4					16					22	30	24		96	\$ 11,531
<b>Task 2</b>	<b>Ongoing Stakeholder and Community Outreach and Project Oversight</b>																	
	2.1 Prepare a Draft and Final Public Outreach Plan		4														4	\$ 911
	2.2 Stakeholder/Jurisdictional Meetings		16					8									24	\$ 5,115
	2.3 Committee Meetings		24														24	\$ 5,468
	2.4 Public Meetings		16					8						4			28	\$ 5,492
	2.5 Collateral Outreach Materials		8					4						40			52	\$ 6,325
	2.6 Public Outreach Summary Report		4					4									8	\$ 1,646
<b>Task 3</b>	<b>Develop Plan Components</b>																	
	3.1 Evaluate Opportunities, Develop Corridor Plan Framework and Literature Review		8					8					10		10		36	\$ 5,410
	3.2 Summarize Corridor Existing Studies and Plans		4					8					16		16		44	\$ 5,769
	3.3 Model Future Traffic Projections	4	16					4			80						104	\$ 14,574
	3.4 Program and Project identification	4	20				24	20			60	100	100	100	100		528	\$ 62,627
	3.5 Corridor improvement Implementation Plan	4	20		4	10		24					30	20	30		142	\$ 22,724
<b>Task 4</b>	<b>Final Plan and Public Meeting</b>																	
	4.1 Prepare Administrative Draft, Draft, and Final Plan		40		8	12		24					40		5		129	\$ 25,147
	4.2 Present Final Plan to NVTA Board		8					8									16	\$ 3,292
	Total Hours	18	230	0	12	22	24	142	0	0	140	100	218	194	185			
	Social Pinpoint Direct Cost															\$ 2,500		\$ 2,500
	Outreach Materials Direct Cost (Project Cards, Project Logo, Materials)															\$ 1,500		\$ 1,500
	Travel/Lodging Direct Cost															\$ 1,000		\$ 1,000
	Economic Advisory Role by Urban Economics															\$ 1,955		\$ 1,955
		\$ 4,788	\$ 52,401	\$ -	\$ 4,585	\$ 6,444	\$ 5,878	\$ 26,083	\$ -	\$ -	\$ 15,978	\$ 10,008	\$ 24,887	\$ 18,275	\$ 18,062	\$ 6,955	1,285	\$ 194,342



Elite Transportation Group (ETG)						
Task Description						
Task 1	Project Startup	Lawrence Liao	Lin Zhang	Jing Li	ETG Total Hours	ETG Total Cost
1.1	Project Management and Coordination	President	Vice President	Project Manager		
1.2	Project Kick-Off Meeting				-	\$ -
1.3	Bi-Weekly Conference Calls				-	\$ -
1.4	Data Retrieval / Processing / Review	2		2	4	\$ 620
Task 2	Ongoing Stakeholder and Community Outreach and Project Oversight					
2.1	Prepare a Draft and Final Public Outreach Plan				-	\$ -
2.2	Stakeholder/Jurisdictional Meetings				-	\$ -
2.3	Committee Meetings				-	\$ -
2.4	Public Meetings				-	\$ -
2.5	Collateral Outreach Materials				-	\$ -
2.6	Public Outreach Summary Report				-	\$ -
Task 3	Develop Plan Components					
3.1	Evaluate Opportunities, Develop Corridor Plan Framework and Literature Review	2			2	\$ 420
3.2	Summarize Corridor Existing Studies and Plans	4			4	\$ 840
3.3	Model Future Traffic Projections	80	16	16	112	\$ 21,760
3.4	Program and Project Identification	24	40	40	104	\$ 17,440
3.5	Corridor improvement Implementation Plan				-	\$ -
Task 4	Final Plan and Public Meeting					
4.1	Prepare Administrative Draft, Draft, and Final Plan		8	8	16	\$ 2,480
4.2	Present Final Plan to NVTB Board				-	\$ -
	Total Hours	112	64	66		
	Social Pinpoint Direct Cost					\$ -
	Outreach Materials Direct Cost (Project Cards, Project Logo, Materials)					\$ -
	Travel/Lodging Direct Cost					\$ -
		23,520	13,440	6,600	242	43,560
		\$	\$	\$	Objective 1 Budget_	Revised.xlsx
		\$	\$	\$		\$





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## SCOPE OF WORK: OBJECTIVE 2

The following Scope of work is for Object 2 of Napa Valley Transportation Authority's (NVTa) State Route (SR) 29 Comprehensive Multimodal Corridor Plan and Project Initiation Document (PID) for SR 29 through American Canyon. GHD will begin this phase of work upon written notice to proceed from NVTa. It is assumed this task will partially overlap with the work being performed in Object 1: the update to the SR 29 Gateway Corridor Plan. It is recommended this scope and fee be revisited to ensure it meets the needs of the findings of Objective 1 prior to that start of work.

# Task 1: Project Management, Coordination and Quality Control

GHD Inc. (GHD) will provide project management, coordination with and between the County and key project stakeholders.

## 1.1 Project Management & Quality Control

GHD will perform the following duties:

- Provide Project Quality Control/Quality Assurance
- Supervise, coordinate and monitor procedures for preparation of the PID, and other supporting studies consistent with and in conformance to the guidelines published in Caltrans "Project Development Procedures Manual" (PDPM)
- Coordinate and monitor deliverables, project submittals to and reviews by the Project Development Team (PDT)
- On-going correspondence and communication with NVTa's and Caltrans's project managers.
- General correspondence, monthly progress reports, invoicing, and project schedule updates.

## 1.2 Project Meetings & Agency Coordination

### Initial Project Meeting (Pre-PID Meeting)

GHD will coordinate the Pre-PID meeting with NVTa, City, County, and Caltrans staff in accordance with the PDPM. Among the purposes of the meeting will be to ensure mutual understanding of the intended process, its objectives, milestones, and products, and to refine the work program and project schedule where necessary. This meeting will also identify necessary members of the PDT, including all necessary stakeholders.

### PDT Meetings

Up to four (4) PDT meetings are assumed through completion of the PID. GHD will lead each of these meetings and will provide all PDT meeting coordination and oversight, including the preparation of meeting minutes summarizing actions taken, actions to be taken, responsible party, and resolution date.

### Agency Coordination

In addition to the four formal PDT meetings, the scope assumes ten (10) Webex or conference calls with the NVTa, Caltrans, and stakeholders as appropriate to ensure timely delivering of the PID.



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### **1.3 - Public Information Open House (1)**

GHD will conduct one (1) public information open house. This open house will be held as the project approaches completion, prior to the preparation of the Draft PID.

The purpose of this meeting is to present the project's Purpose and Need and the alternatives being considered. It is assumed NVTa and City/County staff will conduct the presentations; however, GHD will assist in the preparation of meeting presentation material. GHD will prepare and produce handouts, a meeting notice project fact sheets, agendas, comment sheets, and other print materials. Up to two (2) GHD staff will also attend the meeting.

GHD will take the input received at the public meeting and summarize it in the Draft PID as public comments.

It is assumed NVTa and/or the City will schedule the public open house and make arrangements for a facility.

GHD will assist in the preparation of public notifications, but it is assumed NVTa and/or the City/County will arrange to release the notices to the appropriate media channels and direct mail to the project database.

### **1.4 - Project Presentations (1)**

GHD will be available to assist NVTa, County and/or City make up to one (1) public presentation appropriate. It is assumed NVTa and City/County staff will conduct presentations; however, GHD will assist in the preparation of meeting presentation material. For budgeting purposes, it is assumed that any other meetings or presentations given by NVTa, City or County staff will utilize materials and exhibits prepared as part of the other tasks associated with this the scope and fee and no additional exhibits or materials will be prepared by GHD.

## **Task 2: Preliminary Research/Data Collection and Base Mapping**

### **2.1 Preliminary Research/Data Collection**

Under this task, existing data and information for the project and project area will be assembled. The types of information collected will include (but not be limited to) existing mapping, as built plans, utility maps, record improvement drawings and reports, and existing data including County and Caltrans collision data, right of way information, records maps, title information, utility information, etc. The budget assumes all data will be provided by NVTa, Caltrans, City of American Canyon, and other stakeholders.

Under this task, GHD will mapping/as-built request letters for all utilities in the area for NVTa to place on letterhead and send to the utility purveyors.



## **2.2 Preliminary Base Mapping**

For this preliminary phase of the project, topographic survey is not included in this scope of services. The base mapping will be comprised of a scaled (non ortho-rectified) aerial color photo mosaic obtained from readily available sources. The base mapping will be prepared at a scale of 1"=500', with vertical information developed from available sources including, but not limited to available GIS databases and InterMap.

Existing right of way and property information will also be developed from available sources including, but not limited to available GIS databases, right-of-way record maps and as-built plans. Utility information obtained from task 2.1 will be delineated on the base maps.

GHD will also prepare a Survey Mapping Needs for PSR-PDS Questionnaire and submit the questionnaire to Caltrans for review and comment. This scope assumes that no field surveys or fieldwork will be required.

## **2.3 Existing Study Area Environmental Constraints**

GHD will review all existing documentation, including the Broadway District Specific Plan – Environmental Impact Analysis Section 03-00, Watson Ranch EIR and Napa Pipe EIR and will perform database reviews of the project corridor, and gather scoping level information on the following topics:

- Land use (including existing and future land uses; consistency with state, regional, trial, and local plans; parks and recreation; growth; farmlands; community character and cohesion; relocations; environmental justice issues; and utilities/emergency services/public facilities)
- Visual/aesthetics
- Historic/cultural resources
- Hydrology and floodplains
- Water quality and stormwater runoff
- Geology and soils
- Paleontology
- Hazardous waste/materials (a Phase I Initial Site Assessment (ISA) will be prepared by as part of determining the existing study area environmental constraints; the ISA study will be prepared to identify potential hazardous waste sites and that may have an impact along the study corridor quality within the project limits)
- Air quality, energy and climate change
- Noise and vibration
- Biological resources, section 4(f) properties
- Cumulative impacts
- Opportunities for context sensitive solutions

The draft ISA will be submitted to NVTa and Caltrans for review and comment. Comments will be incorporated into a final ISA that will be submitted to the County and Caltrans.

The environmental constraints and conditions data will be used in a subsequent task to develop the PEAR.



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## **Task 3: Purpose and Need Project Information Form**

GHD will prepare the Project Initiation Form (PIF) and ensure that all steps outlined in the Caltrans Pre-Project Initiation Document (PID) Check List are met. Specifically, GHD will provide the following services.

### **3.1 Develop Purpose and Need Statement**

GHD will prepare a Draft "Purpose and Need" statement for the project. The "Purpose and Need" statement will be developed based on the study area deficiencies and constraints. A memorandum will be prepared that states the project's "Purpose and Need" and provided to the PDT for review, comment, and input.

### **3.2 Prepare Draft of the PIF**

GHD will prepare the Draft PIF, which is to include details on:

- Project description
- Funding sources
- Project schedule
- Basic transportation deficiency
- Project background
- Project purpose and need
- Proposed solutions or range of alternatives
- Environmental issues/known concerns
- Right of way concerns
- System planning
- Traffic data, accident data, alternative sketches
- Preliminary contact list for Project Development Team members

Upon completion of the first draft of the PIF, GHD will submit it to NVTA's project manager and attend one (1) virtual meeting with the NVTA staff to review the draft PIF, to discuss the information provided, and other information that may be required from any of the stakeholders. Upon resolution of all comments and questions, we will then make changes to draft PIF and prepare a second draft to be circulated to Caltrans, County, and City prior to the official Pre-PID meeting.

### **3.3 - Prepare Final PIF**

Following the Pre-PID meeting and upon receiving additional comments from the reviewing agencies, GHD will prepare the final PIF for final approval.

## **Task 4: Traffic Study: Intersection Control Evaluation (ICE) Step 1**

Information from the corridor study will be summarized under this task.



## 4.1 Step 1 ICE Summary

GHD will summarize the following information from the Objective 1 scope:

- **Existing Safety Deficiencies.** Current 3-year collision records in the form of collision summary reports, Statewide Integrated Traffic Records System (SWITRS) reports, Traffic Accident Surveillance and Analysis System (TASAS) Tables, etc. will be reviewed within the study area by roadway segment and at primary study area intersection to identify and discuss current safety deficiencies.
- **Existing Traffic Capacity and Level of Service.** Traffic counts will be collected and the existing roadway and intersection LOS will be derived. The existing traffic conditions will be documented in a technical memorandum for review/comment by the PDT. Based on agency comments, the existing LOS conditions analysis will be prepared for approval by Caltrans. GHD will collect new intersection turn-movement counts, for the AM and PM peak hour periods, at all intersections within the project boundary.
- **Transit/Pedestrian/Bicycle Facilities.** Existing transit providers and pedestrian and bicycle facilities along the study corridor will be identified.

## 4.2 Traffic Modeling Forecasts

The regional travel demand model, with adjustments recommended by GHD and the PDT, will be used to derive construction year and design year forecasts. It is assumed that no additional forecasting will be required and an official forecast memorandum seeking Caltrans approval will not be needed and therefore, is not included in this scope.

## 4.3 Evaluate Construction Year and Design Year Traffic Operations

The “no build” traffic operations conditions will be derived. The alternatives selected for consideration in the PSR-PDS (in other phases in this scope) will be analyzed to determine the delays, LOS, and queues. It is assumed that a model will be provided by NVTa for GHD’s use and will be sufficient for developing the operations and not further modeling work will be required by GHD.

## 4.4 Intersection Control Evaluation (ICE) Step 1 and Traffic Operations Report

GHD will use the traffic safety and operations analysis developed under this phase, along with preliminary geometric designs and costs estimates developed in other phases in this scope, to complete an ICE Step 1 in accordance with the Caltrans TOPD. The ICE will address:

- Traffic capacity and operational modeling (Traffic Operations Report)
- Safety performance analysis
- Life-cycle economic analysis
- Service-life analysis





- Geometric design
- Costs

## **Task 5: Alternatives Development & Analysis**

GHD will develop and evaluate up to three (3) “build” alternatives and a no build alternative. The “build” alternatives will be developed by GHD and in accordance with the findings of Object 1, the updated corridor plan, and will ultimately meet or reduce transportation deficiencies and address the project purpose and need. GHD will ensure the PDT is involved in the alternative development processes and will be consistent with the Caltrans ICE policy, TOPD 13-02.

### **5.1 Develop Project Build Alternatives**

GHD will prepare one PID level geometric designs for each of the three “build” alternatives. The geometric designs will be developed in sufficient detail to evaluate costs, design standards, right of way impacts, utility impacts, and environmental impacts.

For budgeting purposes is assumed one (1) draft submittal of the each alternative will be provided to NVTa, comments will be reviewed and addressed. GHD will then prepare revised draft exhibits and submit those to the PDT for review a comment. Comments will be addressed and one set of final draft exhibits will be prepared for inclusion in the PID document.

It is assumed that electronic submittals of the geometric designs will be sufficient.

### **5.2 Preliminary Environmental Analysis Report (PEAR)**

The PEAR that will be prepared for this project will include:

1. The Project Description, based on the conceptual alternatives being considered and developed within Task 5.1
2. An analysis of potential environmental issues associated with each of the identified alternatives. The analysis will include scope, schedule, and costs associated with the subsequent environmental compliance process, and document the assumptions and risks used to develop them. This information will be presented in a tabular format for easy comparison between the alternatives
3. A discussion of the anticipated environmental documentation and anticipated environmental commitments needed for each alternative to comply with CEQA and NEPA requirements
4. An analysis of regulatory and agency permits likely to be needed for each project alternative

The PEAR will also consider the following topics, consistent with guidance set out in Caltrans’s PEAR Handbook (2009) and the City’s preferred CEQA Checklist (based on Appendix G of the CEQA Guidelines):

- Land Use
  - Existing and Future Land Use
  - Consistency with State, Regional, and Local Plans





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- Parks and Recreation
- Growth
- Farmlands/Timberlands
- Community Impacts
  - Community Character and Cohesion
  - Relocations
  - Environmental Justice
  - Utilities/Emergency Services/Public Facilities
- Visual and Aesthetic Resources
- Historic and Cultural Resources
- Hydrology and Floodplain
- Water Quality and Stormwater Runoff
- Geology, Soils, Seismic, and Topography
- Paleontology
- Hazardous Waste/Materials
- Air Quality
- Noise and Vibration
- Energy and Climate Change
- Biological Resources
- Section 4(f) and Section 6(f) Properties
- Cumulative Impacts
- Opportunities for Context Sensitive Solutions

The evaluation of these topics will be concise, yet will be discussed in sufficient detail to preliminarily assess the need for further studies, analyses, or permits that may be required. Environmental issues anticipated to require more in-depth review include biological resources and community impacts. Other issues (e.g., parks and recreation, Section 4(f) and 6(f) resources) are not expected to be implicated by the project; the PEAR will very briefly document why further environmental analysis of these resources is not necessary. The analysis will be based primarily on a review of existing documentation and databases. One (1) general field review of the project area will be conducted, documenting existing conditions of the project study area. This scope of work includes conducting a California Natural Diversity Database (CNDDB) search of the project area, requesting a special-status species list from the U.S. Fish and Wildlife Service (USFWS), and conducting a cultural resources records search at the California Historical Resources Information System's (CHRIS) Northwest Information Center.



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The PEAR will include all required attachments, including the PEAR Environmental Studies Checklist, Estimated Resources by WBS Code, Schedule (Gantt Chart), and PEAR Environmental Commitments Cost Estimate.

### **5.3 Design Standards**

GHD will reference the Caltrans Design Information Bulletin (DIB) 78 Design Checklist based on the level of detail developed for each build alternative to assist in identifying anticipated non-standard design features that may deviate for the Highway Design Manual (HDM) design standards. The resulting list of anticipated non-standard design features will be documented and discussed with the PDT. Caltrans will identify the likelihood of approval of non-standard features.

### **5.4 Storm water Data Report (SWDR)**

Based on the project build alternatives, GHD will prepare the PID level SWDR's. The scope assumes that SWDR's will be required for one "build" alternative. Draft SWDR's will be submitted to Caltrans for review/comment. Comments will be incorporated and final SWDR's will be prepared and submitted.

### **5.5 Right of Way Estimates**

GHD will complete the "Conceptual Cost Estimate – Right of Way Component" for the three "build" alternatives. The estimates will be completed using form 4-EX-8 of the Caltrans' Right of Way manual. It is assumed NVTa and/or other stakeholders will provide market values.

### **5.6 Develop Cost Estimates**

GHD will develop PID level cost estimate for each "build" alternative per the PDPM. GHD will also develop the estimated support cost that will be needed to complete PA/ED.

### **5.7 Develop Schedules**

GHD will develop a schedule for delivery of major milestones of the PA/ED phase.

### **5.8 Project Risks**

GHD will prepare a project risk register in accordance with Caltrans requirements. The risk registered will be reviewed at each PDT meeting and updated as the project progresses. GHD will update and the Risk Register will be included in the PID.

### **5.9 Life Cycle Cost Analysis (LCCA)**

GHD will prepare a LCCA in accordance with the Caltrans policy. It is assumed that one round of reviews will be sufficient to obtain approval of the LCCA.

## **Task 6: Project Study Report/Project Development Support (PSR-PDS)**

For budgeting purposes, it is assumed the appropriate PID document is a PSR-PDS. This task consists of



preparing the draft and final PSR-PDS. The report preparation sequence will consist of preparing a draft PSR-PDS for review by PDT members; then a draft PSR-PDS for district wide distribution within Caltrans; then a draft final PSR-PDS for final review by the PDT; and then a final PSR-PDS submitted for Caltrans approval. The scope assumes that FHWA oversight is not required.

## **6.1 Draft PSR-PDS**

GHD will prepare a First Draft PSR-PDS for initial review by the PDT. The First Draft PSR-PDS will, at a minimum, include all work completed in the previous project tasks. Up to fifteen (15) bound copies of the Draft Report will be prepared and provided to the PDT for their review and comment.

## **6.2 Review Comments on the Draft PSR-PDS**

Comments received from the PDT will be reviewed and any identified issues or concerns will be addressed. It is assumed that a comment review meeting, if needed, will be conducted through a web-based meeting. GHD will prepare a written response to all comments received.

## **6.3 Final Draft PSR-PDS**

The Final Draft PSR-PDS will incorporate any comments received from the PDT. Up to fifteen (15) bound copies of the Second Draft PSR-PDS will be prepared and provided for review and comment to the PDT and to Caltrans for district-wide and headquarters circulation.

During the Final Draft PSR-PDS review by Caltrans, the scope assumes Caltrans will conduct a joint Safety Review and Constructability Review meeting. GHD will attend the meeting to discuss the project with Caltrans' functional employees. Comments from the meeting will be summarized and a response will be prepared by GHD. The meeting response to comments will be distributed to the PDT and Caltrans.

## **6.4 Review Comments on the Final Draft PSR-PDS**

Comments received on the Final Draft PSR-PDS will be reviewed and any identified issues or concerns will be addressed. It is assumed that a comment review meeting, if needed, will be conducted through a web-based meeting. GHD will prepare a written response to all comments received.

## **6.5 Final PSR-PDS**

The Final PSR-PDS will be prepared upon resolution of all final comments and issues. One (1) copy of the Final PSR-PDS will be submitted to Caltrans for final approval and signatures. It is estimated at this time that GHD will be responsible for the reproduction of up to fifteen (15) bound copies of the approved PSR-PDS.

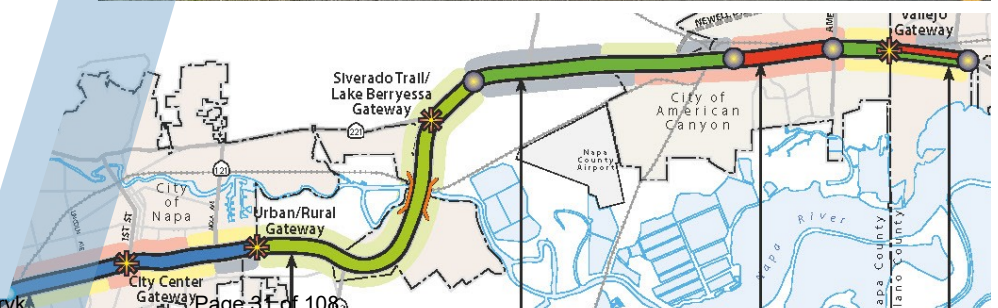
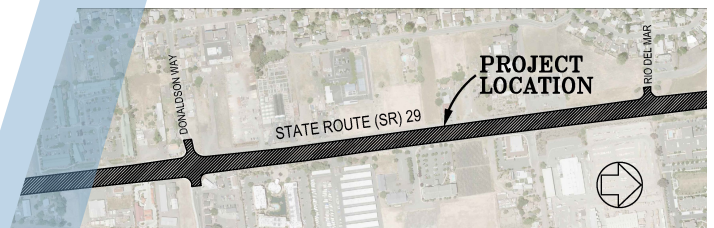
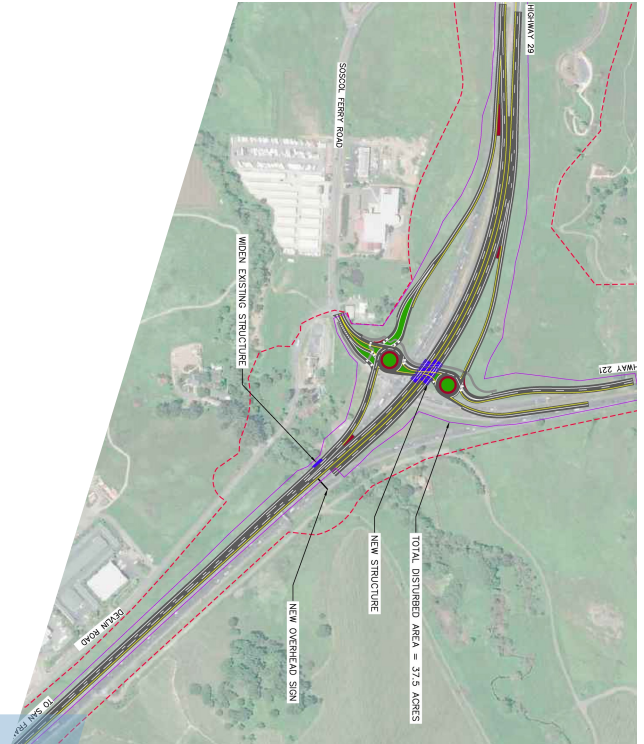
Task Description		GHD												GHD Total Hours	GHD Total Cost
		Kamesh Vedula	Jim Damkowitch	Lindsey Van Parys	Ross Ainsworth	Jay Walter	Heather Anderson	Trenton Hoffman	Kenneth Isenhower	Brian Howard	Brian Bacciarini	Ryan Crawford	Other Direct Costs		
		Principal in Charge	Project Advisor	Project Manager	Technical Advisor QA/QC	Caltrans Liaison	Senior Transportation Engineer	Transportation Engineer	Traffic Engineer	Survey	Environmental	Environmental			
		\$ 266	\$ 228	\$ 204	\$ 293	\$ 245	\$ 180	\$ 125	\$ 114	\$ 191	\$ 195	\$ 150	\$ 1.00		
Task 1	Project Management, Coordination and Quality Control														
1.1	Project Management & Quality Control	8		80	40									128	\$ 30,199
1.2	Project Meetings & Agency Coordination	4	4	80		16	24	16	8		8	4		164	\$ 31,657
1.3	Public Information Open House (1)		2	16			16	16			2			52	\$ 9,009
1.4	Project Presentations (1)		3	8			6	10			4			31	\$ 5,435
Task 2	Preliminary Research/Data Collection and Base Mapping														
2.1	Preliminary Research/Data Collection			2			4	24		20			\$ 2,500.00	2,550	\$ 10,462
2.2	Preliminary Base Mapping			2			4	12		32				50	\$ 8,750
2.3	Existing Study Area Environmental Constraints		2	6			4	8			32	60		112	\$ 18,650
Task 3	Purpose and Need Project Information Form														
3.1	Develop Purpose and Need Statement	1	1	6							2			10	\$ 2,111
3.2	Prepare Draft of the PIF		1	6			6	12						25	\$ 4,041
3.3	Prepare Final PIF			2			2	4						8	\$ 1,271
Task 4	Traffic Study: Intersection Control Evaluation (ICE) Step 1														
4.1	Existing Transportation Conditions	2		6			16	32	72					128	\$ 16,874
4.2	Traffic Modeling Forecasts	8		2			8		60					78	\$ 10,828
4.3	Evaluate Construction Year and Design Year Traffic Operations	4		2			8	24	80					118	\$ 15,056
4.4	Intersection Control Evaluation (ICE) Step 1 and Traffic Operations Report	4		16			24	32	72					148	\$ 20,894
Task 5	Alternatives Development & Analysis														
5.1	Develop Project Build Alternatives	6	2	18			72	120			16			234	\$ 36,886
5.2	Environmental Analysis - Preliminary Environmental Analysis Report (PEAR)			2			4				32	48	\$ 500.00	586	\$ 15,073
5.3	Design Standards			2			6	12						20	\$ 2,996
5.4	Storm Water Data Report (SWDR)			4			24	32						60	\$ 9,159
5.5	Right of Way Estimates			6			12	40						58	\$ 8,407
5.6	Develop Cost Estimates			6			24	52						82	\$ 12,076
5.7	Develop Schedules			12							1			13	\$ 2,648
5.8	Project Risks			4			6				2			12	\$ 2,290
5.9	Life Cycle Cost Analysis (LCCA)			8			16	24						48	\$ 7,531
Task 6	Project Study Report/Project Development Support (PSR-PDS)														
6.1	First Draft PSR-PDS	1		8			32	96	4		2			143	\$ 20,558
6.2	Review Comments on the First Draft PSR-PDS			4			8	40	2		1			55	\$ 7,700
6.3	Second Draft PDS-PDS			6			16	72	2		2			98	\$ 13,759
6.4	Review Comments on the Second Draft PSR-PDS			2			4	20						26	\$ 3,638
6.5	Final PSR-PDS			3			4	16						23	\$ 3,341
	Total Hours	38	15	319	40	16	350	714	300	52	104	112			
	Printed/Pulished Material/Imagry Costs												\$ 3,500		\$ 3,500
	Travel/Lodging Direct Cost												\$ 5,000		\$ 5,000
													\$ 8,500	5,060	\$ 339,798





Proposal for  
**SR 29 Comprehensive  
 Multimodal Corridor  
 Plan and Project  
 Initiation Document  
 for SR through  
 American Canyon**

Napa Valley  
 Transportation  
 Authority



Jim Damkowitz  
 Project Manager  
 March 4, 2019



March 4, 2019

Ms. Rebecca Schenck  
Transportation Planner  
Napa Valley Transportation Authority  
625 Burnell Street  
Napa, CA 94559

**RE: Proposal for SR 29 Comprehensive Multimodal Corridor Plan and Project Initiation Document for State Route 29 through American Canyon**

GHD is a full service transportation engineering and planning firm engaged in multimodal planning and engineering, congestion management, transportation technology, and traffic modeling. GHD is intimately familiar with state and federal transportation funding programs and have existing working relationships with Caltrans District 4 and California Transportation Commission (CTC) staff. We have direct experience developing performance-based corridor analyses consistent with the Smart Mobility Framework and Senate Bill 1 (SB 1) Solutions for Congested Corridors Program (SCCP) requirements. Our approach to Objective 1 will yield a plan within 10 months that provides all the quantitative rubrics to holistically support an SCCP Cycle 2 grant application. It will also be scalable to allow individual improvements or packages of improvements to be seamlessly parsed out if pursuing other competitive grant programs (e.g., SB 1 SCP, SB 1 LPP, ATP, HSIP, etc.) is desired. GHD also brings ample experience with the Caltrans Project Approval Process and the development of a PID to address Objective 2 of this RFP.

GHD has strategically formed a multidisciplinary team comprised of Elite Transportation Group, and Regional Government Services. GHD has also procured Bob Spencer of Urban Economics for an as-needed advisory role for the economic analysis. Bob brings over 30 years of experience of macro-economic experience. This team approach has been used in other like-corridor studies by our Project Manager Jim Damkowitch with exemplary success. Our team's key strengths include:

- **Local Experience.** The GHD team has decades of direct experience working in the Napa region and is familiar with the participating agencies including Napa Valley Transportation Authority (NVTa), Caltrans District 4, the City, and County of Napa. GHD is currently developing the Imola Avenue Complete Street Improvement Plan and through our work with the City of American Canyon and Caltrans District 4 have completed two integrated corridor ITS improvement projects on other portions of SR 29 - all applicable studies to this effort. The GHD team will take full advantage of these and other studies of relevance specifically the collateral deliverables developed as part of the existing 2014 Gateway Plan to update the Study Corridor "blueprint" for funding the highest-value improvements.
- **Performance-Based Corridor Planning Experience.** GHD provides direct experience developing system and project-level performance metrics for supporting corridor plans. This includes successful application of the Smart Mobility Framework and all requisite analysis tools and software that inform competitive funding grants.



- **Strong Public Outreach.** The GHD team specializes in interagency consultation required to achieve consensus on selecting a transportation improvement program/package for funding and public outreach that supports the identified package. The GHD team has applied this expertise in developing priority transportation improvement packages for four Cycle I SCCP grant applications as well as expenditure plans for sales tax measures throughout the state.
- **Congestion Management Program/Process Expertise.** Jim Damkowitch, GHD's Project Manager, is GHD's West Coast Congestion Management Process (CMP) Practice Leader. He has more than 25 years of experience in developing/implementing/administering state and federal congestion management programs/processes. Prior to becoming a consultant, Jim served for 13 years (1992-2005) as Program/Project Manager for the Santa Barbara County Congestion Management Program. As a consultant he has managed over 10 state/federal CMP related studies/updates for CMA's around the state.
- **Proven Project Manager.** Project Manager Jim Damkowitch (a recent GHD hire) brings over 25 years of experience in multi-modal corridor planning. Jim has managed many high-profile corridor studies around the state including the US 101 in Santa Barbara and San Luis Obispo Counties, SR 68 in Monterey County and the I-580 in the Bay Area and, has either managed or provided direct technical support to four Cycle I SCCP grant applications.

GHD recognizes that developing a plan that addresses the key congestion relief and safety objectives of the SR 29 corridor while simultaneously engendering community support may be challenge. However, it is nothing compared to the challenge of procuring future funding to implement the plan once it has been completed. Both federal and state transportation funding is currently driven by performance based return-on-investment criteria. Our goal is to develop a plan that best positions NVTa and its member agencies for implementation. We understand that what gets measured gets funded and what gets funded gets implemented.

Sincerely,

GHD

Jim Damkowitch  
Project Manager  
jim.damkowitch@ghd.com

Kamesh Vedula, PE, TE  
Principal-in-Charge  
kamesh.vedula@ghd.com

*Mr. Vedula, a firm Principal, has the authority to negotiate on behalf of and to contractually bind GHD for this proposal may be contacted during the period of proposal evaluation.*

*GHD is in receipt of the Q&A dated February 19, 2019 and Addendum 1 dated February 14, 2019.*



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## Project Understanding

The State Route 29 Comprehensive Multimodal Corridor Plan (CMCP) is a complex multimodal performance-based corridor planning effort, requiring consideration of every available travel mode currently in use along the State Route (SR) 29 corridor. The purpose of this effort is to prioritize currently planned/programmed improvements in the corridor and “infuse” more multimodal improvements, parallel capacity improvements, and Integrated Corridor Management (ICM) strategies to develop a phased multimodal “package” of improvements that can be competitive when submitted for funding consideration under Solutions for Congested Corridor Program Cycle 2 grant application. To be competitive, the CMCP must analyze and document the benefits of the preferred improvement package and translate these benefits into a quantified return on investment benefit-cost metric.

SR 29 connects the cities of Napa and American Canyon between its interchanges of Imola Avenue to the north and SR 37 to the south. The corridor covers approximately 11.5 miles with portions of parallel capacity provided by local roads including Delvin Road to the west and Newell Drive and Kelly Road to the east. This project area will be referred to the “**study corridor**” herein.

The Napa Valley Transportation Authority (NVTa), the cities of Napa, American Canyon and Vallejo, the County of Napa, and Caltrans District 4 are all key stakeholders of the CMCP. For the **GHD team to properly coordinate our efforts** with these agencies, we must understand the roles and responsibilities of each and how each will influence and provide guidance for the development and/or implementation of all or part of the project elements identified.

As the designated Congestion Management Agency (CMA) and Transportation Management Area (TMA) for Napa County, **NVTa** is responsible for addressing the State and Federal congestion management requirements for Napa County. NVTa also serves as the regional transportation planning agency for Napa County and is responsible for all its’ multimodal transportation planning and programming requirements. NVTa coordinates with the Metropolitan Transportation Commission (MTC) to address all Federal transportation planning/programming requirements including compliance with the Federal Congestion Management Process and Federal Performance Management Rule.

With voter approval of Measure T in 2017, NVTa now ad-

ministers funding generated by a 1/2 cent sales tax for local streets and roads. The cities of Napa and American Canyon and Napa County are among the recipients of Measure T funds. These jurisdictions are served and directly interface with SR 29 while also owning and maintaining local roadways that serve as parallel capacity to SR 29 within the corridor. **MTC**, as the designated Metropolitan Planning Organization for the nine-county Bay Area region that includes Napa County, is responsible for addressing the Federal transportation planning and programming requirements for Napa County. Lastly, Napa County is one of the nine counties within **Caltrans District 4**. Hence, Caltrans is responsible for addressing statewide planning initiatives, operating and maintaining the state highway, and programming state funds as part of the State Highway Operations and Protection Program and Interregional Improvement Program within Napa County.

Each of these agencies, represented through the Staff Working Group (SWG) have distinct roles for multimodal planning and programming within the SR 29 corridor. Hence, the full cooperation and involvement of each agency will be critical to the success of this effort.

**Objective 1** of this Request for Proposal (RFP) is to update the 2014 SR 29 Gateway Plan to be consistent with and support a Cycle 2 Senate Bill 1 (SB 1) Solutions for Congested Corridor Program (SCCP) grant application. The application must be consistent with the *2018 Comprehensive Multimodal Corridor Plan Guidelines (California Transportation Commission, December 2018)* and the operative state and regional transportation planning goals objectives and policies of SWG.

Both federal and state transportation funding is currently driven by performance based return-on-investment criteria. It is also greatly influenced by federal/state objectives related to air quality/climate change as well as environmental justice and social equity. To be competitive for procuring limited discretionary transportation funding - the CMCP must document how the recommended CMCP capital improvements address these objectives/initiatives. Ultimately, the CMCP should also serve as the formal update to the SR 29 Transportation Corridor Concept Report (Caltrans System Planning) as well inform a Project Study Report (Project Approval Process Document) for future programming of the selected corridor improvements (**Objective 2**).

Developing a SCCP grant application that addresses the

technical needs required by the grant/guidelines while simultaneously engendering stakeholder and community support is a typical challenge. However, given that SCCP Cycle 2 grant applications are due in spring of 2020, a more significant challenge will be to update the CMCP in under a 10-month timeframe. To address these challenges and specifically the schedule, **GHD has strategically formed a multi-disciplinary team comprised of Elite Transportation Group and Regional Government Services.**



GHD has also procured Bob Spencer of Urban Economics for an as-needed advisory role for the economic analysis. GHD will leverage the expertise and abilities of this complementary teaming arrangement to deliver this study on **schedule and within budget.**

This “Team” approach has been used successfully by GHD, including those by GHD Project Manager Jim Damkowitch. The process utilizes the overlapping expertise of the Team to allow more meaningful and effective internal QA/QC and peer review. Each firm on the GHD Team including key task leaders have history working successfully together in this context.

The GHD team understanding of the study requirements and our proposed approach for each phase of work is described below. The understanding is described in four project phases. For each phase, the GHD team lead and applicable Task number is provided. A detailed scope of work is provided in a later section of this proposal.

## TECHNICAL APPROACH

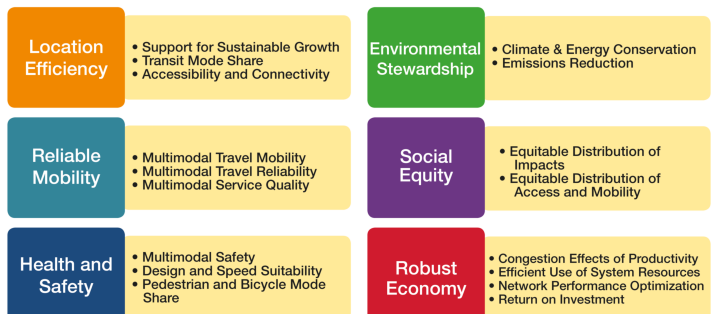
### Project Management (Lead: GHD)

Project Manager Jim Damkowitch draws on over 25 years of experience quantifying and monetizing project benefits for infrastructure improvement projects. Jim was an early champion of the Smart Mobility Framework (SMF) and has routinely applied the SMF to several high profile corridor studies he has managed. These include:



- SLOCOG US 101 Corridor Mobility Master Plan (2014)
- SLOCOG SR 227 Operations Study (2016)
- TAMC SR 68 Scenic Highway Plan (2017)
- SCCRTC SR 1 Unified Corridor Investment Study (2018)

*Caltrans references the US 101 Corridor Mobility Master Plan as an outstanding example of the Smart Mobility Framework as applied to a corridor study. It is listed as a SMF resource document on Caltrans Smart Mobility Branch website at: <http://www.dot.ca.gov/hq/tpp/offices/ocp/snbr.html>*



These plans were successfully delivered on time and within budget using large multi-disciplinary teams similar to the one proposed (up to five firms). The plans were informed through extensive public outreach; strong interagency collaboration; and, a performance-based technical analysis approach consistent with *Caltrans 2010 Smart Mobility Framework (SMF), A Call to Action for the New Decade*. This same approach will be tailored and applied for the CMCP.

### Quality Assurance Control/Narrative Development (Lead: GHD; Support: ETG)

GHD will assign two senior level staff to provide additional QA/QC for the CMCP. Rich Krumholz, former Caltrans Director, with extensive experience shepherding state funding programs and Ross Ainsworth, senior engineer at GHD, will perform this important role. Given that the project schedule cannot accommodate do-overs, additional QA/QC will be critical to the success of the study.

For schedule adherence, it is also proposed that text development occur immediately, before the final technical work is completed. In coordination with the SWG, GHD senior staff will immediately begin working with Jim Damkowitch to develop the text narratives for the CMCP document. The narratives will be specifically crafted to follow the SCCP document guidelines and application template. In this way, whole text sections of the completed CMCP can be seamlessly imported into an application with minimum need for additional editing.

The CMCP should also be developed to facilitate a seamless transition to the Caltrans project approval process (i.e., **Objective 2**), the CMCP should contain, to greatest extent possible, the requisite analyses and information listed in *Appendix S - Preparation Guidelines for Project Study Report-Project Development Support Project Initiation Document*. These secondary objectives and their associated narratives will be addressed early in the process.

## Public Outreach (Lead: RGS; Support: GHD)

The Public Outreach Task Manager, Kendall Flint of Regional Government Services (RGS), brings over 25 years of community workshop facilitation experience. The GHD team will leverage all existing outreach materials germane to the study corridor already performed as part of MTC's MTP/SCS (and ongoing update), NVTa's Regional Transportation Plan (RTP) (and ongoing update), regional bikeway plans, and other local agency planning efforts. Public input summaries of these efforts will be used to inform/support the interagency consultation process for identifying the CMCP improvement package for analysis. RGS will be supported by GHD's geo-spatial service line to develop a web-based tool to allow the public to make site specific comments about barriers, connectivity gaps, safety issues, potential solutions, or other subject-specific needs in the comfort of their own homes. This process is facilitated by the latest on-line interactive map technology, Social Pinpoint.

## Interagency Coordination (Lead: RGS; Support: GHD)

The GHD team will immediately begin working directly with all the participating agencies to identify candidate improvements that will define "the project". This process is similar to developing components of a sales tax expenditure plan (i.e., package of regional projects developed by an aspiring self-help county). Kendal Flint of RGS has successfully facilitated this process for three counties. A key consideration is that the source of candidate improvements must flow from the financially constrained (Tier I) or unconstrained (Tier II) lists of MTC's MTP/SCS and/or NVTa's RTP. Candidate projects should also be distinguished by programming status (i.e., improvements currently listed in the FTIP/STIP should be prioritized). Other important planning/programming documents to be considered include, but are not limited to: the SR 29 Gateway Study; NVTa's CMP; MTC's ongoing Regional ITS Strategic Deployment Plan update; and other state/regional/local plans.

The GHD team will work with the SWG to facilitate a pro-

cess for qualitatively screening/prioritizing improvements. The improvement package simply cannot be viewed as a "wish list" by the participating agencies. Inclusion of too many "marginal" improvements will add cost without commensurate gains in monetized benefits resulting in diminishing returns on investment (i.e., lowering the ultimate benefit-cost ratio of the package as whole). The GHD team will manage expectations regarding the relative merit of projects. This winnowing process emphasizes the need for strong interagency consultation experience - especially given that this process must reach consensus to finalize the CMCP corridor package of improvements within a two-month window.

To be competitive, the CMCP improvement package must be multimodal and demonstrate buy-in from local agency participants. At a minimum, improvements are expected to include currently programmed/planned improvements including: SR 29 and local arterial operational improvements, high frequency bus service enhancements on lines that serve the corridor; pedestrian and bike improvements identified by NVTa and the Cities of Napa and American Canyon and the County; and Intelligent Transportation Systems (ITS) improvements including Integrated Corridor Management (ICM) strategies.

To allow the CMCP to serve as a resource for other grant funding programs, all project information and analysis results (i.e., benefit-cost information) will be scalable to allow components of the package to be easily extracted.

## Data Retrieval (Lead: GHD)

The primary objective for acquiring data is to establish the requisite baseline speed profiles and volume sets for validating and informing the operational analysis tools. The GHD team proposes **no** "new" traditional data collection activities be performed for the CMCP. Instead, the CMCP will rely on existing data (passenger counts, traffic counts, etc.) and apply various state and federal web-based resources of data. These include: the federal National Performance Monitoring Research Data Set (NPMRDS) speed data; PeMS detector volume and speed data; and, Streetlite origin-destination data. GHD understands that NVTa's account with Streetlite will expire soon. It is recommended that this account be renewed or requisite information be retrieved prior to expiration to be used for this study.

To address safety, the primary data sources for collisions will be Transportation Injury Mapping System (TIMS) and



# Project Understanding

Statewide Integrated Traffic Records System (SWITRS) data. Collision data for study corridor including all parallel local arterials will be processed. A minimum of five years of collision data will be processed for analysis.

## Tool Development (Lead: ETG, GHD)

Key analysis tools proposed by the GHD team for the CMCP are presented in **Table 1** below. The purpose for application, output or Measure/s of Effectiveness (MOE) and whether the MOE is amenable for monetization as a societal cost (i.e., benefit) is identified.

The following discussion of analysis tools will be limited to those elements that are unique to the GHD team and/or our approach.

The Napa County Travel Demand Model (TDM) is nested within the Solano Napa Activity Based Model. Task Leader Lawrence Liao of Elite Transportation Group (ETG) brings extensive modeling application experience. Given the importance of accurate corridor-specific link volume forecasts on all SR 29 on-ramps and off-ramps and local arterial parallel facilities, the GHD team will consider application of CUBE Avenue Dynamic Traffic Assignment (DTA) to allow queue spillback and peak spreading to be modeled explicitly. The key output of the Napa County TDM and the DTA process will be the requisite hourly volume sets for traffic operations analysis models, covering the study corridor under Opening Day and Design Year forecast conditions.

For roadway operations, GHD team recommends using the VISSIM micro-simulation model developed as part of the 2014 SR 29 Gateway Study. The existing VISSIM micro-simulation model will be updated and enhanced as appropriate without requiring extensive new data collection.

The proposed source of speed data for VISSIM calibration will be NPMRDS and PeMs speed data. The VISSIM SR 29 model will be validated consistent with the specifications outlined in the Guidelines for Applying Traffic Microsimulation Software (FHWA, 2004) and the Freeway Analysis Manual (Caltrans, June 2009). Once developed/calibrated, the

VISSIM micro-simulation model will be used to analyze freeway and local arterial operations under baseline and 2040 future baseline conditions. All travel demand modeling and associated roadway operational analyses associated with the baseline, and future baseline conditions will have already been completed prior to the initiation of the performance assessment.

## Roadway Operations (Lead: GHD)

See discussion above.

## Transit Improvements (Lead: GHD)

GHD will harvest all available Vine Transit System ridership data as well as ridership projections associated with proposed service expansions. This includes connections to regional transit services including Capital Corridor Joint Powers Authority (CCJPA) Capital Corridor (Fairfield/Suisun station) and Bay Area Rapid Transit (El Cerrito/del Norte Station). The GHD team will use available published ridership data and transit line ridership forecasts as generated through the Napa County TDM. These ridership projections and the associated vehicle and VMT reductions will be reflected in the future volume sets used for the roadway operations using the VISSIM micro-simulation model.

## Active Transportation Improvements (Lead: GHD)

The GHD team will use the GIS-based Level of Traffic Stress (LTS) developed by Mineta Institute of Transporta-

**Table 3. Key Analysis Tools**

Analysis Purpose	Measure of Effectiveness	Model/Analysis Tool								Monetize for Benefit/Cost	
		Solano-Napa ABM	Microsimulation	Level of Traffic Stress	NCHRP 552 Method	HSM Part C CMFs	SB-1 Emissions Calculator	GIS Analysis	Online Mapping Tools		Literature Review
Baseline Travel Demand	Trips, Ridership, VMT										Yes
Future Travel Demand	Trips, Ridership, VMT										Yes
Roadway Operations	Delay and Buffer Time										Yes
Transit Ridership	Ridership, VMT										Yes
Pedestrian/Bike Connectivity	Access Indices										No
Pedestrian/Bike Mode Shift	Trips, VMT										Yes
Safety	Collision Reduction & Rates										Yes
Air Quality	Emissions (Criteria & GHG)										Yes
EJ/Social Equity	Access, Benefit/Burden										No
Economic Development	GRP, Jobs, Income										No
Health	Vehicle Miles Traveled										Yes
Adaptation	Network Vulnerability										No

Legend



Direct or Indirect Application

tion. LTS utilizes a geodatabase (census block or block group scale) of demographic and employment) to perform pedestrian/bicycle accessibility assessments. GHD will generate pedestrian/bicycle accessibility LTS scores by destination type to examine the accessibility changes to specific land uses such as schools, parks, hospitals, transit hubs etc. resulting from the CMCP.

Mode shift benefits resulting from the CMCP active transportation improvements will be quantified using analysis methods described in NCHRP 552 Guidelines for Analysis of Bicycle Infrastructure Investments. These benefits include the potential for mode share shifts, vehicle miles of travel (VMT) and vehicle trip reductions.

## ITS Improvements (Lead: ETG; Support GHD)

Freeway management ITS improvements (managed lanes, ramp metering etc.) will be addressed. Adaptive signal control improvements on local parallel arterials will be addressed by optimizing signal timings within VISSIM. Integrated Corridor Management strategies that inter-link operations on freeway with the parallel arterials will be addressed through post-processing or qualitatively. GHD has recently completed two ITS improvement projects on other portions of SR 29. Similar ITS improvement applications developed as part of an integrated corridor management strategy within the study corridor, including parallel facilities, will serve to compound the operational benefits of these past ITS investments.

## Safety Analysis (Lead: GHD)

Based on the contributing factors from the SWITRS/TIMS baseline collision assessment performed in Phase 1, Part C of the Highway Safety Manual (HSM) will be applied to estimate the potential safety performance of the CMCP improvement package. Crash Modification Factors (CMF) will be applied to estimate reduction in collisions. The reduced collisions will be distributed by severity (PDO, Serious Injury, Fatality) based on historical data of pedestrian/bicycle collisions experienced in the study corridor.

## Air Quality Analysis (Lead: GHD)

Air quality benefits (i.e., criteria pollutants and greenhouse gases) will be estimated using the Emissions Calculator or Cal-B/C. All requisite on-road activity inputs for this analysis will be generated by the VISSIM micro-simulation model and the NCHRP 552 analysis.

## Environmental Justice/Social Equity Assessment (Lead: GHD)

NVTA or MTC's definition for disadvantaged communities will be used to differentiate the degree of improved accessibility between advantaged vs. disadvantaged communities resulting from the CMCP improvement package. This analysis will use a combination of Napa County TDM select link analysis for roadway improvements, LTS assessments for active transportation and GIS analysis for transit. This analysis will also determine the degree to which disadvantaged communities benefit from the proposed investments in the CMCP.

## Economic Development Assessment (Lead: GHD)

GHD will perform an economic impact analysis showing the regional impacts of the CMCP improvement package in terms of Gross Regional Product (GRP), jobs, and personal income will be developed. National multipliers will be applied to provide a macro-assessment of economic development potential of CMCP improvement package. The GHD team will also tie in the National Performance Management Rule (NPMR) performance metric results as they relate to truck movement operations and reliability on the SR 29.

## Adaptation Assessment (Lead: GHD)

A qualitative assessment of climate preparedness and infrastructure asset protection/resilience will be developed. The GHD team will take full advantage of existing on-line mapping tools such as Caltrans Vulnerability Interactive Mapping Tool (District 3) and CalEnviroScreen 3.0 developed by the Office of Environmental Health Hazard Assessment, and other on-line tools to inform this discussion. Key assessments will include flood and wildfire events.

## Emerging Technologies Assessment (Lead: GHD)

A qualitative assessment of the implications of the greater market penetration of Connected/Autonomous vehicles on corridor operations will be developed. The assessment will focus on travel demand/ridership, economic, congestion, air quality, and performance-based models and tools that can be used in a later phase.

The performance assessment for the CMCP as mapped in **Table 1** (presented earlier) will include the following analyses:

- Monetized benefits for Benefit-Cost (B/C) based to Cal-B/C based on the 2016 Caltrans Parameters of Societal Costs. All MOEs amendable to benefit monetization will

# Project Understanding

be incorporated into the Benefit-Cost assessment.

- Non-Monetized benefits for measures that are expressed as indices or rates that are not amenable to monetization. These include the National Performance Management Rule (PM1) metrics and accessibility indices/scores generated by the LTS analysis.
- Non-Monetized benefits of other regional assessments that speak to state/federal transportation planning objectives. These include: environmental justice; economic development; climate change vulnerability; and emerging technologies.

Equal attention will be given to documenting the beneficial outcomes of measures not directly reflected in the Benefit-Cost assessment of the CMCP. These include: CMCP Consistency (with other existing plans and policies); CMCP Policy Consistency (MTC, NVT, Caltrans, and local agencies); Environmental/Institutional Sensitivity (beyond air quality which will be reflected in the B/C); and, Community Acceptance (based on the community engagement process).

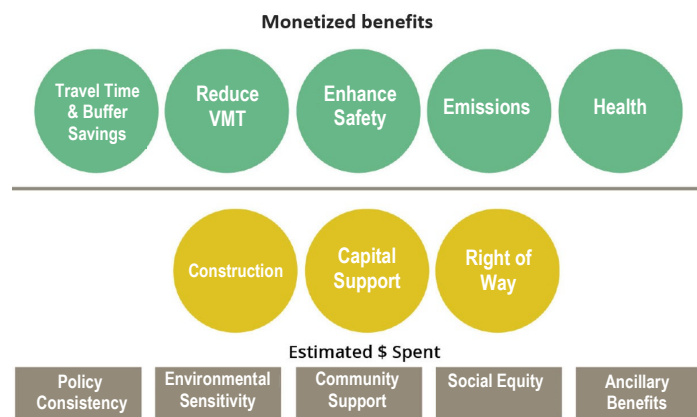
## Benefit-Cost (Lead: GHD)

Benefits will be monetized based the societal cost information from Caltrans 2016 Economic Parameters. The latter information informs the Caltrans Cal-B/C analysis tool. These will be combined with currently available planning level improvement cost opinions. Benefit-cost estimates will be computed for each improvement category. All quantitative benefits will be annualized and projected to 2040 reflect a 20-year design year condition. Some key differentiators for the GHD team are described below.

Leading the safety assessment is Jerry Champa of GHD. Prior to joining GHD in 2017, Mr. Champa worked for Caltrans providing transportation safety management and engineering services from the Headquarters Design and Traffic Operations offices. For the national rule PM(3) measures, GHD staff has developed first-cut analyses for Congestion and Level of Travel Time Reliability using the NPMRDS for seven MPO/RTPAs. As such, GHD brings invaluable experience with these technical requirements.

## Documentation (Lead: GHD)

To increase its competitiveness for selection of the SCCP and other competitive grant programs, the GHD team will demonstrate consistency of the CMCP with Federal and State Congestion Management Programs. Explicitly incorporating the CMCP into the State/Federal CMP provides an opportunity to strengthen the federal importance of the CMCP improvements that can elevate their grant competi-



tiveness. Similarly, the GHD team will also demonstrate the CMCP's consistency with other performance based legislative programs (SB 375, AB 1358, SB 743, SB 99, AB 101, SB 1,000, PDA, Presidential Executive Order 12898, and the US Department of Transportation (DOT) Order 5610.2 (A).

Ostensibly, all text other than results and summary descriptions of the results will be completed prior to the development of the draft CMCP. The final outreach summary will be developed at the conclusion of the public draft review and inserted to the final draft for NVT board approval.

## Scope of Work for Objective 1

The GHD team's detailed scope of work is provided below.

### Task 1 - Project Startup

#### 1.1 - Project Management and Coordination

GHD will perform project setup tasks for accounting and coordinate budget and scheduling factors.

GHD will prepare monthly invoices and progress reports to Napa Valley Transportation Authority (NVTa). GHD will provide an invoice format that is to acceptable to NVTa two weeks prior to the first invoice submittal.

##### **Deliverables:**

- Project Setup
- Submittal of up to 10 invoices and progress reports

#### 1.2 - Project Kick-off Meeting

Key members of the GHD team will attend the kickoff meeting (Location TBD by NVTa). GHD will coordinate with NVTa to develop an agenda for the meeting and provide a summary of Action Items of the meeting.

##### **Deliverables:**

- Kickoff meeting agenda
- Attendance at kickoff meeting by up to five GHD team staff. No overnight stays or out of state travel are assumed
- Kickoff meeting short-term actions

#### 1.3 - Bi-weekly Conference Calls

GHD and various GHD team members will participate in up to 18 bi-weekly coordination calls with the SR 29 Staff Working Group (SWG) throughout the duration of the project (assumed March 2019 to December 31, 2019). Meetings are anticipated to last less than or equal to 1 hour. GHD will set up and lead/facilitate the meetings. GHD shall develop and maintain a Short-Term Action list to track: Action Items; Anticipated Delivery Date; Actual Delivery Date; Responsible Agency; and, Comments throughout the duration of the study. The Short-Term Action list will serve as both the agenda (in advance of the calls), and minutes (prior week's check-in outcome). Only members of GHD-team with relevant discussion items will participate.

**Deliverables:** Up to 18 bi-weekly conference calls and up to 18 Short-Term Action lists.

#### 1.4 - Data Retrieval/Processing/Review

GHD will retrieve the most recent available transportation data items of relevance to the SR 29 Comprehensive Multimodal Corridor Plan (CMCP). This includes available highway and roadway segment counts, intersection turn movement counts; pedestrian/bicycle counts, transit ridership data from appropriate local/regional/state agency sources and the five most recent years of SWITRS/TIMS collision data. GHD will provide an inventory listing of data retrieved for application in Task 3 for review by the SWG.

The following "Big" data sources will also be utilized.

##### Streetlite Data

The following data items will be retrieved using Streetlite cell and GPS data:

- 2018-19 observed OD patterns by mode (vehicle and ped/bike), period of the day, and day of the week, including weekends
- Speed data on non-NHS designated local parallel capacity roadways

Estimated traffic volumes on relevant study corridor roadway segments by hour of the day, day of the week and season

Base year Streetlite network assignment (big-data OD pairs by trip purpose) will be performed for the study corridor. These OD based volume estimates will be compared to model volumes and traffic counts to gauge baseline travel demand model performance.

##### PeMS Data

GHD will retrieve available PeMS data for SR 29 from the PeMS website. Given the desire to reflect annual average conditions, spring months are preferred followed by fall months. Hourly PeMS traffic volume and speed data will be retrieved for both general purpose and managed lanes as applicable.

##### National Performance Monitoring Research Data Set

The primary objective for using NPMRDS data is to establish the requisite baseline speed profiles and baseline and future volume sets for validating and informing the freeway and arterial operational analysis tools.

GHD will retrieve the most recent 12 months of NPMRDS speed data for both passenger vehicles and heavy trucks on all study corridor roadways on the National Highway



System (NHS) through the FHWA NPMRDS data website. GHD will coordinate with NHTA to confirm appropriate NPMRDS speed data timelines, data protocols and, data processing conventions to standardize the process of computing the performance metrics. Based on this input, GHD will immediately structure and process the passenger car and truck speed data performance data for the following purposes:

- Passenger Vehicle and Truck Travel Time Reliability metrics
- Passenger Vehicle and Truck Congestion metrics
- Operational tool baseline and validation

Given the desire to reflect annual average conditions, spring months are preferred followed by fall months. NPMRDS speed data will be retrieved.

The GHD team will determine the accuracy, representativeness, and utility of the retrieved data sets and establish “Truth in Data” checks in all its data processing functions under this task.

#### Solano Napa Activity Based Model (SNABM) Review

GHD will conduct a detailed review of the 2015/2040 SNABM within the SR 29 corridor study area. The model highway network and land use data assumptions in Napa County will be checked using existing references, such as, community circulation plans, Vision 2040 (NHTA’s Countywide Transportation Plan), plus any other references by the SWG. Both the highway traffic and transit ridership along the SR 29 corridor will be validated to the existing conditions.

GHD will compare model volumes to counts identified in the City of American Canyon, City of Napa and County of Napa circulation studies and other recent studies in the project area and propose adjustments where appropriate for review and acceptance by the SWG. Conflicts will be identified and documented. Existing conditions and projected future year conditions (2040) for weekday peak hour traffic and weekend visitor peak hour multimodal demand will be summarized. Where weekend peak volumes are not available, The GHD team will develop a methodology to factor from weekday data based on published peak hour data by Caltrans, Streetlight and NPMRDS data. The model will be reviewed and accepted by the SWG. The validated 2015 and 2040 SNABM will be used to develop the travel demand growth projections for the SR 29 corridor.

#### **Deliverables:**

- Inventory listing of traffic count, ridership count and collision data inventory
- Streetlight Origin-Destination patterns by mode (vehicle and ped/bike), period of the day, and day of the week, including weekends
- Most recent 12 months of continuous NPMRDS speed data for corridor study roadways designated as part of the NHS
- Base year Streetlight network assignment for non-NHS roadways on interest
- Travel Demand Forecast Model Validation and Forecast Technical Memorandum

## Task 2 - Ongoing Stakeholder and Community Outreach and Project Oversight

### 2.1 - Prepare a Draft and Final Public Outreach Plan

GHD will develop a comprehensive Public Outreach Plan that allows for effective outreach with all planning partners and community stakeholders in developing the CMCP. This will include a broad range of stakeholders including those in the private, public, and non-profit sectors, the business community, environmental interest groups, public health advocates, technology and broadband stakeholders, as well as environmental justice and social-equity organizations.

The Outreach Plan will ensure the agency is meeting all Title VI and Environmental Justice requirements and engage communities impacted by the corridor, including strategies to engage disadvantaged communities.

GHD will submit a draft CMCP Public Outreach Plan and, based on one set of consolidated comments from the SWG, submit the final Public Outreach Plan.

### 2.2 - Stakeholder/Jurisdictional Meetings

GHD will coordinate with NHTA, County of Napa, Cities of Napa and American Canyon, and Caltrans District 4 to develop and finalize a complete listing of stakeholders. GHD to participate in up to four (4) stakeholder meetings. GHD will coordinate with the SWG to develop an agenda for these meetings and provide a summary of key discussion and action items of the meeting.



## 2.3 - Committee Meetings

GHD will provide updates and/or materials for staff updates to NVTAs Citizen Advisory Committee (CAC) and Technical Advisory Committee (TAC) approximately four (4) times during the course of the project. These committees will review project progress and submit comments to the Staff Working Group (SWG) and the NVTAs Board.

## 2.4 - Public Meetings

**2.4.1** - GHD shall promote, advertise, and conduct up to two (2) public charrettes at different locations/times through a multi-media campaign (including, but not limited to, use of newspaper and radio broadcast) through the Citizen Advisory Committee and other stakeholders to gain public involvement and refine plan concepts. One (1) of the public charrettes will be held in the beginning of the process to gain initial input and feedback and one (1) charrette should be held later in the process to review the draft Corridor Plan and recommended improvement concepts.

GHD will use a combination of group exercises, live polling, small breakout sessions, individual stations for discussion on specific topics, and/or visual preference activities. Meetings will be participant-driven and engaging.

During live polling, GHD will utilize small easy-to-use handheld keypads enabling audience members to immediately and anonymously respond to multiple-choice questions posed on-screen during staff presentations. Since social pressure is removed when audience responses are anonymous, we will have a more accurate idea of what issues are truly important.

**2.4.2** - Prepare presentation material for City Council and County Board of Supervisor meetings. Most presentations will be conducted by NVTAs staff and/or City/County staff.

**2.4.3** - Prepare presentation materials and present no more than three times to the Napa Valley Transportation Authority Board (NVTAs Board) which will act as the steering committee for the CMCP.

**2.4.4** - GHD shall meet with SWG approximately six (6) times over the course of the study (made up of NVTAs staff, Caltrans staff, and members from the City of American Canyon, City of Napa, and County of Napa). Prior to publication of milestone documents, draft documents and supporting data will be reviewed by the SWG. This group is

expected to meet approximately six (6) times at key points in the process: to review and accept the Vision, to review the existing corridor study's results; potential improvement programs, review the draft Corridor Implementation Plan. Day-to-day work on project documents and meetings will be carried out by GHD, with direct staff support from NVTAs.

## 2.5 - Collateral Outreach Materials

### 2.5.1 - Project Logo/Branding

GHD will coordinate with the SWG to develop a brand for the study that will be used for all project related materials and deliverables. Project branding will give the CMCP process a unique identity and visual queue to the public. The SWG will be given several options to choose from and will have final approval of the overall theme.

### 2.5.2 - Development of Interactive Web-Based Tool

GHD will develop an interactive web-based tool using on-line interactive map technology, Social Pinpoint. All content of the interactive web-based tool will be in English and Spanish.

The Social Pinpoint platform encourages engagement by allowing the community to provide feedback that can be directly linked to a geographical location, complete online surveys, and integrate the platform with their own social media platforms to create digital content that encourages them to share and post on the topic. Importantly, Social Pinpoint provides tools to categorize, collate, and analyze feedback and data in a meaningful way to allow for reliable and efficient data management. It also allows for the combining of geographic and other spatial information such as contour lines, natural hazard risk areas, and project areas.

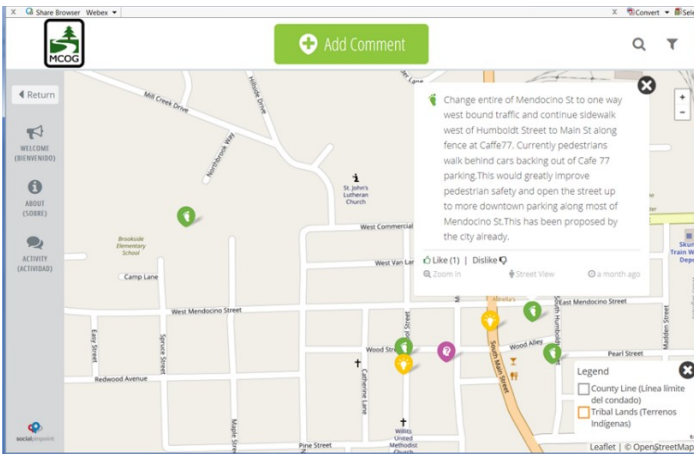
The interactive web-based tool will allow the public to provide geo-referenced input on where issues or improvement needs are. This supplemental input will help inform study recommendations. After being live for 10 weeks, the logged input will be downloaded and summarized. This summary report will be shared with the SWG.

Once the CMCP improvement package is established, public outreach will be repurposed to informing the public of the proposed corridor improvement package and gauging the level of public support for it. All input received will be documented for inclusion in the CMCP final report.

## 2.5.3 - Media

GHD will develop and disseminate news releases on a regular basis promoting upcoming opportunities for engagement, workshops, and key milestones in the process. A key component of this effort will be coordination with public information officials at all member agencies as well as Caltrans and others.

GHD will promote meetings, issues, and opportunities for engagement via a variety of social media channels including Facebook, Twitter, and NextDoor.



GHD will encourage people to share photos and video locations relevant to the CMCP. These can be posted on the project website and shared via social media.

## 2.6 - Public Outreach Summary Report

GHD will develop a comprehensive Public Outreach Summary Report that documents all outreach activities performed as part of the CMCP and summarizes the results of each outreach strategy/activity. The report will distinguish and document outreach activities that specifically targeted disadvantaged communities. The degree of disadvantaged community participation will also be documented.

The Public Outreach Summary Report will be included as part of the draft and final CMCP document review process described in Task 4.

### Deliverables:

- Participate in four (4) Stakeholder Meetings
- Participate in four (4) CAC/TAC Committee Meetings
- Perform two (2) Public Charrettes.
- Assist NVTa and City/County of Napa staff with presentation materials on the CMCP
- Conduct up to six (6) meeting with the SWG

- Develop Project Logo
- Interactive bilingual web-based tool
- Public input Summaries
- Maintenance of Stakeholder Database
- Maintenance and presence on social media
- Collateral Materials (PPT, Fact Sheet, etc.)
- Draft and Final CMCP Public Outreach Summary Report

## Task 3 - Develop Plan Components

### 3.1 - Evaluate Opportunities, Develop Corridor Plan Framework, and Literature Review

Consistent with the 2018 Comprehensive Multimodal Corridor Plan Guidelines (CTC, December 2018), the planning and analysis framework proposed for the CMCP will be based on the Smart Mobility Framework (SMF). The performance metrics selected for the CMCP will inform each of the six SMF objectives to ensure that the resulting improvement recommendations provide a balanced, sustainable, and multimodal assessment of current and forecast corridor conditions.

One of the six SMF objectives is Reliable Mobility. This SMF objective addresses congestion management as it relates to multimodal service quality, multimodal travel reliability, and multimodal travel mobility. A matrix framework will be established consistent with the Federal Congestion Management Process to serve as an evaluation tool for proposed CMCP roadway capacity and operational improvements including ITS improvements. Each project will be evaluated relative to NVTa's CMP goals as well as RTP goals.

Based on these frameworks, the GHD team will coordinate with the Project Management Team to "refresh" the Purpose and Need Statement for the SR 29 corridor - expanding its breadth to include alternative modes and parallel facilities that serve both regional and local area traffic within the corridor.

GHD will prepare a literature review of like corridors that have similar characteristics and serve similar demand profiles as SR 29. This will include but not be limited to corridors that have been extensively studied by GHD including SR 68 (Monterey County), SR 227 (San Luis Obispo County), and SR 49 (Nevada and El Dorado Counties).

## 3.2 - Summarize Corridor Existing Studies and Plans

GHD will prepare a listing and brief summary of all planning documents of relevance to the SR 29 corridor. The Plan documents will include but will not be limited to the SR 29 Gateway Corridor Improvement Plan, the City of American Canyon Broadway Specific Plan, the Watson Ranch EIR, County of Napa and American Canyon Circulation Elements, the County of Napa Airport Industrial Specific Plan, City of Napa General and Specific Plans, NVTAs Countywide Transportation Plan Vision 2040, NVTAs Pedestrian and Bicycle Plans, NVTAs Express Bus Study and travel demand model development documents. GHD will prepare a matrix that reflects all policies germane to the SR 29 corridor from these prior planning efforts. This matrix will facilitate a qualitative determination of the degree of policy consistency of each of candidate improvements considered as part of the CMCP.

## 3.3 - Model Future Traffic Projections

### 3.3.1 - Solano Napa Activity Based Model Review

The GHD team will conduct a detailed review of the 2015 baseline and 2040 out-year forecast volume sets from Solano Napa Activity Based Model (SNABM) within the SR 29 corridor study area. The model highway network and land use data assumptions in Napa County will be checked using existing references, such as, community circulation plans, Vision 2040 (NVTAs Countywide Transportation Plan), plus any other references by the SWG.

Both the highway traffic and transit ridership along the SR 29 corridor will be validated to the existing conditions. The GHD team will compare model volumes to counts identified in the City of American Canyon, City of Napa and County of Napa circulation studies and other recent studies in the project area. GHD will propose adjustments where appropriate for review and acceptance by the SWG. The validation check process will follow the latest industry standards, such as Model Validation and Reasonableness Check Manual, 2nd Edition (FHWA, September 2010). If there are conflicts with established State/Federal criteria, The GHD team will identify and document them for review by the SWG.

Once “cleared” for application, all traffic demand forecasts will be prepared in accordance with the methodologies described in the NCHRP Report 765 - Analytical Travel Forecasting Approaches for Project-Level Planning and

Design, NCHRP 716 - Travel Demand Forecasting Parameters and Techniques and California Transportation Commission (CTC) - California Regional Transportation Plan Guidelines.

The GHD team will develop a report, which summarizes existing conditions and projected future year conditions (2040) for weekday peak hour traffic and weekend visitor peak hour multimodal demand within the SR 29 corridor. Where weekend peak volumes are not available, the project team will develop a methodology to factor from weekday data.

### 3.3.2 - Baseline and Future Baseline Volume Sets

Based on the review of model performance, GHD will consider the need to apply Dynamic Traffic Assignment (DTA - optional task) covering the study corridor, to produce realistic hourly volume sets that models queue spillbacks and peak spreading explicitly. If DTA is considered essential for developing accurate baseline and future volumes sets - GHD will coordinate this option with the SWG. The coverage of the DTA model will be larger than the study corridor to capture the impacts of inbound queue spillbacks beyond the study corridor gateways.

Based on this process, a 2015 baseline and 2040 future volume sets will be finalized. These volume sets will serve as inputs to the corridor-wide VISSIM micro-simulation model.

### 3.3.3 - VISSIM Micro-simulation Model

The VISSIM model developed as part of the 2014 SR 29 Gateway Corridor Improvement Program will be the primary analysis tool for the CMCP. GHD will review this model and make all requisite network modifications to accurately reflect SR 29 and applicable parallel facilities. GHD will be code the VISSIM network for the corridor segments using Google Earth aerial maps and street views for all the required geometric attributes.

The VISSIM micro-simulation model capacity assumptions by facility type (including reasonable ranges) will be established prior to the validation process. These will be shared with the SWG for review and comment.

The source of speed data needed for calibration will be PeMS and NPMRDS as processed in Task 1. Based on the PeMS and NPMRDS speed data, GHD will adjust the default free-flow speed to reflect the local conditions along this corridor. If needed and justified, adjustments to the



default capacity will also be performed but only within the specified ranges established with the SWG. Validating the VISSIM model will follow the procedures outlined in Guidelines for Applying Traffic Microsimulation Software (FHWA, 2004). GHD will prepare a VISSIM validation memorandum describing the steps taken to calibrate/validate the VISSIM model.

Once the VISSIM model is validated, the future year 2040 volume set will be input and the model executed to generate 2040 future baseline conditions.

### 3.4 - Program and Project Identification

In coordination with the SWG, GHD will identify potential programs and projects to improve the corridor while considering California Streets and Highways Code - Sections 2390-2397 and focusing on the Solutions for Congested Corridors Program (SCCP) strategies to:

- Reduce traffic congestion and address local access focusing primarily on operational improvements rather than capacity or facility expansion
- Improve corridor safety, accessibility and crossings for all travel modes
- Improve corridor circulation by evaluating pending connections/extension improvements of parallel roadways, improvements to existing mainline corridors, intersection improvements, or other congestion management strategies
- Improve transit access and transit flow
- Build upon aesthetic improvements identified in the SR 29 Gateway Corridor Plan to improve the appearance and cohesiveness of the corridor while ensuring that each jurisdiction remains visually distinct
- Upgrade technologies that will improve corridor operations and provide travel information
- Evaluate economic development, job creation and retention of the proposed projects/programs
- Reduce greenhouse gas emissions and air pollution impacts with proposed projects/programs, and stimulate efficient land use

#### 3.4.1 - Program and Project Identification

The key analysis tools proposed by the GHD team for the CMCP are presented in Table 1. The purpose for application, output or measure/s of effectiveness (MOE) and whether the MOE is amenable for monetization as a societal cost (i.e., benefit) is identified for each analysis tool. Application of these tools is described below.

#### SNABM Travel Demand Modeling

Unique volume sets that reflect the traffic diversion and AM/PM peak hour circulation characteristics will be developed to quantify the diversion of traffic onto parallel routes created by candidate roadway capacity improvements (i.e., roadway extensions, and improvements to existing parallel routes) and other operational improvements. These future year volume sets will serve as inputs to the VISSIM micro-simulation model.

#### VISSIM Roadway Operations Performance Summary

The following performance measures will be generated from VISSIM micro-simulation for existing, future baseline, and future with project.

- Person throughput
- Person Hours Of Delay (PHD)
- Travel Time Reliability - Travel Time Index/Buffer Time Index
- Vehicle Hours Of Delay (VHD)
- Vehicle Miles Travelled (VMT)

VISSIM, similar to other planning-level analysis tools, does not model trucks separately. However, NPMRDS data provides truck speeds. GHD will use the NPMRDS (processed in Task 1) to calculate existing truck delay and build correlation between existing truck delay and regular vehicle delay. Using the same correlation, GHD will estimate truck delay under baseline and future year conditions (with and without project).

#### Travel Time Reliability Analysis Results Performance Summary (passenger vehicles and trucks)

GHD will use NPMRDS speed data for all roadways designated as part of the National Highway System (NHS) for baseline travel time reliability and congestion analysis. The retrieval and processing of this data is described under Task 1. GHD will compute the following performance metrics for passenger vehicles in the study corridor:

- Buffer time
- Buffer Time Index
- Congestion and Operational Efficiency (Congestion Metric and LOTTR - passenger vehicles)
- Percent of Corridor Congested
- Percent of Corridor Reliable

Federal definitions from the National Performance Management Measures Rule will be used to define congestion and reliability. GHD will apply both the national

rule's definition of reliability (based on the 80th percentile speed) and the Highway Capacity Manual's definition of reliability (based on the 95th percentile speed).

Given that free flow speed is a key variable for calculating both Congestion Level and Level of Travel Time Reliability (LOTTR) free flow speed will be empirically estimated for each roadway segment using NPMRDS data between the hours of midnight and 3 AM. In instances where average free flow speed is lower than average peak hour speed - free flow speed will be set at peak hour speed. These and other conventions will be discussed with the SWG to determine the appropriate data protocols for analysis. Maps displaying AM/PM peak hour Congestion and LOTTR results for Passenger Vehicles will be developed.

To estimate the change in reliability (buffer time only) as a result of the CMCP improvement concepts, GHD will holistically project the change of travel time reliability (i.e., buffer time) for each CMCP alternative under future year conditions. This will be done by applying the relative change in the Travel Time Index (TTI) between baseline and future to adjust the empirically based NPMRDS baseline estimate of buffer time. This assumes that the effect of construction, weather, and incidents that is reflected in the most recent 12-months of NPMRDS data is reasonably reflective of like events in the future.

Buffer time will be the key Measure of Effectiveness from this analysis (versus Buffer Time Index) given that it can be monetized based on the Caltrans 2016 Economic Parameters using the same societal cost as delay. These estimates will be annualized and expanded to reflect the 2040 design life horizon.

## Interconnected Streets and Integrated Corridor Management

GHD and ETG will provide an ITS benefit assessment. This could include validating the operational impacts of implementing Integrated Corridor Management (ICM) throughout the study corridor through active freeway management, active Transportation Demand Management strategies, active transit management, active arterial management, and traveler information systems in the corridor.

## Vehicle Collision Reduction Analysis Performance Summary

Based on the data processed in Task 1 and contributing factors from the SWITRS/TIMS baseline collision

assessment, the GHD team will apply Part C of the Highway Safety Manual (HSM) to estimate the safety performance for the CMCP improvements. GHD will apply Crash Modification Factors (CMF) as appropriate. The estimated reduction in collisions will be distributed by severity (PDO, Serious Injury, Fatality) based on historical data. This analysis will inform following performance metrics:

- Number of vehicle collisions
- Rate of vehicle collisions per number of vehicle trips
- Consideration of policies that support public safety and security such as lighting and other crime prevention and safety measures

## Pedestrian/Bicycle Collision Analysis Performance Summary

Based on the data processed in Task 1, GHD will isolate all pedestrian/bicycle related collisions and associated reductions. Estimated reduction in collisions will be distributed by severity (PDO, Serious Injury, Fatality) based on historical data. This analysis will inform following performance metrics:

- Number of bicycle and pedestrian collisions
- Rate of bicycle and pedestrian collisions per number of bicycle and pedestrian trips
- Consideration of policies that support public safety and security such as lighting and other crime prevention and safety measures

GHD will summarize both the vehicular and specific pedestrian/bicycle related collisions for input into either Cal-B/C, the HSIP Analyzer or like off-model excel Highway Safety Manual (HSM) compatible worksheets to compute monetized benefits. The basis for any of these options shall be the Caltrans 2016 Economic Parameters. Once monetized, this estimate will be expanded to reflect the design life horizon year.

For the Federal Performance Monitoring Rule PM(1) metrics that reflect rates, GHD will compute segment specific VMT (AADT x segment length in miles). For freeway and local roadways, segment lengths will be computed within GIS or by post mile. The source of baseline and future daily traffic volumes with and without the CMCP improvements will be from SNABM output The PM (1) metrics will be computed at the corridor scale of analysis and Targets checked to determine consistency with State/MPO safety targets.

## Active Transportation LTS Connectivity Analysis

GHD will examine the LTS connectivity assessment under future year conditions relative to each corridor alternative's active transportation improvement package. GHD will use Census block scale of analysis to establish a geodatabase of demographic, income/poverty, language, and employment within the study corridor from the 2010 Census, American Community Survey (ACS), and Longitudinal Employment and Housing Data (LEHD) datasets. This data will be proportionately "grown" to reflect future year conditions based on the projected future growth resident in the SNABM land use database.

Based on roadway, bicycle, and pedestrian networks; transit network data; and Points of Interest (POI) data, GHD will perform an LTS pedestrian and bicycle connectivity assessment of the CMCP active transportation improvements. The assessments will differentiate between advantaged and disadvantaged populations to assess the degree of connectivity of the low-stress network under future (2040) conditions for these demand markets.

GHD will also examine the LTS accessibility characteristics to specific destination types (POI) across each CMCP improvements. POIs could include, but not limited to, schools, transit stops/hubs (including rail stations), hospitals, and commercial centers.

## Active Transportation Mode Share Shift Analysis

GHD will apply the NCHRP 552 Guidelines for Analysis of Bicycle Infrastructure Investments method to estimate mode share shifts, vehicle trip and VMT reductions of the active transportation improvements identified in each of the CMCP active transportation improvements. The analysis will be applied to three distance buffers (1/4, 1/2, and 1 mile) as proscribed in NCHRP 552.

This analysis will yield the following outputs for each of the CMCP pedestrian/bicycle improvement:

- 
- Number of new bicycle riders (mode shift) for commuting and non-commuter trips
- Low, moderate, and high estimates of vehicle trip and associated VMT reductions
- Excel workbooks and GIS distance buffer maps.
- Monetized health benefit results

## Transit Accessibility Analysis Performance

As described in the accessibility assessment, GHD will apply the LTS analysis to determine the walking and biking

connectivity to existing/future transit facilities; accessibility to transit facilities by all modes; and, other multimodal hub points of interest.

Bus transit mode shifts from autos will be based on mode split output from SNABM and GIS-based tools to assess the following:

- Transit station accessibility
- Bus transit mode shifts from autos on SR 29 and adjacent arterial system roadways

## Air Quality and Climate Change Greenhouse Gas Emissions

GHD will quantify the change in health-based criteria pollutants as well as climate change greenhouse gases (CO<sub>2</sub> and CO<sub>2</sub> equivalents). Based on the on-road vehicle activity changes quantified, GHD will use the SB-1 Emissions Calculator tool developed by the California Transportation Commission to calculate the change in these emissions as a result of the CMCP improvements. The emissions analysis will be inform based on the VMT and VMT by speed class distribution characteristics of each the CMCP improvements.

## Climate Adaptation Summary

GHD will perform a qualitative assessment of climate preparedness and infrastructure asset protection/resilience and connectivity benefits of the CMCP improvements.

GHD will evaluate the enhanced risk associated with not implementing the CMCP improvements for the study corridor as well as the corridor's its overall use and functionality on:

- Multimodal transportation infrastructure Assessment
- Network Connectivity Assessment
- Goods Movement Assessment
- Emergency Response Assessment

GHD will use existing on-line mapping tools such as Caltrans Vulnerability Interactive Mapping Tool (District 1) and CalEnviroScreen 3.0 developed by the Office of Environmental Health Hazard Assessment, and other on-line tools to inform this assessment. GHD will consider all applicable climate change events but will focus primarily on flood and wildfire events.

## Benefit Burden Analysis Summary

GHD will quantify the distribution of costs and benefits resulting from the implementation of the CMCP

improvements on disadvantaged communities (low-income and minority individuals) within the study corridor. This analysis will be based on NVTAs definitions of minority and low income populations for Napa County.

GHD will perform a select link and zone analysis for roadway improvements to identify the percent of motorists using the improved facilities who are from traffic analysis zones defined as disadvantaged.

As described under the Active Transportation Accessibility and Mode Shift Analysis, GHD will perform LTS connectivity assessments to identify the degree of access to active transportation and transit improvements by disadvantaged communities versus non-disadvantaged communities.

Disproportionately high and adverse effects resulting from the implementation of the CMCP improvements on minority and low-income populations (i.e., EJ communities) will be examined. Additionally, the CMCP planning process itself will document the outreach opportunities provided to all segments of the population to give input into the CMCP.

### Economic Development Assessment

The economic analysis of the mobility improvements along the study corridor will consist of two parts:

- Benefit-cost analysis comparing the user benefits of the improvement plan with the costs of implementation
- Economic impact analysis showing the regional impacts of the improvement plan in terms of gross regional product (GRP), jobs, and personal income

The benefit-cost analysis will be informed by deliverables previously described.

GHD will conduct an economic impact analysis of the CMCP improvements. To inform this analysis of regional economic development, job retention strategies, and supporting activities, GHD will review relevant economic development plans prepared by economic development and local planning agencies.

GHD will conduct an economic impact analysis using IMPLAN economic multipliers (or other sources if desired). The analysis will consider the short-term construction benefits as well as the long-term transportation efficiencies generated by the project. Economic impacts will be reported in terms of Gross Regional Product, jobs, and personal income.

GHD will combine this information with the truck performance information and the B/C analysis results of the CMCP improvements and prepare a technical memorandum describing the assumptions and analyses used to develop the economic development and return on investment potential of the CMCP improvements.

### Efficient Land Use

GHD will analyze change in modal choice access relative to commercial and/or mixed-use POI based on the LTS pedestrian/bicycle connectivity analysis (See Active Transportation Connectivity LTS Analysis).

### **3.4.2 - Benefit-Cost Analysis**

Per the Smart Mobility Framework (SMF), GHD will evaluate each CMCP corridor improvement across each performance metrics and establish a relationship with the following six SMF objectives:

- Location Efficiency
- Reliable Mobility
- Health and Safety
- Environmental Stewardship
- Social Equity
- Robust Economy

GHD will develop planning level cost estimates for each project or program, including costs to build facilities or acquire program materials, annual operation and maintenance costs.

The holistic metric will be Benefit-Cost (i.e., return on investment). The Benefit-Cost Assessment for the CMCP will include the following analyses:

- Monetized benefits for Benefit-Cost based on the 2016 Caltrans Parameters of Societal Costs. All MOEs amendable to benefit monetization will be incorporated into the Benefit-Cost assessment.
- Non-Monetized benefits for measures that are expressed as indices or rates that are not amendable to monetization. These include the National Performance Management Rule (PM1) metrics and accessibility indices/scores generated by the LTS analyses.
- Non-Monetized benefits of other regional assessments that speak to state/federal transportation planning objectives. These include environmental justice; economic development; climate change vulnerability; and emerging technologies.



# Project Understanding

Benefits will be monetized based the societal cost information from Caltrans 2016 Economic Parameters. The latter information informs the Caltrans Cal-B/C analysis tool as well as other benefit-cost analysis tools including the HSIP Analyzer and the SB-1 Emissions Calculator. Monetized benefits will be combined with currently available planning level improvement cost opinions. Benefit-cost estimates will be computed for the CMCP improvements. All quantitative benefits will be annualized and projected to 2040 (reflects a 20-year design life).

Equal attention will be given to documenting the beneficial outcomes of measures not directly reflected in the Benefit-Cost assessment of the CMCP. These include: CMCP Consistency (with other existing plans and policies per products developed in Task 3); CMCP Policy Consistency (NVTa, Cities of Napa, American Canyon, County of Napa, and Caltrans); Environmental/Institutional Sensitivity (beyond air quality which will be reflected in the B-C); and, Community Acceptance (based on the community engagement process).

Based on the B-C results and plan/policy consistency assessments, projects will be selected for implementation and prioritized based on their ability to achieve a balanced set of transportation, environmental, and community access improvements and community input. This will form the basis of the preferred corridor concept.

GHD and SWG will develop, and the Stakeholders, TAC, and NVTa Board will review, a menu of proposed physical improvements and programs that can advance improvements in the corridor. The menu will include existing projects or programs that have not been fully implemented as well as near-term, mid-term and long-term projects.

GHD will develop a matrix to determine the ability of each existing or new project to advance the framework and to improve the corridor by advancing one or more of the SMF (6) objectives. The matrix will list short, mid and long-term projects, develop an optimized order of delivery, and rate projects based on how well the project accomplishes the above stated goals.

## 3.5 - Corridor Improvement Implementation Plan

GHD will develop a Corridor Improvement Implementation Plan, covering the following topics for recommended programs and projects:

- Project Deliverability
- Congestion Relief
- Air Quality
- Safety Improvements
- Accessibility
- Efficient Land Use

All these topics will be informed by the analysis and documentation developed as part of Task 3.4.

GHD will also develop an assessment of funding options and strategies for implementation. This will entail identifying a list of potential funding sources that will match the recommended projects/programs to applicable funding sources. This will include an assessment of NVTa's financially constrained Regional Transportation Plan and what, if any, revenue capacity exists or can be reasonably assumed that could provide funding capacity for any of the proposed improvements of the preferred corridor concept.

GHD will identify opportunities for multi-jurisdictional programs or projects. This will include listing the affected jurisdictions and key agency stakeholders that should be consulted. GHD will also identify implementation mechanisms, public/private partnerships, and additional project/program phasing strategies that should be considered together with the phased groupings of short-term (1-2 years) mid-term (3-5 years) and long-term (beyond 5 years) improvements.

Based on the information developed as part of Task 3.4, GHD shall develop an Economic Impact Analysis of the proposed improvements. The economic impact analysis should include the following:

- Use of construction cost estimates and projected gains in worker productivity and reduced delays/congestion and possible net tourism gains (such as transient occupancy tax revenue)
- Impacts to goods movement and freight
- Direct Impacts and estimated employment changes from budget dollars to be spent
- Induced and indirect impacts on business revenues and employment
- State and local tax gains

GHD and SWG will prepare, and the Stakeholders, TAC, and NVTa Board will review, a draft implementation plan for corridor improvement projects and programs to address the



study's varied objectives. The implementation plan will recommend steps for immediate, short-term (1 -2 years), mid-term (3-5 years) and long-term (beyond 5 years) implementation. The implementation plan will provide an estimated project delivery schedule for key improvements, evaluate project readiness, identify a funding strategy of existing and potential new funds available to initiate and operate the recommended programs and projects, and will recommend a governance option for the multijurisdictional projects or programs.

## ***Deliverables:***

- Model Forecast Technical Memorandum
- Baseline, Opening Day and Design Year Volume Sets
- VISSIM Model Baseline Validation Memorandum
- Electronic files of SNABM and VISSIM Modeling Runs
- VISSIM Micro-simulation Operations Model Calibration/ Validation Memorandum
- Micro-simulation Results Roadway Performance Summary
- Travel Time Reliability Analysis Results Performance Summary
- Vehicle Collision Reduction Analysis Performance Summary
- Pedestrian/Bicycle Collision Analysis Performance Summary
- Active Transportation LTS Connectivity Analysis Summary
- Active Transportation Mode Share Shift Analysis Summary
- Transit Accessibility Analysis Performance Summary
- Emissions Analysis Performance Summary
- Benefit Burden Analysis Summary
- Freight Reliability Throughput Analysis Performance Summary
- Climate Adaptation Summary
- Planning Level Cost Estimates
- Benefit-Cost Assessment Summary
- List of Phased Improvements for Implementation
- Implementation
- Economic Analysis Memorandum
- Implementation Plan

## **Task 4 - Final Plan and Public Meeting**

### **4.1 - Draft and Final Plan**

#### Administrative Draft CMCP

Based on the data collected, public input received and technical analyses performed, GHD will prepare an Administrative Draft of the CMCP for early internal review. GHD will prepare the Draft CMCP based on one consolidated list of comments received on the Administrative Draft CMCP.

#### Draft CMCP

GHD will develop the Draft CMCP for distribution to agencies, stakeholders and the public.

#### Final CMCP

GHD will prepare the Final CMCP based on one consolidated list of comments received on the Draft CMCP.

### **4.2 - Public Meeting**

#### Public Meeting

GHD will prepare a PPT presentation and present the Final CMCP to the NVTA Board as a Noticed Public Meeting.

## ***Deliverables:***

- Administrative Draft, Draft and Final CMCP
- Preparation and Presentation of the Final Plan to the NVTA Board

## Scope of Work - Objective 2

The following Scope of work is for Object 2 of Napa Valley Transportation Authority's (NVTa) State Route (SR) 29 Comprehensive Multimodal Corridor Plan and Project Initiation Document (PID) for SR 29 through American Canyon. GHD will begin this phase of work upon written notice to proceed from NVTa and after the approval of the Object 1: the update to the SR 29 Gateway Corridor Plan. It is recommended this scope and fee be revisited to ensure it meets the needs of the findings of Object prior to that start of work.

## Task 1: Project Management, Coordination and Quality Control

GHD Inc. (GHD) will provide project management, coordination with and between the County and key project stakeholders.

### 1.1 - Project Management & Quality Control

GHD will perform the following duties:

- Provide Project Quality Control/Quality Assurance
- Supervise, coordinate and monitor procedures for preparation of the PID, and other supporting studies consistent with and in conformance to the guidelines published in Caltrans "Project Development Procedures Manual" (PDPM)
- Coordinate and monitor deliverables, project submittals to and reviews by the Project Development Team (PDT)
- Ongoing correspondence and communication with NVTa's and Caltrans project managers.
- General correspondence, monthly progress reports, invoicing, and project schedule updates.

### 1.2 - Project Meetings & Agency Coordination

#### Initial Project Meeting (Pre-PID Meeting)

GHD will coordinate the Pre-PID meeting with NVTa, City, County, and Caltrans staff in accordance with the PDPM. Among the purposes of the meeting will be to ensure mutual understanding of the intended process, its objectives, milestones, and products, and to refine the work program and project schedule where necessary. This meeting will also identify necessary members of the PDT, including all necessary stakeholders.

#### PDT Meetings

Up to four (4) PDT meetings are assumed through

completion of the PID. GHD will lead each of these meetings and will provide all PDT meeting coordination and oversight, including the preparation of meeting minutes summarizing actions taken, actions to be taken, responsible party, and resolution date.

#### Agency Coordination

In addition to the four formal PDT meetings, the scope assumes ten (10) Webex or conference calls with the NVTa, Caltrans, and stakeholders as appropriate to ensure timely delivering of the PID.

### 1.3 - Public Information Open House (1)

GHD will conduct one (1) public information open house. This open house will be held as the project approaches completion, prior to the preparation of the Draft PID.

The purpose of this meeting is to present the project's Purpose and Need and the alternatives being considered. It is assumed NVTa and City/County staff will conduct the presentations; however, GHD will assist in the preparation of meeting presentation material. GHD will prepare and produce handouts, a meeting notice project fact sheets, agendas, comment sheets, and other print materials. Up to two (2) GHD staff will also attend the meeting.

GHD will take the input received at the public meeting and summarize it in the Draft PID as public comments. It is assumed NVTa and/or the City will schedule the public open house and make arrangements for a facility.

GHD will assist in the preparation of public notifications, but it is assumed NVTa and/or the City/County will arrange to release the notices to the appropriate media channels and direct mail to the project database.

### 1.4 - Project Presentations (3)

GHD will be available to assist NVTa, County and/or City make up to three (3) presentation to the City Council, County Board of Supervisors, and NVTa Board as appropriate. It is assumed NVTa and City/County staff will conduct presentations; however, GHD will assist in the preparation of meeting presentation material.

## Task 2: Preliminary Research/Data Collection and Base Mapping

### 2.1 - Preliminary Research/Data Collection

Under this task, existing data and information for the project and project area will be assembled. The types of

information collected will include (but not be limited to) existing mapping, as built plans, utility maps, record improvement drawings and reports, and existing data including County and Caltrans collision data, right of way information, records maps, title information, utility information, etc. The budget assumes all data will be provided by NVTa, Caltrans, City of American Canyon, and other stakeholders.

Under this task, GHD will mapping/as-built request letters for all utilities in the area for NVTa to place on letterhead and send to the utility purveyors.

## 2.2 - Preliminary Base Mapping

For this preliminary phase of the project, topographic survey is not included in this scope of services. The base mapping will be comprised of a scaled (non ortho-rectified) aerial color photo mosaic obtained from readily available sources. The base mapping will be prepared at a scale of 1"=500', with vertical information developed from available sources including, but not limited available GIS databases and InterMap.

Existing right of way and property information will also be developed from available sources including, but not limited available GIS databases, right-of-way record maps and as-built plans. Utility information obtained from task 2.1 will be delineated on the base maps.

GHD will also prepare a Survey Mapping Needs for PSR-PDS Questionnaire and submit the questionnaire to Caltrans for review and comment. This scope assumes that no field surveys or fieldwork will be required.

## 2.3 - Existing Study Area Environmental Constraints

GHD will review all existing documentation, perform database reviews of the project corridor, and gather scoping level information on the following topics:

- Land use (including existing and future land uses; consistency with state, regional, trial, and local plans; parks and recreation; growth; farmlands; community character and cohesion; relocations; environmental justice issues; and utilities/emergency services/public facilities)
- Visual/aesthetics
- Historic/cultural resources
- Hydrology and floodplains
- Water quality and stormwater runoff

- Geology and soils
- Paleontology
- Hazardous waste/materials (a Phase I Initial Site Assessment (ISA) will be prepared by as part of determining the existing study area environmental constraints; the ISA study will be prepared to identify potential hazardous waste sites and that may have an impact along the study corridor quality within the project limits)
- Air quality, energy and climate change
- Noise and vibration
- Biological resources, section 4(f) properties
- Cumulative impacts
- Opportunities for context sensitive solutions

The draft ISA will be submitted to NVTa and Caltrans for review and comment. Comments will be incorporated into a final ISA that will be submitted to the County and Caltrans. The environmental constraints and conditions data will be used in a subsequent task to develop the PEAR.

## Task 3: Purpose and Need Project Information Form

GHD will prepare the Project Initiation Form (PIF) and ensure that all steps outlined in the Caltrans Pre-Project Initiation Document (PID) Check List are met. Specifically, GHD will provide the following services.

### 3.1 - Develop Purpose and Need Statement

GHD will prepare a Draft "Purpose and Need" statement for the project. The "Purpose and Need" statement will be developed based on the study area deficiencies and constraints. A memorandum will be prepared that states the project's "Purpose and Need" and provided to the PDT for review, comment, and input.

### 3.2 - Prepare Draft of the PIF

GHD will prepare the Draft PIF, which is to include details on:

- Project description
- Funding sources
- Project schedule
- Basic transportation deficiency
- Project background
- Project purpose and need
- Proposed solutions or range of alternatives
- Environmental issues/known concerns
- Right of way concerns
- System planning

- Traffic data, accident data, alternative sketches
- Preliminary contact list for Project Development Team members

Upon completion of the first draft of the PIF, GHD will submit it to NVTAs project manager and attend one (1) virtual meeting with the NVTAs staff to review the draft PIF, to discuss the information provided, and other information that may be required from any of the stakeholders. Upon resolution of all comments and questions, we will then make changes to draft PIF and prepare a second draft to be circulated to Caltrans, County, and City prior to the official Pre-PID meeting.

### 3.3 - Prepare Final PIF

Following the Pre-PID meeting and upon receiving additional comments from the reviewing agencies, GHD will prepare the final PIF for final approval.

## Task 4: Traffic Study: Intersection Control Evaluation (ICE) Step 1

Information from the corridor study will be summarized under this task.

### 4.1 - Step 1 ICE Summary

GHD will summarize the following information from the Objective 1 scope:

- **Existing Safety Deficiencies.** Traffic Accident Surveillance and Analysis System (TASAS) Tables, etc. will be reviewed within the study area by roadway segment and at primary study area intersection to identify and discuss current safety deficiencies.
- **Existing Traffic Capacity and Level of Service.** Traffic counts will be collected and the existing roadway and intersection LOS will be derived. The existing traffic conditions will be documented in a technical memorandum. the existing LOS conditions analysis will be prepared for approval by Caltrans. GHD will collect new intersection turn-movement counts, for the AM and PM peak hour periods, at all intersections within the project boundary.
- **Transit/Pedestrian/Bicycle Facilities.** Existing transit providers and pedestrian and bicycle facilities along the study corridor will be identified.

### 4.2 - Traffic Modeling Forecasts

The regional travel demand model, with adjustments recommended by GHD and the PDT, will be used to derive

construction year and design year forecasts. A forecast memorandum will be prepared in draft for review/comment by the PDT. Based on agency comments, the final forecasts will be prepared for approval by Caltrans.

### 4.3 - Evaluate Construction Year and Design Year Traffic Operations

The “no build” traffic operations conditions will be derived. The alternatives selected for consideration in the PSR-PDS (in other phases in this scope) will be analyzed to determine the delays, LOS, and queues.

### 4.4 - Intersection Control Evaluation (ICE) Step 1 and Traffic Operations Report

GHD will use the traffic safety and operations analysis developed under this phase, along with preliminary geometric designs and costs estimates developed in other phases in this scope, to complete an ICE Step 1 in accordance with the Caltrans TOPD. The ICE will address:

- Traffic capacity and operational modeling (Traffic Operations Report)
- Safety performance analysis
- Life-cycle economic analysis
- Service-life analysis
- Geometric design
- Costs

## Task 5: Alternatives Development & Analysis

GHD will develop and evaluate up to three (3) “build” alternatives and a no build alternative. The “build” alternatives will be developed by GHD and in accordance with the findings of Object 1, the updated corridor plan, and will ultimately meet or reduce transportation deficiencies and address the project purpose and need. GHD will ensure the PDT is involved in the alternative development processes and will be consistent with the Caltrans ICE policy, TOPD 13-02.

### 5.1 - Develop Project Build Alternatives

GHD will prepare one PID level geometric designs for each of the three “build” alternatives. The geometric designs will be developed in sufficient detail to evaluate costs, design standards, right of way impacts, utility impacts, and environmental impacts. For budgeting purposes is assumed one (1) draft submittal of the each alternative will be provided to NVTAs, comments will be reviewed and addressed. GHD will then prepare revised draft exhibits



and submit those to the PDT for review a comment. Comments will be addressed and one set of final draft exhibits will be prepared for inclusion in the PID document.

It is assumed that electronic submittals of the geometric designs will be sufficient.

## 5.2 - Preliminary Environmental Analysis Report (PEAR)

The PEAR that will be prepared for this project will include:

1. The Project Description, based on the conceptual alternatives being considered and developed within Task 5.1
2. An analysis of potential environmental issues associated with each of the identified alternatives. The analysis will include scope, schedule, and costs associated with the subsequent environmental compliance process, and document the assumptions and risks used to develop them. This information will be presented in a tabular format for easy comparison between the alternatives
3. A discussion of the anticipated environmental documentation and anticipated environmental commitments needed for each alternative to comply with CEQA and NEPA requirements
4. An analysis of regulatory and agency permits likely to be needed for each project alternative

The PEAR will also consider the following topics, consistent with guidance set out in Caltrans's PEAR Handbook (2009) and the City's preferred CEQA Checklist (based on Appendix G of the CEQA Guidelines):

- Land Use
  - Existing and Future Land Use
  - Consistency with State, Regional, and Local Plans
  - Parks and Recreation
- Growth
- Farmlands/Timberlands
- Community Impacts
  - Community Character and Cohesion
  - Relocations
  - Environmental Justice
  - Utilities/Emergency Services/Public Facilities
- Visual and Aesthetic Resources
- Historic and Cultural Resources
- Hydrology and Floodplain
- Water Quality and Stormwater Runoff
- Geology, Soils, Seismic, and Topography

- Paleontology
- Hazardous Waste/Materials
- Air Quality
- Noise and Vibration
- Energy and Climate Change
- Biological Resources
- Section 4(f) and Section 6(f) Properties
- Cumulative Impacts
- Opportunities for Context Sensitive Solutions

The evaluation of these topics will be concise, yet will be discussed in sufficient detail to preliminarily assess the need for further studies, analyses, or permits that may be required. Environmental issues anticipated to require more in-depth review include biological resources and community impacts. Other issues (e.g., parks and recreation, Section 4(f) and 6(f) resources) are not expected to be implicated by the project; the PEAR will very briefly document why further environmental analysis of these resources is not necessary. The analysis will be based primarily on a review of existing documentation and databases. One (1) general field review of the project area will be conducted, documenting existing conditions of the project study area. This scope of work includes conducting a California Natural Diversity Database (CNDDDB) search of the project area, requesting a special-status species list from the U.S. Fish and Wildlife Service (USFWS), and conducting a cultural resources records search at the California Historical Resources Information System's (CHRIS) Central Coast Information Center (CCIC).

The PEAR will include all required attachments, including the PEAR Environmental Studies Checklist, Estimated Resources by WBS Code, Schedule (Gantt Chart), and PEAR Environmental Commitments Cost Estimate.

## 5.3 - Design Standards

GHD will reference the Caltrans Design Information Bulletin (DIB) 78 Design Checklist based on the level of detail developed for each build alternative to assist in identifying anticipated non-standard design features that may deviate for the Highway Design Manual (HDM) design standards. The resulting list of anticipated non-standard design features will be documented and discussed with the PDT. Caltrans will identify the likelihood of approval of non-standard features.

## 5.4 - Storm Water Data Report (SWDR)

Based on the project build alternatives, GHD will prepare the PID level SWDR's. The scope assumes that SWDR's

will be required for one “build” alternative. Draft SWDR’s will be submitted to Caltrans for review/comment. Comments will be incorporated and final SWDR’s will be prepared and submitted.

## 5.5 - Right of Way Estimates

GHD will complete the “Conceptual Cost Estimate - Right of Way Component” for the three “build” alternatives. The estimates will be completed using form 4-EX-8 of the Caltrans’ Right of Way manual. It is assumed NVTA and/or other stakeholders will provide market values.

## 5.6 - Develop Cost Estimates

GHD will develop PID level cost estimate for each “build” alternative per PDPM. GHD will also develop the estimated support cost that will be needed to complete PA/ED.

## 5.7 - Develop Schedules

GHD will develop a schedule for delivery of major milestones of the PA/ED phase.

## 5.8 - Project Risks

GHD will prepare a project risk register in accordance with Caltrans requirements. The risk registered will be reviewed at each PDT meeting and updated as the project progresses. GHD will update and the Risk Register will be included in the PID.

## 5.9 - Life Cycle Cost Analysis (LCCA)

GHD will prepare a LCCA in accordance with the Caltrans policy.

## Task 6: Project Study Report/Project Development Support (PSR-PDS)

For budgeting purposes, it is assumed the appropriate PID document is a PSR-PDS. This task consists of preparing the draft and final PSR-PDS. The report preparation sequence will consist of preparing a draft PSR-PDS for review by PDT members; then a draft PSR-PDS for district wide distribution within Caltrans; then a draft final PSR-PDS for final review by the PDT; and then a final PSR-PDS submitted for Caltrans approval. The scope assumes that FHWA oversight is not required.

### 6.1 - First Draft PSR-PDS

GHD will prepare a First Draft PSR-PDS for initial review by the PDT. The First Draft PSR-PDS will, at a minimum, include all work completed in the previous project tasks. Up

to fifteen (15) bound copies of the Draft Report will be prepared and provided to the PDT for their review and comment.

### 6.2 - Review Comments on First Draft PSR-PDS

Comments received from the PDT will be reviewed and any identified issues or concerns will be addressed. It is assumed that a comment review meeting, if needed, will be conducted through a web-based meeting. GHD will prepare a written response to all comments received.

### 6.3 - Second Draft PSR-PDS

The second Draft PSR-PDS will incorporate any comments received from the PDT. Up to fifteen (15) bound copies of the Second Draft PSR-PDS will be prepared and provided for review and comment to the PDT and to Caltrans for district-wide and headquarters circulation.

During the Second Draft PSR-PDS review by Caltrans, the scope assumes Caltrans will conduct a joint Safety Review and Constructability Review meeting. Comments from the meeting will be summarized and a response will be prepared by GHD. The meeting response to comments will be distributed to the PDT and Caltrans.

### 6.4 - Review Comments on the Second Draft PSR-PDS

Comments received on the Second Draft PSR-PDS will be reviewed and any identified issues or concerns will be addressed. It is assumed that a comment review meeting, if needed, will be conducted through a web-based meeting. GHD will prepare a written response to all comments received.

### 6.5 - Third Draft PSR-PDS

Upon addressing all comments on the Second Draft PSR-PDS, GHD will then prepare the Third Draft PSR-PDS. Fifteen (15) bound copies of the Third Draft PSR-PDS will be prepared and provided to the PDT and Caltrans for their review and comment.

### 6.6 - Final PSR-PDS

The Final PSR-PDS will be prepared upon resolution of all final comments and issues. One (1) copy of the Final PSR-PDS will be submitted to Caltrans for final approval and signatures. It is estimated at this time that GHD will be responsible for the reproduction of up to fifteen (15) bound copies of the approved PSR-PDS.

## Schedule - Objective 1

### PROJECT SCHEDULE

M Meeting (CAC/TAC/SWG)
 C Charrette
 D Deliverable
 S Check-In

#	Task Description Objective 1	Mar-19	Apr-19	May-19	Jun-19	Jul-19	Aug-19	Sep-19	Oct-19	Nov-19	Dec-19	Jan-20
<b>Task 1 Project Startup</b>												
1.1 Project Management and Coordination												
1.2 Project Kick-Off Meeting			M									
1.3 Bi-Weekly Conference Calls		S	S	S	S	S	S	S	S	S	S	S
1.4 Data Retrieval / Processing / Review				D								
<b>Task 2 Ongoing Stakeholder and Community Outreach and Project Oversight</b>												
2.1 Prepare a Draft and Final Public Outreach Plan			D									
2.2 Stakeholder/Jurisdictional Meetings			M			M		M		M		
2.3 Committee Meetings			M			M		M		M		
2.4 Public Meetings		M	C	M		M		M	C		M	
2.5 Collateral Outreach Materials			D						D			
2.6 Public Outreach Plan and Summary Report			D							D		
<b>Task 3 Develop Plan Components</b>												
3.1 Evaluate Opportunities, Develop Corridor Plan Framework and Literature Review			D									
3.2 Summarize Corridor Existing Studies and Plans			D									
3.3 Model Future Traffic Projections					D							
3.4 Program and Project identification							D					
3.5 Corridor improvement Implementation Plan									D			
<b>Task 4 Final Plan and Public Meeting</b>												
4.1 Prepare Administrative Draft, Draft, and Final Plan												D
4.2 Present Final Plan to NVTB Board												M

Note: Schedule is preliminary, and will be finalized at the Project Kick-Off Meeting

## Schedule - Objective 2

### PROJECT SCHEDULE

**M** Meeting (PDT)

**D** Deliverable

**S** Check-In

#	Task Description Objective 2	Feb-20	Mar-20	Apr-20	May-20	Jun-20	Jul-20	Aug-20	Sep-20	Oct-20	Nov-20	Dec-20	Jan-21	Feb-21	Mar-21	Apr-21	May-21	Jun-21	Jul-21
<b>Task 1</b>	<b>Project Management, Coordination and Quality Control</b>																		
1.1	Project Management & Quality Control																		
1.2	Project Meetings & Agency Coordination		M	S	S		S	S	S	S	M	S	S	S	M	S	S	M	
1.3	Public Information Open House (1)																		
1.4	Project Presentations																	D	D
<b>Task 2</b>	<b>Preliminary Research/Data Collection and Base Mapping</b>																		
2.1	Preliminary Research/Data Collection																		
2.2	Preliminary Base Mapping																		
2.3	Existing Study Area Environmental Constraints																		
<b>Task 3</b>	<b>Develop Plan Components</b>																		
3.1	Develop Purpose and Need Statement																		
3.2	Prepare Draft of the PIF																		
3.3	Prepare Final PIF																		D
<b>Task 4</b>	<b>Final Plan and Public Meeting</b>																		
4.1	Existing Transportation Conditions																		
4.2	Traffic Modeling Forecasts																		
4.3	Evaluate Construction Year and Design Year Traffic Operations																		
4.4	Intersection Control Evaluation (ICE) Step 1 and Traffic Operations Report																		
<b>Task 5</b>	<b>Alternatives Development &amp; Analysis</b>																		
5.1	Develop Project Build Alternatives																		
5.2	Preliminary Environmental Analysis Report (PEAR)																		
5.3	Design Standards																		
5.4	Storm Water Data Report (SWDR)																		
5.5	Right of Way Estimates																		
5.6	Develop Cost Estimates																		
5.7	Develop Schedules																		
5.8	Project Risks																		
5.9	Life Cycle Cost Analysis (LCCA)																		
<b>Task 6</b>	<b>Project Study Report/Project Development Support (PSR-PDS)</b>																		
6.1	First Draft PSR-PDS																		
	<i>Agency Review</i>																		
6.2	Review Comments on the First Draft PSR-PDS																		
6.3	Second Draft PDS-PDS																		
	<i>Agency Review</i>																		
6.4	Review Comments on the Second Draft PSR-PDS																		
6.5	Third Draft PSR-PDS																		
	<i>Agency Review</i>																		
6.6	Final PSR-PDS																		D

Note: Schedule is preliminary, and will be finalized at the Project Kick-Off Meeting



### Budgets

The Budgets for Objective 1 and Objective 2 are in separate sealed envelopes

# Experience and Qualifications



943 Reserve Drive, Suite 100  
Roseville, CA 95678  
P: 916 782 8688/F: 916 782 8689

## Project Manager

Todd Tregenza, 916 782 8688  
Todd.Tregenza@ghd.com

## Services Include

- Complete Streets
- Roundabout Planning and Design
- Traffic Engineering
- Transportation Planning/Design
- Landscape Architecture/Wayfinding
- Civil Engineering
- Land/Construction Surveying
- Geographic Information Systems

## Organization Type

Corporation

## Certifications

DIR Number: #1000018754

## About GHD

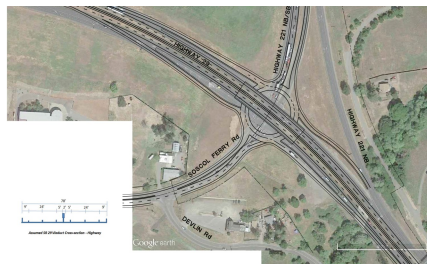
Established in 1928, GHD is a wholly-owned subsidiary - a privately held international engineering firm owned by our people and operates across five continents. Our people can offer decades of knowledge, as well as a deep understanding of the challenges facing businesses and communities today. Globally, we employ more than 9,000 people in 200 offices and have delivered projects in more than 90 countries. In North America, our resources include 4,000 people with more than 130 locations across the region. Our business model is to work internationally and deliver locally - put simply, we work where our clients work. GHD merged with Omni-Means in 2017. This merger has bolstered our ability to provide services to clients from 14 locations throughout California. We are confident that our skill-set will match your needs.

## Experience in the Napa Area

Knowing the full range of transportation services GHD can offer NVTa, the City, and the County, they have been able to take advantage of our transportation planning, traffic operations, simulation, and roundabout expertise and capabilities for years. We started working with the City of Napa in 2010 performing the **Streets West of Downtown Area Traffic Operations Study**, identifying potential improvements at 1st, 2nd, 3rd, and Clay Streets - extending from SR 29 easterly, to Jefferson Avenue and how they would function with the adjacent freeway ramp intersections. Also in 2010, we prepared the **1st Street/California Boulevard Roundabout Feasibility Study** that concluded a roundabout at 1st Street/California Boulevard, in conjunction with a signal at the SR 29/1st Street ramps, would create acceptable operations and eliminate the congestion issues.



SR 29/SR 221 Roundabout Interchange Initial Feasibility Evaluation



First Street/California Boulevard Roundabout Feasibility Study



Imola Avenue Gateway Enhancement

## The First and Second Street Roundabouts along California Boulevard

(PS&E) project (2013) is at intersections in the downtown area. We are now preparing the roundabouts PS&E for the closely-spaced streets at California Boulevard, 1st Street, and 2nd Street, as well as the SR 29 ramp intersection with 1st Street. The **5-Way Intersection Improvements** project (2014) is a high-profile intersection located on SR 121/Silverado Trail east needing to improve operations. The preferred alternative we are developing is two closely-spaced roundabouts. In 2015, we developed the **Citywide Travel Demand Model** using Cube software to accurately forecast local traffic conditions and help City Staff and the City Council to properly size and prioritize capital improvements.

For the City of Napa and the Napa Valley Transportation Agency in 2015, we prepared the **SR 29/SR 221 Roundabout Interchange Initial Feasibility Evaluation** for the potential use of roundabouts to improve the location without aesthetic impacts and to maintain pedestrian and bicycle continuity. The following year (2016) we were awarded two On-Call projects: the Measure T Infrastructure Evaluation and the Civil Engineering Services and we performed an **Automated Red Light Enforcement Study** that included the intersection of SR 221/Imola Avenue. In 2017, our team designed the **Imola Avenue Gateway Enhancement Project** to set the tone for future landscape enhancement projects in the area and as a gateway corridor to the City. The design needed to reflect the environmental values of the community and visually enhance the Imola Avenue corridor between South Coombs Street and SR 29. Specifically, the enhancement en-

### Familiarity with State and Federal Procedures

It is critical for the NVTa to leverage its local funding with both State and Federal sources and it is critical to know the requirements of the granting entity, which in many cases, is Caltrans.

We are well-versed in projects with funding and their requirements, and understand the requirements regarding proprietary items. GHD's staff are experts at compliance with the Caltrans Local Assistance funding, paperwork and FHWA requirements. We have successfully provided management for Local Assistance projects for many California cities. We have been very effective in assisting agencies secure funding through various grant programs including, but not limited to:

- Active Transportation Plan
- Congestion Mitigation and Air Quality Improvement Program (CMAQ)
- Highway Safety Improvement Program (HSIP/HR3)
- Federal and State Safe Routes to School (SRTS/SR2S).

GHD has gathered a team with the experience and knowledge of:

- Caltrans' Project Development and Procedures Manual
- the Local Assistance Procedures Manual and Funding Criteria
- Caltrans Highway Design Manual
- AASHTO Policy Manual
- Manual on Uniform Traffic Control Devices (CA MUTCD),
- California Disabled accessibility Guidebook (CalDAG)
- Title 24 Reports

We can successfully manage projects with minimal support from County staff and will fulfill all Caltrans, County, and Federal Highway Administration (FHWA) requirements for funding and documentation.

We are on a first-name basis with the Caltrans Local Assistance staff and will do everything possible to help you receive timely and full reimbursements. We even provide invoicing services for several small agencies and intimately know the changing Caltrans expectations for consultant management and invoicing. We thoroughly understand the Local Assistance Procedures Manual, Caltrans standard plans, and standard specifications and manuals and have the ability to complete the necessary exhibits from the Caltrans LAPM.

Our familiarity with the Caltrans process saves time and we look forward to the advantage this brings to your projects. All of the proposed staff for this task are thoroughly familiar with the Caltrans Project Development and Procedures Manual and the Local Assistance Procedures Manual and Funding Criteria.

tailed a landscape treatment in the medians that is attractive and welcoming to visitors of the City of Napa. In 2018 we were awarded the contract for **the Imola Avenue Corridor Complete Streets Improvement Plan**.

### Subconsultants



**Role:** Community Outreach  
PO Box 1350  
Carmel Valley, CA 93924  
1 650 587 7300



**Role:** Tool Development/Data  
Collection  
25672 Crestfield Circle  
Castro Valley, CA 94552  
1 510 320 0680  
**Registration:** DBE #45726/  
SBE #2011002

**Regional Government Services (RGS)** is a Joint Powers Authority established in 2001 to serve the needs of cities, counties, special districts, and other governmental entities throughout California. RGS offers comprehensive communications and strategic planning services to municipal agencies. The RGS team has developed and implemented a broad range of communications efforts for cities, counties, special districts and regional planning agencies throughout California. Public agencies have a unique responsibility to serve. RGS works exclusively with public agencies, providing consulting services to meet the needs of its partner agencies. Services include communications, human resources, planning, payroll, strategic planning, municipal finance, training, and project management. Their staff are experienced, knowledgeable and dedicated to public service.

**Elite Transportation Group, Inc. (ETG)** is a transportation consulting firm based in the San Francisco Bay Area. Their core values are "Integrity", "Quality", and "Reliability". ETG specializes in travel demand modeling, big data analytics, traffic operations, traffic analysis and modeling, and Intelligent Transportation Systems (ITS). ETG's co-founders have over 30 years of combined experience in the areas of travel demand modeling, traffic forecasting, transportation planning, traffic operations, corridor studies, toll operations, managed lanes, congestion pricing, traffic simulation and modeling, traffic signal systems, traffic impact studies, traffic safety, ITS, statistical data analysis, performance measurement, and benefit/cost analysis. The firm serves a full-range of clients, including Caltrans, metropolitan planning organizations (MPOs), congestion management agencies (CMAs), Transportation Authorities (TAs), municipalities, private developers, and other consulting firms. ETG's mission is to assist clients to meet their transportation needs by providing customized optimal solutions leveraging latest technologies.

## Project Experience

### State Route (SR) 68 Scenic Highway Plan, Transportation Agency for Monterey County (TAMC)

Funded by a Caltrans Sustainable Communities Planning grant, Mr. Damkowitch managed a comprehensive analysis of the SR 68 corridor for the TAMC. Both existing and future conditions were analyzed along 15 miles of corridor (Monterey to Salinas). Using performance metrics from the Smart Mobility Framework combined with an aggressive public outreach effort, three corridor concepts were developed for further analysis. The development of the concepts was informed by various multimodal analyses including ICE of 11 corridor intersections. A VISSIM micro-simulation model was developed and validated to analyze each for the concepts under future year conditions. The micro-simulation results were combined with the static ICE and safety analysis (HSM Predictive Method) results and applied to the 2016 Caltrans Cal/BC model parameters to yield monetized benefits for each corridor concept. These monetized benefits were then combined with the planning level cost opinions of each Corridor Concept to yield a holistic benefit-cost ratio for each concept. The preferred corridor concept also included capital improvements to facilitate safe passage of wildlife that must routinely cross SR 68. The study was adopted by the SLOCOG Board in August of 2017. The study received a Northern California APA Excellence award in 2018.

<b>Start/End Date:</b>	2017	<b>Cost/Schedule Performance:</b>	On time/within budget
<b>Team:</b>	Jim Damkowitch	<b>Subconsultants:</b>	Flint Strategies
<b>Total Project Cost:</b>	\$250,000	<b>Total Cost of Services:</b>	\$250,000
<b>Reference:</b>	Grant Leonard, Associate Transportation Planner, TAMC, 55 B Plaza Circle, Salinas, CA 93901, 1 831 775 4402		

### Federal Congestion Management Plan (CMP) Technical Support, County and City Sacramento

Mr. Damkowitch managed the traffic support services for the development of a federal compliant CMP for the Sacramento Area Council of Governments (SACOG) region. This entailed developing improvement strategies and projects for 18 CMP deficient corridors and a process (tasks and schedules) for integrating the CMP into SACOG's other regional planning and programming responsibilities. He participated in SACOG's CMP Committee meetings and facilitated meetings with Federal Highway Administration (FHWA) during development of the CMP. He supported SACOG to document the CMP for submittal to FHWA and approval.

<b>Start/End Date:</b>	2017	<b>Cost/Schedule Performance:</b>	On time/within budget
<b>Team:</b>	Jim Damkowitch	<b>Subconsultants:</b>	NA
<b>Total Project Cost:</b>	\$25,000	<b>Total Cost of Services:</b>	\$20,000
<b>Reference:</b>	Binu Abraham, Senior Analyst, SACOG, 1415 L Street, Suite 300, Sacramento, CA 95814, 1 916 340 6242		

### 2018 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) & EIR, MCAG

Managed the comprehensive update to Merced County Association of Governments (MCAG) RTP and SCS per SB 375. This entailed the following tasks; developed revenue projections from local, state and federal sources anticipated over the 25 year planning horizon, assisted MCAG in developing financially constrained Tier I CIP list relative to project revenues, developed/refined MCAG's RTP/SCS performance measures, developed four alternative land use scenarios using EnvisionTomorrow™ software, assisted translating the EnvisionTomorrow™ land use scenarios into the tri-county CUBE regional transportation model, processed travel forecasts for each land use scenario, performed a comparative analysis of each land use scenario relative to the RTP/SCS performance measures, including an environmental justice analysis, assisted with the air quality conformity analysis, applied NPMRDS data to quantify several federal performance measures, and provide technical support for EIR traffic section. Both the RTP/SCS and EIR were approved by MCAG in August 2018.

<b>Start/End Date:</b>	June 2017 to August 2018	<b>Cost/Schedule Performance:</b>	On time/within budget
<b>Team:</b>	Jim Damkowitch	<b>Subconsultants:</b>	Mintier-Harnish; Encina Advisors; Regional Government Services
<b>Total Project Cost:</b>	299,960	<b>Total Cost of Services:</b>	299,960
<b>Reference:</b>	Matt Fell, Senior Transportation Planner, MCAG, 369 West 18th Street, Merced, CA 95340, 1 209 723 3153		





## Experience and Qualifications

### SR 49 Corridor System Management Plan (CSMP), Nevada County Transportation Commission (NCTC)

GHD was selected by Nevada County Transportation Commission (NCTC) to update the State Route 49 (SR 49) Corridor System Management Plan (CSMP). The plan is a multimodal evaluation of existing corridor performance, planned and programmed improvements, and identification of measures that would improve SR 49 corridor performance today and into the future. GHD worked with NCTC and Caltrans to select performance measures for the analysis, including and beyond those in the prior CSMP prepared by Caltrans. Corridor conditions, including non-standard designs, geometric factors, environmental factors, access management, and intersection control and lighting were reviewed in the field and digitally in an attempt to correlate poor performance or increased collision rates. GHD utilized buffer time and travel time reliability indices, established through NPMRDS data, congested travel speed and levels of service, collision history, established through SWITRS and PeMS data, and bicycle and pedestrian connectivity and levels of traffic stress as the primary performance metrics for seven zones along SR 49.

**Start/End Date:** 2017- Ongoing

**Cost/Schedule Performance:** On time/within budget

**Team:** Jim Damkowitch, Kamesh Vedula, Todd Tregenza, Charuni Kurumbalapitiya, Heather Anderson, Rosanna Southern, Kenneth Isenhower, Zachary Stinger

**Subconsultants:** National Data and Surveying Services

**Total Project Cost:** \$67,321

**Total Cost of Services:** \$74,970

**Reference:** Daniel Landon, Executive Director, NCTC, 101 Providence Mine Road, #102, Nevada City, CA 95959, 1 530 265 3202

### Southbound US 101 PA/ED Traffic Analysis, Pismo Beach/San Luis Obispo Council of Governments (SLOCOG)

GHD was selected by San Luis Obispo Council of Governments (SLOCOG) to prepare the traffic analysis in support of the Southbound US 101 PA/ED in Pismo Beach. The analysis includes preparation of a macroscopic model in FREQ to simulate freeway operations under existing and future conditions, and under various improvement scenarios. The model development involved collection of a variety of data sources in order to validate and calibrate the FREQ model, including traffic volume data, NPMRDS historical average congested and uncongested travel speeds, and floating car mainline travel time runs. The model will be utilized to test operational benefits of a variety of geometric improvements proposed in the PSR/PDS, including part time use of left shoulder during peak hours, extension of truck climbing lane, and a variety of other mainline and ramp terminal improvement options. The macroscopic model outputs will include comparative travel time between alternatives, average speed, travel time index, travel delay, vehicle miles and vehicle hours travelled, levels of service and density, and vehicle and person trips served.

**Start/End Date:** 2017- Ongoing

**Cost/Schedule Performance:** On time/within budget

**Team:** Todd Tregenza, Jim Damkowitch, Richard Krumholz, Kamesh Vedula, Heather Anderson, Kenneth Isenhower

**Subconsultants:** N/A

**Total Project Cost:** \$32,932 to date

**Total Cost of Services:** \$175,00 Est.

**Reference:** Richard Murphy, Program Director, SLOCOG, 1114 Marsh St., San Luis Obispo, CA 93401, 1 805 781 5754



## Reference

Rich Deal, PE, TE, PTOE  
Principal Engineer (Former City of  
Monterey Traffic Engineer)  
Transportation Agency for Monterey  
County  
1 831 775 4413  
rich@tamcmonterey.org

## Date

2014-2017

## Awards

- 2017 American Council of Engineering Companies California Engineering Excellence Honor Award
- 2017 Transportation Agency for Monterey County Transportation Excellence Award
- 2018 League of California Cities Outstanding Local Streets and Roads Project Awards Program category
- 2018 APWA Monterey Bay Chapter Public Works Project of the Year Award of Merit, Transportation, \$5 million but less than \$25 million

## 17 Mile Drive/Holman Highway 68/Highway 1 Roundabout Intersection ICE - Monterey

Along the coast in the Monterey Peninsula, GHD prepared plans for a roundabout solution for the Holman Highway 68 and Highway 1 intersection. The location serves as a gateway for the communities of Pacific Grove, Pebble Beach, and the famous 17 Mile Drive. GHD worked with a community partnership including the City of Monterey, Caltrans, the Pebble Beach Company, and Monterey County, to improve the intersection at Holman Highway 68 and Highway 1, including access to 17 Mile Drive.

The selected improvements feature two closely-spaced roundabouts, one of which is a “midi” roundabout as an improvement to the current “T” intersection at the access point to 17 Mile Drive. The end result is a solution that addresses all of the unique characteristics of the area. Reduced idling times for travelers due to eliminating traffic signals and stop signs will improve traffic flow and reduce Greenhouse Gas Emissions, providing an environmentally-friendly improvement in an area prized for its natural environment. The clearly marked approaches into and out of the roundabout will allow the many visitors to the area to easily navigate to any of the several tourist destinations served by this access point. The project was advertised for bidding late 2015, with Granite Construction as the low bidder at approximately \$6.3 million. Construction was completed in 2017.





# Experience and Qualifications

## Reference

Jason Behrmann  
City Manager  
City of Galt  
1 209 366 7100  
jbehrmann@ci.ga.ca.us

## Date

2004-2013

## Awards

- 2015 ASCE Sacramento Region, Community Improvement PY
- 2015 CMAA Northern California Chapter, Transportation \$5 to \$15 Million



## SR 99/Central Galt Interchange Modification - Galt

The Central Galt Interchange is the primary access into the City of Galt's downtown area. The urban growth and future growth projected by the General Plan necessitated a solution be found for the congested area. The approved design utilized a split-diamond design to provide access via two main cross-town roadways. However, the enlarged interchange required the careful mitigation for a number of key issues including:

- Impacts to an existing residential area
- Channelization of drainage through the area
- Future linkage to growth areas east of SR 99
- Impacts to existing vegetation of significant visual quality
- Relocation of major utilities
- Buffering existing residential areas and commercial areas

In response to the many key issues, GHD provided 15 alternative design solutions for the selection committee to consider. The resulting design includes the reconstruction of all four interchange ramps, auxiliary lanes on SR 99 to the adjacent interchanges, and two new overcrossing structures.

GHD prepared the PS&E and provided construction support, as well as a phased landscape master plan allowing the City to implement the landscape design as funding becomes available.





## Reference

Mike Pitcock, PE  
City Engineer  
City of Turlock, Engineering Division  
1 209 668 5520  
engineering@turlock.ca.us

## Date

2007-Ongoing

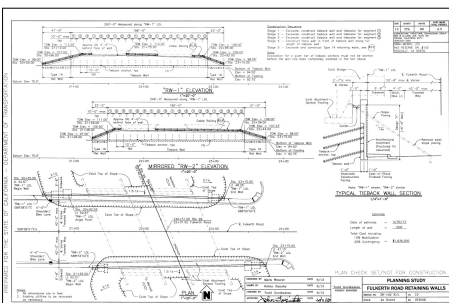
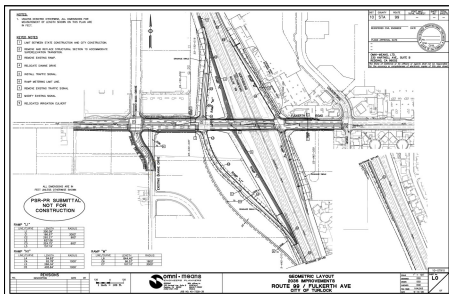


## SR 99/Fulkerth Road Interchange Reconstruction PSR, PA/ED, and PS&E - Turlock

The SR 99/Fulkerth Road interchange in central Turlock is surrounded by rapidly developing industrial, commercial, and residential areas. In 2007, driven by talk of large-scale development proposals, the City retained GHD to develop interchange improvement alternatives, and prepare a Project Study Report, secure environmental approvals, prepare a Project Report and prepare the PS&E.

GHD prepared detailed traffic modeling, traffic operations analysis, and preliminary design alternatives. The design alternatives analysis, performed by GHD, resulted in the City and Caltrans approvals through the PSR, environmental, and Project Report phases. GHD is currently in the PS&E phase of the project delivery.

GHD has the lead role for all Caltrans coordination and approvals, including schedule management, project development team meetings, submittals and approvals. In addition, GHD is providing all utility coordination and right of way engineering. The City has secured a combination of local and state funds for construction that is complete.





# Experience and Qualifications

## Reference

Steve Hughes  
Design Manager  
Caltrans North Region  
1 707 445 6418  
steve.hughes@dot.ca.gov

## Date

2013-Ongoing



## US 101/Trinidad Interchange PSR-PDS - Trinidad

GHD was retained by the Trinidad Rancheria in 2013 to study access alternatives for the greater Rancheria and City of Trinidad area. The first step was to prepare a freeway master plan traffic analysis that demonstrated to the Rancheria, the City, the County and Caltrans, the impacts of future growth. The traffic study was approved by Caltrans in 2014, leading to the formation of a Project Development Team and commencement of the Project Study Report - Project Development Support (PSR-PDS) phase.

GHD prepared studies for 12 alternatives that ranged from improving existing roads, interchange reconstruction, and new interchanges. In support of the alternatives analysis, base mapping was prepared, right of way impacts were identified, cost estimates were prepared and an Intersection Control Evaluation (ICE), in accordance with Caltrans policies, was prepared.

In addition, extensive supporting documentation was prepared, along with a Design Exception Fact Sheet, for new interchange spacing less than two miles.

The freeway interchange design exception was approved in 2016 and the PSR-PDS was approved in 2017. The approval of the PSR-PDS made it possible for the Rancheria to receive STIP funding to begin PA/ED in the 2018/19 FY.



## Reference

Nancy McWilliams  
Senior Civil Engineer  
City of American Canyon  
1 707 647 4579  
nmcwilliams@cityofamericancanyon.org

## Date

2016-2018



## SR 29 Signal Interconnect & Adaptive Corridor Control - American Canyon

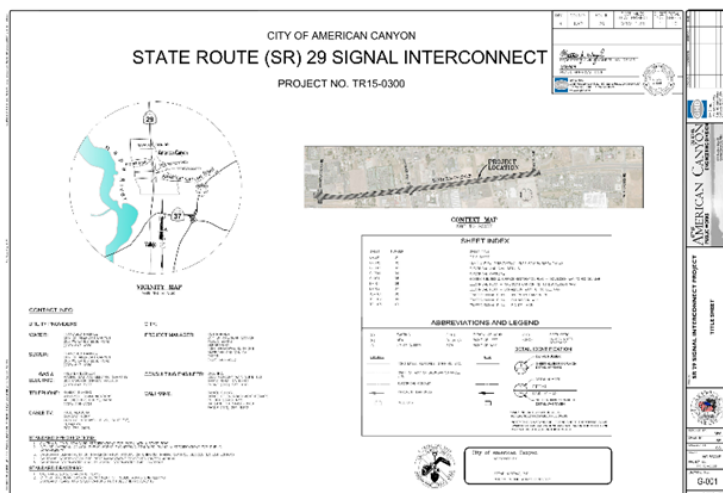
The City's General Plan documents improving SR 29 to serve intra- and inter-regional traffic and goods movement as a priority for the City. While the City, Napa County Transportation & Planning Agency (NCTPA), and Caltrans have partnered to create a vision for the SR 29 Corridor, there is a need to review, document, and understand the traffic patterns and their impact at the over time. Considering that a portion of the City of American Canyon is designated as a Priority Development Area (PDA), the SR 29 corridor, and that the City is bisected by this corridor, reviewing the intersections for growth and traffic pattern changes is critical to planning for the future.

GHD provided traffic engineering and consulting services to assist the City in preparing for future observation and traffic data count stations, potential interconnected signal corridor routed to a centralized traffic management data center and potential change to an adaptive traffic control system. GHD initially completed an existing inventory of State-owned and operated traffic signals along SR 29 within the City, which included six signalized intersections, documented existing communication data rates between signals where existing interconnect was present and not present, and documented bandwidth along existing signal interconnect.

In locations with broken or missing twisted pair signal interconnect, GHD prepared PS&E for construction. This work included obtaining Caltrans encroachment permit for the work.

Additionally, the City was considering implementation of Rhythm Engineering In|Sync adaptive control system. GHD coordinated with the manufacture and Caltrans to facilitate discussions about implementation of this system for the corridor with Caltrans District 4 Traffic Operations. Adaptive control is currently being considered.

The City completed installation or repair of traffic signal interconnect (twisted pair) throughout the corridor and is currently working with Caltrans for future implementation of adaptive control for the corridor.





# Experience and Qualifications

## Reference

Jason Holly  
City Manager  
City of American Canyon  
1 707 647 5323  
jholly@cityofamericancanyon.org

## Date

2013-2015



## Traffic Signal Synchronization - American Canyon

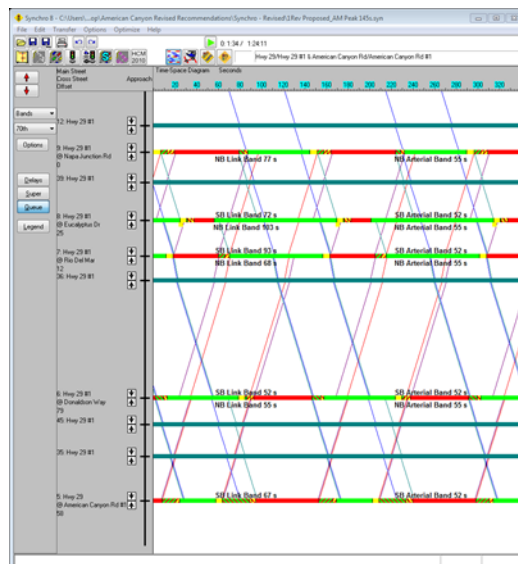
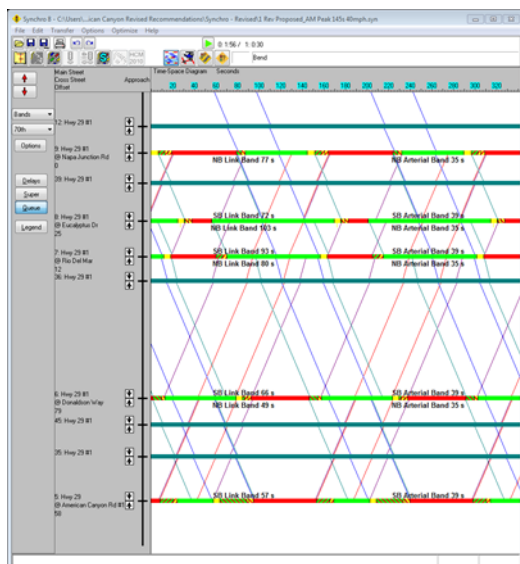
GHD provided traffic engineering services for the synchronization and coordination of existing traffic signals along three arterial corridors within the City. These corridors included SR 29, American Canyon Road, and Flosden Road, which included a total of nine signalized intersections.

GHD developed the project approach, which included collection of peak hour intersection turning movement counts, seven day 24-hour machine counts to determine periods of coordination and field review of all study intersections, including travel time runs and field calculated saturation flow rates. The project included work within the State right of way, requiring Caltrans coordination and project approvals. Existing conditions were modeled using Synchro with SimTraffic software and calibrated utilizing data gathered. Traffic signal timing and coordination recommendations were developed for optimal initial and actuated settings, including provisions for pedestrian and bicycle needs, time-of-day coordination plans, and hours of coordinated operation. Signal timing sheets were prepared and provided to Caltrans to input timing. GHD assisted with the implementation of recommendations. This work was completed under the sponsorship of the Transportation for Clean Air (TFCA) grant awarded to the City.

A separate geometric and operational needs study was completed for Donaldson Way East to reduce vehicle queuing and improve operations. This study and recommendations were subsequently developed into PS&E for construction. The City installed improvements, including removal of on-street parking and addition of right-turn pocket on Donaldson Way East. This work included coordination with Caltrans District 4.

Signal coordination and timing recommendations were provided in 2013 and implemented and refined with the assistance of Caltrans Staff.

Donaldson Way East reconfiguration recommendations were studied and implemented in 2014. Operations and queuing improved as a result of the project.



## Reference

Debbie Hale, Executive Director,  
TAMC, 55-B Plaza Circle, Salinas,  
CA 93901, 1 831 775 0903

## Date

2017

## Reference

Rosa de Leon  
Executive Director  
Stanislaus Council of Governments  
1 209 525 4642

## Date

2016

## SR 68 Scenic Corridor Study - Transportation Agency of Monterey County

Mrs. Flint managed a comprehensive outreach program for the Transportation Agency for Monterey County (TAMC) as part of its SR 68 Scenic Corridor Study. The study reviewed how SR 68 operates today, and what can be done to ensure that it operates as safely and acceptably as possible for all users in the future. Work included numerous community presentations, a dedicated website and a series of workshops.

## Stanislaus Council of Governments, Measure L Education Campaign - Stanislaus County

RGS successfully developed an expenditure plan and ballot measure, Measure L, for a transportation sales tax in 2016 after the failure of two previous efforts in 2006 and 2008. RGS managed a methodical process that included focus groups, polling and more than 100 meetings with local agencies, stakeholder groups and advisory bodies. This all-inclusive approach resulted in a markedly different plan than previous set before voters. The focus was on "Local Roads First" - a mantra that resonated with voters and stakeholders regardless of party affiliation.

As part of our education process, the RGS team developed a project website, [www.Stanislaus-LocalRoadsFirst.com](http://www.Stanislaus-LocalRoadsFirst.com). RGS worked closely with each member agency to develop a specific project list for every jurisdiction - right down the names of local streets which would be resurfaced. In addition, the team developed a list of more than 16 regional projects with benefits in all areas of the County to ensure that no one geographic area would be left out. They also established that there would be a Citizens Oversight Committee to make sure that the projects promised would be delivered.

This information was shared via more than 200 presentations to local community groups, Municipal Advisory Councils across the County, local chambers of commerce, seniors, students and local news media throughout 2016. Measure L passed with 71.95% of the vote in favor of the proposed sales tax measure. This was the highest win percentage by a first-time transportation measure in 2016 election and the highest in California since 1989. This success of a measure in the conservative Central Valley is particularly notable in the crazy election year of 2016, where similar transportation sales taxes in more liberal metropolitan areas like San Diego, Sacramento, and Contra Costa County failed.

## Reference

Rosa de Leon  
Executive Director  
Stanislaus Council of Governments  
1 209 525 4642

## Date

2013-2014

## Regional Transportation Plan & Sustainable Communities Strategy, Community Outreach - Stanislaus County

RGS served as task manager for the public outreach component of StanCOG's 2035 and its current Regional Transportation Plan, Valley Vision Stanislaus. RGS efforts included coordination with all nine cities and the County to plan individual workshops, outreach to stakeholder groups, media relations and bilingual outreach. Valley Vision Stanislaus also incorporates the MPO's Sustainable Communi-



# Experience and Qualifications



## Reference

Ellen Griffin  
Legislation and Public Affairs  
Metropolitan Transportation  
Commission  
1 415 778 5254



ties Strategy and Regional Housing Needs Assessment. The effort resulted in:

- A website with an average of 1,000 visits monthly,
- 22 email blasts to a total of 20,000+ addresses,
- Vision Survey completed by 323 respondents, 9% of which were Hispanic,
- Workshop-Based Survey completed by 160+ respondents,
- Media Relations resulting in 12 separate articles and 1.8 million impressions,
- 20+ presentations and workshops countywide, and
- Coordination with local jurisdictions.

Stanislaus County residents supported a trend toward moderately more compact development however, a number of residents actively engaged in the process expressed concerns about their perceived connection between this effort and the United Nations Agenda 21. RGS facilitated all 20 meetings and ensured that all viewpoints are heard but that no one group or individual dominates the meetings.

## US 101 Mobility Study/2035 Regional Transportation Plan & Sustainable Communities Strategy, Community Outreach - San Luis Obispo County

One of the most critical elements contributing quality of life is San Luis Obispo County is how they move people and goods through the County. The first phase of this effort took a closer look at US 101, identifying specific areas that should be improved or enhanced. The outreach effort was largely focused on anecdotal, qualitative views and opinions expressed by the public.

The project website, [www.SLOCOGConnectingCommunities.com](http://www.SLOCOGConnectingCommunities.com) was launched in May and has been averaging 800 unique visits per month. It has generated 178 unique comments via our interactive mapping tool. RGS completed over 200 intercept interviews Countywide and engaged more than 400 people at various presentations and workshops held throughout the County.

## 2035 Regional Transportation Plan, Community Outreach - Metropolitan Transportation Commission

RGS developed a comprehensive multiphase Public Involvement Program for the Metropolitan Transportation Commission's Transportation 2035 Regional Transportation Plan. The plan was guided by the three E's of economy, environment and equity, along with a set of ambitious goals and performance objectives that will transform investment priorities in the transportation system and how Bay Area residents travel.

The program was designed to engage environmental justice communities and others with a history of nonparticipation in transportation planning. In addition, RGS assisted MTC in planning for its regional Bay Area on the Move Summit, attracting over 900 policymakers and residents to present the proposed plan. RGS coordinated stakeholder outreach activities that included 27 public workshops, multi-cultural intercept interviews, electronic newsletters and two statistically valid telephone surveys of 3,600+ Bay Area residents.



## Three County Model 2015 Base Year Update and Support - SJCOG-StanCOG-MCAG

Lawrence Liao assisted the San Joaquin Council of Governments (SJCOG), Stanislaus Council of Governments (StanCOG), and Merced County Association of Governments (MCAG) to update the Three County Travel Demand Model (TCM) to the year 2015. The main tasks of this project were to: 1) Update, calibrate, and validate the TCM to the year 2015, 2) Provide assistance in 2018 RTP/SCS development, and 3) Provide continued on-call support of the model. Lawrence was the PM and Lead Modeler for this project.

<b>Start/End Date:</b>	2017-2018	<b>Cost/Schedule Performance:</b>	On time/within budget
<b>Team:</b>	Lawrence Liao, Jing Li, Lin Zhang	<b>Subconsultants:</b>	N/A
<b>Total Project Cost:</b>	\$110,000	<b>Total Cost of Services:</b>	\$110,000
<b>Reference:</b>	Ryan Niblock, Sr. Regional Planner, SJCOG, 555 East Weber Avenue, Stockton, CA 95202, 1 209 235 0588		

## Menlo Park City Model Development - Menlo Park

Lawrence Liao developed a focused Menlo Park city model for the purpose of General Plan Circulation Element Update based on the latest City/County Association of Governments of San Mateo County (C/CAG) Model. A Cube Avenue Dynamic Traffic Assignment (DTA) Model was added for AM/PM peak hour conditions to enhance the modeling of peak spreading, vehicle speed and vehicle miles traveled of multimodal projects under congested conditions on local streets.

<b>Start/End Date:</b>	2015-2016	<b>Cost/Schedule Performance:</b>	On time/within budget
<b>Team:</b>	Lawrence Liao, Lin Zhang	<b>Subconsultants:</b>	N/A
<b>Total Project Cost:</b>	\$115,000	<b>Total Cost of Services:</b>	\$115,000
<b>Reference:</b>	Nicole Nagaya, Transportation Manager, City of Menlo Park, 701 Laurel Street, Menlo Park, CA 94025, 1 650 330 6781		

## Travel Demand Modeling On-Call Services - Solano Transportation Authority

Lawrence Liao provided travel demand modeling on-call services to STA from 2010 to 2014, and 2017-2018. He designed and developed a focused Solano Napa Activity Based Model based on MTC Travel Model One in 2014. The on-call services also included providing ongoing support for the development, maintenance, and improvement of the Napa Solano Travel Demand Model; distributing the model data as requested by users; and providing technical support and troubleshooting.

<b>Start/End Date:</b>	2010-2014, 2017-2018	<b>Cost/Schedule Performance:</b>	On time/within budget
<b>Team:</b>	Lawrence Liao, Lin Zhang	<b>Subconsultants:</b>	N/A
<b>Total Project Cost:</b>	\$300,000	<b>Total Cost of Services:</b>	\$300,000
<b>Reference:</b>	Robert Guerrero, Director of Planning, STA, One Harbor Center, Suite 130, Suisun City, CA 94585, 1 707 424 6075		

## Travel Demand Modeling On-Call Services - COMPASS

Lawrence Liao has been providing ongoing Cube Voyager modeling support to COMPASS since 2005. He developed the original 2002 COMPASS model and updated/validated the 2008 peak-hour model, increased the number of modeled zones, integrated Cube Land into COMPASS' travel demand model, and enhanced the region's Mode Choice model to address the Federal Transit Administration (FTA) Technical Guidance. Lawrence is currently assisting COMPASS with the latest 2018 model update.

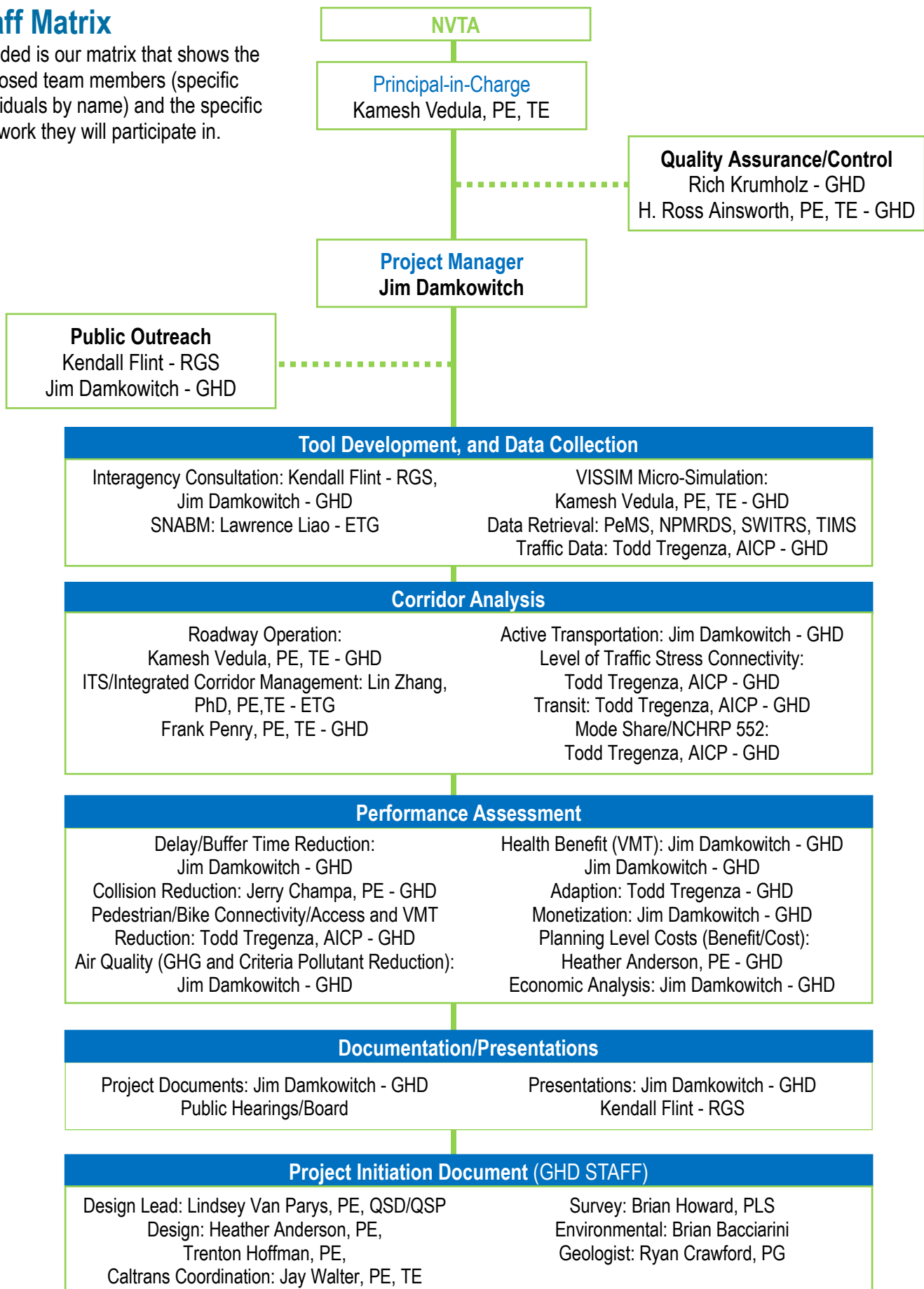
<b>Start/End Date:</b>	2014-Present	<b>Cost/Schedule Performance:</b>	On time/within budget
<b>Team:</b>	Lawrence Liao, Jing Li	<b>Subconsultants:</b>	N/A
<b>Total Project Cost:</b>	\$150,000	<b>Total Cost of Services:</b>	\$150,000
<b>Reference:</b>	MaryAnn Waldinger, Principal Planner, COMPASS, 700 NE 2nd St. # 200, Meridian, ID 83642, 1 208 475 2242		



# Project Team Organization

## Staff Matrix

Included is our matrix that shows the proposed team members (specific individuals by name) and the specific role/work they will participate in.





## Jim Damkowitch

### Project Role

Project Manager

### Education

- MS, Geography, University of California, Santa Barbara, CA, 1985
- BA, Geography (Honors), University of California, Santa Barbara, CA, 1980

### Congestion Management

- SJCOG 2019 CMP Monitoring Report Update
- StanCOG - Partial CMP Update - per 2018 RTP/SCS
- SACOG 2017 Federal CMP
- SJCOG 2017 Monitoring Report Update
- SJCOG 2016 CMP Update
- SJCOG 2010 CMP Regional Deficiency Plan

### Regional Planning Experience

- StanCOG 2018 RTP/SCS & EIR
- MCAG 2018 RTP/SCS
- SJCOG 2018 RTP/SCS
- Calaveras COG 2017 RTP - Modeling and Performance Support
- Del Norte County LTC 2016 RTP - Modeling and Performance Support
- StanCOG 2014 RTP/SCS & EIR
- SJCOG 2014 RTP/SCS - Technical Support
- California Rural Counties Task Force: 2015 Performance Monitoring Indicators for Rural and Small Urban Transportation Planning
- California SB 375 MPO Self-Assessment - 2014 OPR
- Managed Caltrans D-5 Modeling On-Call

### Qualifications

Jim Damkowitch has over 25 years of experience in regional multimodal transportation planning, congestion management, multidisciplinary corridor studies, active transportation plans, transit studies, operational analyses, transportation and air quality modeling, and performance measure applications. Jim specializes in the development of multimodal performance measures for purposes of alternatives selection and prioritization including performance metrics for state and federal congestion management programs and sustainable community strategies under SB 375. He has managed traffic studies for state highway infrastructure improvement projects (PSR and PA/ED phases), multimodal corridor studies, travel demand modeling, air quality modeling and transportation operational studies for a variety of clients including Caltrans, MPO's, and various cities and counties in California. He has served on state and regional planning committees and conference panels for transportation-air quality conformity, performance measurement, and SB 743 respectively.

### Project Experience

- **US 101 Corridor Mobility Master Plan - SLOCOG.** Project Manager. Applied the Smart Mobility Framework for a comprehensive performance-based corridor analysis of US 101 in San Luis Obispo County. Analyzed corridor multimodal performance according to established performance metrics including B-C to identify and prioritize proposed capital improvements.
- **SR 68 Scenic Highway Plan - Transportation Agency for Monterey County.** Project Manager. Applied the Smart Mobility Framework for a comprehensive performance-based corridor analysis of SR 68 in Monterey County. Analyzed three corridor concepts relative to established performance metrics including B-C. Identified preferred corridor concept and associated capital improvements for prioritization (APA Excellence Award).
- **I 80/SR 65 Travel Time Reliability Analysis and Safety Analysis - PCTPA.** Project Manager. Applied NPMRDS "big data" from FHWA to determine travel time reliability benefits of the I 80/SR 65 Interchange Improvement Project (Phase 1). Also applied the Highway Safety Manual predictive method (Part B and C) to estimate the collision reduction potential of the improvement.

### Other Relevant Projects

Has served as Project Manager for several related projects including:

#### Corridor Studies (Project Manager)

- I-580 Interregional Multi-Modal Corridor Study (2011, MTC/SJCOG)
- US 101 HOV Lane PA/ED Traffic Analysis (2012, Caltrans D-5)
- SR 99 & I-5 Interregional STAA Truck Study (2012, SACOG/SJCOG)
- SR 16 Corridor Analysis: Watt to Grant Line Road (2014, ACTC)
- US 101 Pismo PSR (2016, SLOCOG)
- SR 227 Corridor Operations Study (2017, SLOCOG)
- SR 1 Unified Corridor Study - Co-Project Manager (2018, SCCRTC)
- SR 49 CSMP - Technical Advisor (2018, NCTC)

#### SB 1 Solutions for Congested Corridor Program Grant Applications (Cycle 1)

- US 101 HOV PA/ED (2017, SBCAG) - Technical Support
- Southeast Connector (2017, SEC JPA) - Technical Support
- US 101 Pismo (2017, SLOCOG) - Project Manager
- SR 46 East (2017, City of Paso Robles) - Project Manager



# Project Team Organization

## Kamesh Vedula, PE, TE

### Project Role

Principal-in-Charge

### Registration/Affiliations

- Traffic Engineer, CA #2546
- Civil Engineer, CA #79926

### Education

- BS, Civil Engineering, Nagarjuna University, Bapatla, India
- MS, Transportation, Kansas State University, Manhattan, KS

### Foreign Language

- Hindi
- Telugu

### Professional Skills

- Transportation Engineering
- Transportation Planning
- Traffic Engineering
- Travel Demand Modeling
- Master Planning
- Roundabout Planning/Design
- Traffic Operations Analysis
- Traffic Circulation Studies
- Traffic Impact Studies
- Traffic Impact Fees

### Software Expertise

- ArcMap
- Cube/Voyager
- HCS-2000
- Synchro
- RODEL
- SIDRA
- SimTraffic
- Traffix
- TransCAD
- VISSIM

### Qualifications

Kamesh Vedula has over 15 years in the disciplines of transportation engineering, planning, and modelling. His present roles include principal-in-charge, business development, project manager, and transportation operations leader - depending on project needs. He oversees the workload balance of the transportation planning/engineering group and coordinates with other groups and regions to level staff resources. He is a specialist of Intersection Control Evaluation (ICE) and has completed several ICE projects within a majority of Caltrans districts and conducted ICE analysis training classes in Caltrans District 11 and Headquarters. His project management experience includes PSR-PDS, PA/ED, ICE studies, roundabout planning/design, advanced roundabout operations analysis/design, complete streets studies, corridor studies, traffic impact studies, and traffic safety studies. Kamesh oversees daily operations including team meetings, scheduling, invoicing, and client coordination through active communication. He contributes to business development through conference attendance, positioning with clients and strategic teaming partners, preparation of qualifications and proposals, and interviews for projects.

### Project Experience

- **SR 49 Corridor System Management Plan - Nevada County Transportation Commission.** Principal-in-Charge. Overseeing the field and digital data along corridor and corridor performance according to metrics.
- **Southbound US 101 PA/ED Traffic Analysis - SLOCOG.** Principal-in-Charge. Overseeing the macro-simulation FREQ model and corridor performance according to established performance metrics, including but not limited to congested travel speed, buffer time index, average travel speed, level of service.
- **SR 29 South Corridor Engineering Feasibility Study and Middletown Community Action Plan - Lake County/City Area Planning Council.** Traffic Engineer. Assisted with the design year forecasts and assisted with the traffic operations analysis.
- **San Andreas State Route 49 Commercial Gateway and Corridor Study - Calaveras County.** Quality Assurance/Control. Performed QA/QC of the future growth scenarios and transportation alternatives analysis.
- **City of Jackson Capital Improvement Project, Traffic Model and Transportation Impact Fee Update - Jackson.** Traffic Engineer. Prepared the base year and initial year 2035 model projections, assisted with the design year forecasts, and assisted with the traffic operations analysis.
- **North State Street Complete Streets Feasibility Study - Mendocino County.** Project Manager. Preparation of traffic forecasts (using Citywide Travel Demand Model), identification of project alternatives that provide acceptable operations for design year traffic, project phasing, community outreach, traffic operations analysis, and micro-simulation analysis.
- **County Road 98 Bike and Safety Improvements Intersection Design Phase II - Yolo County.** Project Engineer. Conducted a thorough analysis of the corridor, documenting traffic impact issues, high accident locations, sight visibility issues, and prepared a traffic and speed study to understand the underlying issues associated with the existing roadway. The findings from this study resulted in the identification of feasible roadway improvements aimed to improving the safety and mobility of the corridor.



## Lindsey Van Parys, PE, QSD/ QSP

### Project Role

Project Manager for Project Initiation Document

### Registration/Affiliations

- Civil Engineer, CA #79989
- Civil Engineer, FL #83571
- California Water Board QSD/QSP #23879
- Transportation Research Board: Standing Committee on Roundabouts
- American Society of Civil Engineers
- Institute of Transportation Engineers
- Women's Transportation Seminar
- Young Professionals in Transportation

### Education

- BS, Civil Engineering, California State University, Sacramento, CA, 2009
- BS, Health Science and Spanish, California State University, San Jose, CA, 2004

### Certifications

Certificate, Traffic Collision Investigation, Northwestern University Center for Public Safety, Evanston, IL

### Awards

2015 APWA Sacramento Chapter, Parks & Trails for El Dorado Trail: Segments 1 & 2 in Placerville

### Foreign Languages

Spanish

### Qualifications

Lindsey Van Parys is a registered civil engineer in multiple states and holds a certificate in Traffic Collision Investigation. She has been delivering transportation projects since 2008, and is currently a project manager. Lindsey manages transportation projects from the conceptual phases through to construction, including preliminary engineering, environmental assessments, and detail design for various types of roadway, highway, roundabout, complete street and active transportation projects, with a key focus on delivering to clients' time, budget and quality expectations. Her projects have ranged from major highway interchanges to innovative intersection and safety solutions, to shared use paths. Lindsey specializes in delivering projects on the State Highway System and has worked on dozens of concepts and designs, as well as project delivery for projects spanning North America.

### Project Experience

- **Citrus Heights Electric Greenway Design and Environmental Services - Citrus Heights.** Project Manager. Responsible for the successful delivery of this three-mile long multi-use trail connects various destinations throughout the City, including five parks, schools, businesses, residential areas, and more. The project includes an in-depth alternative development and analysis, preparation of the environmental document, technical studies, safety analysis, alternative selection, floodplain analysis, public outreach, trail and amenity design, lighting, utility coordination, low water crossing design, wayfinding, signage, permitting, and right of way support. The project also involves the preparation of five park master plans.
- **La Quinta Village Complete Street, a Road Diet Project - La Quinta.** Project Manager. Responsible for the overall delivery of the environmental documentation, Plans, Specifications, and Estimates (PS&E), right of way and utility clearance for the three street corridor complete street project consisting of five roundabouts, water quality infrastructure, pedestrian and bicycle facilities and landscape/beautification elements. Also coordinating stakeholder outreach, one-on-one meetings with impacted property owners and business owners and performing community outreach. Is also coordinating utility relocations with six different utility purveyors and performing stakeholder outreach with property and business owners, as well as the community.
- **Complete Street/Road Diet ATP Application - La Quinta.** Project Manager. Assisted the City of La Quinta in preparing the successful Active Transportation Program (ATP) grant application by providing a conceptual design, preliminary costs estimates, cost/benefit analysis, and assisted with preparation of the various narrative responses for three complete street corridors that included five roundabouts, a road diet, bicycle lanes, and various pedestrian crossing improvements.
- **State Route (SR) 49/Main Street Roundabout PS&E - Plymouth.** Project Manager. Performed client and agency coordination on this federally funded, fast-tracked project while leading the roundabout optimization, design, PS&E production, and public outreach efforts. Designed the intersection modifications, pedestrians and bicycle enhancements, drainage design, and more. Also coordinated relocation of various utilities throughout the project corridor including power, water, and gas. Led the environmental permitting and right of way acquisition process.



# Project Team Organization

## Ross Ainsworth, PE, TE

### Project Role

Quality Assurance/Control

### Registration/Affiliations

- Civil Engineer, CA #19642, NV #4281, OR #10966
- Traffic Engineer, CA #0708

### Education

- ME, Transportation Engineering, Pennsylvania State University, State College, Centre County, PA, 1971
- BS, Civil Engineering, California State University, Southern California, 1967

### Qualifications

Ross Ainsworth is a senior project manager and a business development lead. Often principal-in-charge and quality control officer for projects, he is responsible for managing client coordination, project scheduling, budget control, technical analysis, corporate management, and companywide business development. His experience in both the public and private sectors gives him the capabilities and skill needed to serve as a liaison with government agencies, and a representative at public workshops, open houses, and presentations for GHD's clients. He has also attended numerous workshops and conferences as a presentation speaker.

### Project Experience

- **Rocklin Road Complete Street Corridor Improvement Master Plan and PS&E - Rocklin.** Principal-in-Charge. GHD prepared a Corridor Master Plan/Alternatives Study to identify potential solutions to improve traffic operations, safety, and calm traffic from the I-80/Rocklin Road interchange to the Grove Street intersection (1.5 miles). The project involved three phases: Develop Alternatives & Preliminary Engineering, Public Involvement & Community Outreach, and PS&E. GHD performed VISSIM models, surveying, prepared PS&E and construction documents, and designed a local-based landscape theme. The Meyers and Grove Streets roundabouts are constructed and were federally funded with Local Assistance oversight. GHD is currently under contract for the I-80/Rocklin Road interchange project. The future projects include Granite Drive.
- **La Quinta Complete Street, a Road Diet Project - La Quinta.** Principal. Oversaw ATP grant application for three complete street coordinators, which included five roundabouts, a road diet, and various pedestrian crossing improvements.
- **Streets West of Downtown Traffic Analysis - Napa.** Principal-in-Charge. Analyzing the City's traffic operational conditions by using BluFax to assess potential changes to travel patterns including a reversal of the one-way couplet and allowing two-way traffic on streets, which are currently one-way streets.
- **Farmersville Boulevard Master Plan - Farmersville.** Principal-in-Charge. Oversaw the complete street concept for the downtown area to help spur economic development core.
- **Main Street Complete Street and Beautification - Ripon.** Principal-in-Charge. This 1.5-mile project consists of many sustainable "Complete the Street" practices in an effort to put the pedestrian and bicyclist on a level playing field with the automobile traffic using the road. The roadway connects the downtown to the main arterial leading to SR 99. The corridor traverses a business, commercial, public, and residential land uses.
- **Barstow Avenue Complete Street at CSU Fresno - Fresno.** Principal-in-Charge. Evaluation of roadway for pedestrian, bicycle, and vehicle access for campus parking facilities. A total of five roundabouts are planned.
- **Citywide Roundabout Circulation Study - Rohnert Park.** Principal-in-Charge. Project to improve the traffic circulation and safety at eight corridors and individual intersections to identify the best possible intersection alternative.





## Richard Krumholz

### Project Role

Quality Assurance/Control

### Education

- BS (Honors), Industrial Technology, Illinois State University, Normal, IL, 1973
- Post Graduate Work, Industrial Education, California State University, San Diego, CA, 1976-1977
- Continuing Education, Natural Resources Management, California State University, Humboldt, CA, 1990

### Qualifications

Richard Krumholz is a transportation manager and lead Caltrans liaison on projects. He has extensive experience managing, planning, programming, and developing transportation projects. He joined GHD in 2013 after 33 years of working with the Caltrans, where he retired as District 5 Director. His relationships and familiarity with Caltrans and its staff will help facilitate projects requiring review or approval. He has extensive experience managing, planning, programming, and developing transportation projects, and is an effective leader and problem solver. At time of his retiring, District 5 had a record \$450 million in capital projects under construction. He served as the district's focal point for the California Transportation Commission and as Principal Liaison for five counties and 33 cities.

### Project Experience

- **SR 49/Main Street Roundabout - Plymouth.** Caltrans District 10 Liaison. This project enhanced the entrance to the community of Plymouth and the Shenandoah Valley. Rich served as the primary liaison with Caltrans District 10 with a special focus on the project's schedule and funding. He was able to secure over a million dollars in federal safety grant funding (HSIP), which enabled the project to move ahead to construction.
- **SR 1/SR 41/Main Street Roundabout - Morro Bay.** Caltrans District 5 Liaison. Coordinated the Intersection Control Evaluation (ICE) effort with Caltrans District 5's Planning, Design and Traffic Operations staff. Rich was instrumental in working with Caltrans, SLOCOG, and City staff to reach consensus on project design and a viable funding plan. The project is cooperatively funded with local, regional, state, and federal funding.
- **17 Mile Drive/Holman Highway 68/Highway 1 Roundabout - Monterey.** Caltrans District 5 Liaison. Primary contact person for the Caltrans District 5 project team members, attended Project Development Team (PDT) meetings to assure consistent and strong communication between City staff, regional planning staff (TAMC), and District 5 staff/managers. Assured adherence to Caltrans policies and guided the project through the formal EIR Addendum and Supplemental Project Report phases.
- **First and Second Street Roundabouts along California Boulevard PS&E - Napa.** Caltrans Liaison. Worked with Caltrans District 4 Managers to forge a funding partnership utilizing local (City of Napa), regional (MTC), state (SHOPP), and federal (CMAQ) funds. Worked closely with District 4 staff to draft acceptable terms for a cooperative agreement that delineated funding responsibilities and project development roles.
- **Halcyon Road Complete Streets Plan - Arroyo Grande.** Caltrans Liaison. Assisted the City in the preparation of the Caltrans Sustainable Communities grant application and facilitated a pre-application meeting between City and Caltrans staff. Assisted with determining project scope and also helped plan and participated in the public engagement process (Community Charrettes and Stakeholder Advisory Group).
- **SR 60/Sunnymead Interchange - Moreno Valley.** Caltrans District 8 Liaison. Helped guide the project team through the ICE process with district traffic operations and design staff. Assured adherence to all Caltrans policies regarding right of way, as the City's project required a transfer of State Highway operating right of way.



# Project Team Organization

## Todd Tregenza, AICP

### Project Role

Senior Transportation Planner

### Registration/Affiliations

- AICP Certified Planner, CA #29678
- Young Professionals in Transportation, Sacramento Chapter, Co-Founder and Past Chair

### Education

BS, Community and Regional Development, University of California, Davis, CA, 2007

### Software Proficiency

- ArcMAP
- AutoCAD
- CUBE
- Synchro
- SimTraffic
- Traffix
- VISSIM

### Foreign Language

French

### Qualifications

Todd Tregenza has 11 years of professional experience in various areas of transportation consulting with an emphasis on transportation planning projects. He has assisted dozens of agencies on short and long-range planning efforts, including the development of travel demand models, general plan circulation elements, specific plans and master plans, corridor studies, capital improvement programs, nexus and fee studies, transportation operational analysis, and impact analyses. His experience spans public and private sector work for a broad range of projects that require circulation, safety, and operational analysis from a transportation perspective. Todd also has extensive experience as a transportation planner for local agencies, assisting in preparation of transportation studies and grant applications, performing peer reviews of impact studies, and developing CEQA impact analyses for development projects of all sizes.

### Project Experience

- **SR 49 Corridor System Management Plan - Nevada County.** Transportation Planner. Developing active transportation performance metrics, analyzing safety and accessibility, evaluating safety countermeasures, and developing system wide improvements for bicycle/pedestrian mobility.
- **G12 Corridor Study - Monterey County.** Transportation Planner. Analyzing historical crash data and overseeing crash analysis using systemic safety approach, evaluating feasibility of safety countermeasures, and developing improvement concepts to improve safety for modes along corridor.
- **Dry Creek Valley Safety and Capacity Study - Sonoma County.** Project Manager. Evaluated safety of the roadway system, assessed safety risk based on geometric, topographical, and seasonal conditions for all modes, with a focus on special events, such as cycling events and winery events.
- **Traffic Safety Studies - Grover Beach.** Transportation Planner. Prepared analysis and report for three traffic safety studies including consideration of angled parking on West Grand Avenue, traffic calming on Margarita Avenue, and enhanced pedestrian crossings on Oak Park Boulevard.
- **Transportation Safety/Circulation Studies - Arroyo Grande.** Transportation Planner. Prepared several multimodal safety/circulation studies including Ocean View Safe Routes to School Plan, South Halcyon Road Complete Street and Road Diet, and Short Street Closure to Vehicular Traffic.
- **South Halcyon Road ATP Grant Application - Arroyo Grande.** Transportation Planner. Prepared NCHRP 552 analysis to forecast induced bicycle demand, oversaw safety data analysis, and benefit/cost calculation.
- **Active Transportation Plan - Turlock.** Transportation Planner. As part of the team, identified gap closure projects and prioritized planned multimodal infrastructure in the context of improving connectivity between critical destinations, such as schools, residential neighborhoods, and parks.
- **SR 49 Southern Gateway Commercial Corridor Study - San Andreas.** Project Manager. Prepared near/long-term prioritized complete streets projects for use along SR 49/Mountain Ranch Road. Developed TDM based on land use and absorption rates. Improvements included bicycle/pedestrian gap closures, enhanced crossings, roundabouts, signals, and Class I trails.
- **SR 29 South Corridor Engineered Feasibility Study and Middletown Community Action Plan - Lake County.** Transportation Planner. Assisted with development of GIS base mapping and GIS Atlas layout/preparation.





## Frank Penry, PE, TE

### Project Role

Corridor Analysis

### Registration/Affiliations

- Civil Engineer, CA #62785, OR #84632
- Traffic Engineer, CA #TR2304
- Traffic Operations Engineer, #1603
- American Society of Civil Engineers
- ASCE Redwood Empire Section, Former President
- Institute of Transportation Engineers (ITE)
- ITE San Francisco Bay Area Section, Secretary
- Registered Traffic Engineers of America
- American Public Works Association

### Education

BS, Civil Engineering, California State University, Chico, CA

### Other Relevant Experience

- Green Island Road Recycled Water Pipeline Project - American Canyon
- Vintage Ranch Subdivision Public Improvement - American Canyon
- City Traffic Engineer - City of Petaluma
- Petaluma Blvd TLC/Streetscape and Pedestrian Improvement - City of Petaluma
- Eureka Waterfront Trail - City of Eureka
- Traffic Engineering Staff Services - City of Cotati
- Traffic Engineering & Staff Services - City of Sonoma
- Railroad At-Grade Crossing Design and Implementation Services, North Coast Rail Authority (NCRA)

### Qualifications

A registered traffic engineer and civil engineer with certification as a professional traffic operations engineer, Frank Penry has 22 years of experience in transportation planning and traffic engineering design. He has managed numerous transportation studies and design projects over the years, from small development impact studies to major roadway improvements. Frank has served as the City Traffic Engineer for the cities of Petaluma, Cotati, Sonoma, and Fortuna, providing the administration and development of municipal traffic engineering programs. He is well-versed in a wide range of traffic engineering design standards and encroachment requirements, traffic signals, roundabouts, traffic calming and streetscapes, construction traffic handling, detour, and control plans for a variety of civil engineering projects.

### Project Experience

- **SR-121 Five-Way Intersection Improvements - Napa.** Project Manager. Mr. Penry was Project Manager for the preparation and delivery of comprehensive Project Initiation Documents (PID's) for the 5-way intersection of Silverado Trail (SR 121)/Third Street/East Avenue/Coombsville Road. Improvements at the intersection were pursued because of issues related to traffic congestion and inadequate signal timing for pedestrian crossings. Designs from key options formulated with previous planning documents were advanced and evaluated, and new improvement options were developed. Coordination between the City and Caltrans was performed in order to get input on the wide range of considered alternatives. Several of the options involved altering the current neighborhood access to create a four-leg intersection. A dual-roundabout configuration that maintained current access was also considered, but ultimately dismissed because of issues related to driver understanding.
- **Town of Windsor Conde Lane/Johnson Street Pedestrian Enhancements - Windsor.** Project Manager. Leading design of signing, striping, lighting, and an enhanced pedestrian crosswalk using RRFB at the realigned intersection of Johnson Street and Conde Lane in the Town of Windsor. The project will realign Conde Lane and remove all-way stop control to reduce delay and increase traffic flow between two adjacent traffic signals. The all-way stop control is currently a "T" intersection with traffic signals on two adjacent legs; morning and afternoon peak traffic from a nearby elementary school backs up from the stop controls to either signal. The project requires coordinating among the town, the design team, and neighborhood stakeholders to build consensus for the final design.
- **Traffic Data Management System - American Canyon.** Traffic Engineer. Responsible for preparation of traffic signal inventory, planning, design, and encroachment permit design package for Caltrans approval of the system. Following on the success of the Traffic Signal Synchronization, the City sought additional funding to install permanent traffic count stations along SR 29 to monitor traffic data trends, and provide centralized collection and monitoring of data, video, and operational details. The project is envisioned to track and predict conditions, which would lead to local and regional improvements to the State Highway, including additional travel lanes. Additionally, the project is viewed as the first step towards more proactive traffic management to increase the service life of the existing highway.



# Project Team Organization

## Heather Anderson, PE

### Project Role

- Performance Assessment
- Project Initiation Document

### Registration/Affiliations

- Civil Engineer, CA #85522
- Women's Transportation Seminar
- Young Professionals in Transportation

### Education

BS, Civil Engineering, California State University, Chico, CA, 2010

### Qualifications

Heather Anderson is a registered California professional engineer with over 10 years of technical and coordination experience gained on a broad range of civil engineering projects in all aspects of transportation improvements, including bicycle/pedestrian facilities, roundabouts, interchange replacements, corridor widening, and express lanes. She is both a project manager and a project leader, well-versed in Caltrans process and procedures and preparing documents, exhibits, Plans, Specifications, and Estimates (PS&E) in compliance with local, state, and federal standards. She works collaboratively with staff to deliver a quality product from the early planning stages through construction completion.

### Project Experience

- **SR 49 Corridor System Management Plan - Nevada County.** Project Engineer. Currently analysing collisions and developing list of optional safety improvements to supplement the traffic study along 13 miles of SR 49 in Nevada County.
- **US 101/State Street - Mendocino County.** Project Manager. Currently coordinating with Caltrans District 1 while overseeing and reviewing the preparation of preliminary engineering and public outreach for up to six roundabouts or signals along North State Street, which is the major arterial for the County into and out of Ukiah.
- **La Quinta Village Complete Street, a Road Diet - La Quinta.** Project Engineer. Assisting with preliminary engineering for the geometrics and striping/signing of five roundabouts for the three-street corridor complete street project consisting of five roundabouts, water quality infrastructure, pedestrian and bicycle facilities, and landscape/beautification elements near and along Old Town La Quinta.
- **Main Street/Shenandoah Road Safe Route to School Active Transportation Program Grant Application Assistance and PS&E - Plymouth.** Project Engineer, Assistant Project Manager. Preparing plans and exhibits for the layout of the sidewalk and complete street alternatives for Main Street and connection to the new roundabout at Shenandoah Road.
- **North Main Street/SR 49 Complete Streets Corridor Plan and Copello Road Pedestrian Connector - Design Workshop - Angels Camp.** Project Engineer. Currently overseeing and reviewing the preparation of the PS&E of the sidewalk and complete street alternatives for Main Street and Shenandoah road for connection to the roundabout.
- **Valley Springs Complete Streets/Town Center Connectivity - Valley Springs.** Project Engineer. Assisting with the data collection, base mapping, alternatives analysis, and presentations for the feasibility study of the plan that is to provide for safe mobility and accessibility throughout, connecting people, schools, shopping, and recreational areas by enhancing all modes of travel.
- **SR 29/SR 221 Interchange - SOSCOL Junction - Napa County.** Project Manager. Currently overseeing and reviewing the preparation of the PA/ED with Caltrans District 4 for a revision to the original Caltrans flyover concept to update the highway at the State Route (SR) 99 and 221 interchange to complex roundabouts on both sides. This project is a high profile project for the Napa Valley Transportation Authority, as they have been trying to update this integral intersection for the past 10+ years.



## Jerry Champa, PE

### Project Role

Collision Reduction (Safety)

### Registration/Affiliations

- Civil Engineer, CA #40573
- Institute of Transportation Engineers
- Transportation Research Board, Committee on Roundabouts

### Education

BS, Civil Engineering and BA, American Studies, University of Notre Dame, Notre Dame, IN

### Authored/Instructed

- Co-Lead/Author of Strategic Highway Safety Implementation Plan for Challenge Area
- ICE Policy Directive, CA MUTCD revision, and Safety Analysis guidance
- Co-author of Managed Lanes Policy Directive & Design Bulletin on Roundabouts
- Training Instructor on Traffic Safety & Project Delivery Topics

### Professional Experience

Caltrans, Division of Traffic Operations, HQ Office:

- ICE Technical Assistance Manager.
- Statewide Traffic Safety & Operations Liaison Engineer. In-house consultant providing technical assistance on complex and critical engineering decisions, Advisor/approval authority on: traffic control and safety system policy decisions; and safety management program (HSIP) and proposals.

### Qualifications

Jerry Champa works as a senior engineer hand-in-hand with GHD's Transportation Team across California and the nation. He has been assisting state and local agencies to secure funding for safety-centric, operational and active transportation infrastructure improvements since 1998. He continues to be a national leader, training instructor, and advocate for the adoption of ICE as a traffic engineering policy and type-selection tool for making the optimal investment decision on solution proposals involving new, expanded, or improved access points. His expertise was developed over a 25-year-period through statewide roles as a Caltrans Geometric Design and Traffic Engineering Policy, Funding Program, and Technical Assistance Specialist and "Change Agent."

### Project Experience

- **Caltrans California Strategic Highway Safety Plan (2) - California.** Co-Lead & Author. Produced the Action & Implementation Plans for two critical Challenge Areas: "Driver Decisions About Turning & Rights of Way," and "Intersections, Interchanges and Other Roadway Access." Established ICE program (policy, type-selection framework, safety analysis tool, and Technical Assistance Network) to objectively evaluate and compare roundabouts and other innovative solutions alongside traditional intersection control strategies. The ICE program increases the use of a proven but under-utilized safety countermeasure via comparison for alternatives.
- **Pedestrian Safety Audit of North Lake Boulevard (SR 28) - Tahoe City.** Member, Advisor to Multi-Disciplinary Team. Invited to participate by Tahoe RPA and FHWA. Audit produced consensus and funding to implement specific infrastructure improvement recommendations to address pedestrian/cyclist safety needs at all intersections and crossings within study limits.
- **Mobility & Safety Study of Lincoln Highway (SR 50) - Meyers.** Member & Advisor to Multi-Disciplinary Team. Invited to participate by Tahoe RPA and FHWA, and a study produced community and party agency consensus on recommendations to improve pedestrian and cyclist safety through implementation of access and speed management strategies toward transformation of highway corridor to a complete/main street.
- **Pedestrian Crossing Studies, Caltrans District 12 - Laguna Beach.** Technical Advisor. Advised on numerous pedestrian crossing studies along Pacific Coast Highway and Laguna Canyon Highway; studies led to funding for installation of In-Roadway Lighting/Pedestrian Hybrid Beacon systems.
- **Neighborhood Safety Optimization Plan - Sacramento.** Technical Advisor (Volunteer Basis). Advising and assisting the LPCA Public Safety Committee Chairman on effort to establish a meaningful partnership with City Traffic Engineering Division in order to address ongoing traffic and traveler safety issues that do not meet collision, volume, and other engineering warrants to justify resource expenditures or even incremental improvements.
- **Strategic Highway Safety Implementation & Action Plans.** Co-Lead & Author. Employed network screening to identify a previously unrecognized pattern of fatal and serious injury collisions along highway corridors throughout the state. Developed and successfully implemented a systemic response that includes 11 HSIP-funded projects to add safety lighting along highway segments that vary in length (between 1-10 miles).
- **Caltrans Highway Safety Monitoring & Improvement Program**



# Project Team Organization

## Trenton Hoffman, PE

### Project Role

Project Initiation Document

### Registration/Affiliations

- Civil Engineer, CA #89888
- Young Professionals in Transportation
- GHD Young Professionals

### Education

BS, Civil Engineering, California Polytechnic State University, San Luis Obispo, CA, 2015

### Qualifications

Trenton Hoffman joined GHD as a design engineer. His responsibilities include civil design, roundabout design checks per national standards, utilizing AutoCAD and Microstation for plans and drawings, preparing technical memorandums and reports, Project Approval/Environmental Documents (PA/ED), Plans, Specifications And Estimates (PS&E), and providing utility services. As the former civil engineer in a hydropower group, he worked on projects including a concrete masonry unit structure housing a dam's lower level outlet, asset valuation of various hydropower facilities, and a partially underground water storage tank design. Through these projects, he became familiar with codes and standards used in civil and structural design and gained a unique perspective regarding hydropower and tying that work into civil engineering.

### Project Experience

- **Citrus Heights Electric Greenway Design and Environmental Services - Citrus Heights.** Engineer. Assisted in identifying right of way conflicts and easements. Provided preliminary right of way exhibits for a safe routes to school project connecting multiple city parks and schools.
- **Jepson Parkway Phase 2 Plan Line - Vacaville.** Engineer. The project included conceptual widening of a two-lane road into a four-lane road with a raised median for 2040 conditions, and again widening to a six-lane road with a raised median for ultimate buildout conditions. Developed typical sections and plan-line sheets for use in right of way acquisition required for ultimate buildout.
- **La Quinta Village Complete Street, a Road Diet - La Quinta.** Engineer. Assisted with roadway sections, signing, and drawing development of five roundabouts near and along Old Town La Quinta.
- **Plymouth ATP Sidewalk Project - Plymouth.** Engineer. Assisted with preparing the utility mapping, "A" letters, final PS&E, and conceptual approval drawings for the layout of the sidewalk and complete street alternatives for Main Street and connection to the new roundabout at Shenandoah Road.
- **SR 116/SR 121 Roundabout Intersection Improvements - Sonoma County.** Engineer. Designed pavement delineation and signing and assisted with drawing development for a roundabout at a major state route junction in Caltrans right of way.
- **First Street and Second Street Roundabouts along California Boulevard ICE and PS&E - Napa.** Engineer. Assisted with the 100% and final PS&E plan set, prepared staging quantities, and performed the office engineer review for several roundabouts that connect downtown Napa to SR 29.
- **17 Mile Drive/Holman Highway 68/Highway 1 Roundabout - Monterey.** Engineer. Assisted in preparing as-builts including drawing updates and electronic filing for a roundabout at the Southbound Highway 1 ramps and Holman Highway in Monterey.
- **SR 99/Eaton Road Roundabout ICE Step 1 and HSIP Grant Application - Chico.** Engineer. Performed roundabout design checks per National Cooperative Highway Research Program (NCHRP) 672 and Caltrans HDM standards, including fast-paths, truck turns, bus turns, and sight distance for the PA/ED and PS&E for a roundabout at the intersection of the northbound State Route (SR) 99 on and off-ramps and Eaton Road/Hicks Lane. This project is anticipated to go to construction Spring 2020.





## Jay Walter, PE, TE

### Project Role

Caltrans Coordination

### Registration/Affiliations

- Civil Engineer, CA #41227
- Traffic Engineer, CA #1749
- American Public Works Association
- League of California Cities
- San Mateo City/County Engineers Association County
- San Mateo City/County Engineers Association of Governments
- California Traffic Control Devices Committee

### Education

BS, Civil Engineering, California Polytechnic State University, San Luis Obispo, CA, 1983

### Professional History

- Director of Public Works, City Engineer, City of San Carlos, CA, 2012 - 2017
- Public Works Director, City of San Luis Obispo, CA, 2001 - 2012
- Caltrans District 5 Director, 1998 - 2001

### Project (On-Call)

- City of Arroyo Grande On-Call Transportation Services
- City of Paso Robles On-Call Traffic Engineering
- City of San Luis Obispo On-Call Transportation Services
- City of Grover Beach Traffic Engineering Studies

### Qualifications

Jay Walter joined GHD's San Luis Obispo office as the Office Manager in January 2018. He is a highly experienced public works professional with over 34 years in increasingly responsible positions including top leadership roles with California Department of Transportation (Caltrans) and the cities of San Carlos and San Luis Obispo. He is well-versed in both administrative and technical aspects of managing large complex public works agencies and departments including budget, planning, operational, and administrative duties. Jay's knowledge of the communities from Ventura to San Mateo is unparalleled and supported by our Central Coast office; he will be a valuable asset to GHD's current and future clients as we expand our transportation reach on the west coast.

### Project Experience

- **Buchon Street Traffic Calming - San Luis Obispo.** Project Manager. Managed the project, which included the development of PS&E for speed humps and a mini roundabout for intersection control.
- **Santa Maria Downtown Streetscape Plan - Santa Maria.** Project Manager. As part of the SERA design team, provided consulting services and traffic analysis for the City of Santa Maria Downtown Streetscapes Plan.
- **City of Paso Robles Speed Zone Survey Update - Paso Robles.** Project Manager, Project Engineer. Analyzing the data collected from the citywide radar surveys and speed limit analyses. Preparing the project reports (engineering and traffic surveys) for 59 various locations within the City.
- **US 101/5th Street Interchange ICE Step 1 and Step 2 Process - Gonzales.** Project Manager. Prepared engineering report for analysis of traffic signal warrants at the ramp intersections, analyzing traffic volume data, collision data, and made recommendations to the City Engineer.
- **On-Call Transportation/Traffic Engineering - Paso Robles.** Project Manager. Performing planning, design, construction assistance, and technical review of roadway design, traffic signals, roadside safety features, signage/stripping programs, pavement maintenance, travel demand modeling, multi-modal operations analysis, review of development proposals, and processing projects with Caltrans and agencies.
- **On-Call Transportation Services - San Luis Obispo.** Engineer. Performed peer review of the traffic signal warrants for the Los Verdes Park Development. Provided engineering services for Buchon Street Traffic Calming Improvements, including PS&E for speed humps and a mini roundabout for intersection control.
- **Traffic Engineering Studies - Grover Beach.** Project Manager. Prepared engineering studies for various intersections within the city, analyzing traffic volume data, collision data, speed data and roadway conditions, and made recommendations to the City Engineer.
- **US 101/Main Street Interchange Study - Santa Maria.** Project Manager. Managed revision of a major freeway interchange, coordinated Caltrans interaction and concurrence, directed the design of interim improvements that provide traffic relief while the longer term project is being designed.
- **Shell Beach Elementary School Access Study - Pismo Beach.** Project Manager. Provided traffic data analysis and access improvement ideas for congested drop off and pick up zones.



# Project Team Organization

## Brian Bacciarini

### Project Role

Environmental

### Education

BS, Environmental Studies, Sonoma State University, Rohnert Park, CA, 2001

### Certifications

- Construction Document Technician, OSHA 40-Hour HAZWOPER Certification
- OSHA 8-Hour Annual HAZWOPER Certificate of Completion Construction Site Planning and Management

### Qualifications

Brian Bacciarini has 16 years of experience with GHD as an environmental planner and CEQA/NEPA project manager. He assists cities, counties, state agencies, special districts, and federal agencies to review and clear infrastructure projects in accordance with environmental regulations and guidelines. He specializes in evaluating projects involving multiple jurisdictions and federal funding programs, including the Caltrans Local Assistance Procedures. Brian's project experience includes roundabouts, roadways, bridges, transit stations, railroads, ferries, trails, and utility replacement projects. This far-reaching range of experience provides him with the breadth of understanding required for this project.

### Project Experience

- **Napa Highway SR 121 Roundabout - Napa County.** NEPA Lead in Caltrans District 4. Assisted with the initial environmental review of this locally sponsored interchange project on the District 4 State Highway System. The project includes dual roundabouts to replace a congested five-way intersection at Silverado Trail, Third Street, East Avenue, and Coombsville Road. Coordinated the completion of a PEAR, which provides the initial environmental evaluation of the project and alternatives before it is programmed. This included identifying environmental constraints that may affect project design, alternatives, cost, schedule, and delivery.
- **Grant Avenue Bridge Rehabilitation - Novato.** NEPA Lead in Caltrans District 4. Project includes rehabilitating and widening an existing vehicle and pedestrian bridge, as well as stabilizing the banks and channel on the upstream portion of Novato Creek. Project also includes grant authorization from the Caltrans Highway Bridge Replacement and Rehabilitation program for partial federal funding. Oversaw the completion of a PES form and numerous technical studies in support of a categorical exclusion finding. Caltrans environmental clearance was provided October 2016.
- **Lucas Valley Road Realignment - Marin County.** NEPA Lead in Caltrans District 4. Assisting with the NEPA review of this federally funded roadway realignment. The project includes a roadway curve realignment and retaining wall on Lucas Road in an area that has been problematic for larger vehicles to traverse. The project is federally funded by the HSIP, with federal-aid funds administered by District 4 Local Assistance. Overseeing the completion of technical studies, including a Natural Environment Study Minimal Impact memo, APE Maps, and Archaeological Survey Report in support of a categorical exclusion finding.
- **Fulton Road Widening Improvement - Santa Rosa.** Environmental Lead/CEQA Project Manager for Preliminary Engineering Design. The project includes roadway widening, new vehicle travel lanes, bicycle lanes, sidewalks, bioretention areas, bus stops, landscaping, utility relocations, storm water facilities, and property acquisitions and easements. Managed the completion of a CEQA MND that included technical studies for traffic, wetlands, cultural resources, and roadway traffic noise. The MND was adopted by the City Council in October of 2017. He is also managing permitting services.
- **Grant Avenue Bridge Rehab Project - Novato.** Environmental Project Manager. Managed the CEQA and NEPA review of this bridge rehabilitation project. The project includes grant authorization from the Caltrans Highway Bridge Replacement and Rehabilitation program for partial federal funding.





## Brian Howard, PLS

### Project Role

Surveys

### Registration/Affiliations

- Professional Land Surveyor, CA #7250
- California Land Surveyor Association

### Education

- BS, Survey and Photogrammetry, California State University, Fresno, CA
- AS, Engineering, College of the Siskiyous, Weed, CA

### Certification/Training

- Advanced BLM Cadastal Workshop
- FEMA Elevation Certificate - 2016
- FEMA Obtaining and Developing Base Flood Elevations in Zone A Areas
- FEMA Flood Plan Determination in Approximate Zone A - 2016
- Hypack Hydrographic Training Seminar
- Water Boundaries for California Land Surveyors

### Software/Equipment Expertise

- AutoDesk Civil3D
- Differential Levels
- Digital Level
- Needed Accessories
- Trimble Geomatics Office
- Trimble R-8 GPS Receivers
- Trimble S-6 Robotic Total Stations
- Trimble 5700 GPS Receivers
- TSC2 Survey Controllers

### Qualifications

Brian Howard manages the firm's Northern California surveying projects and supervises surveyors scheduling field and office personnel. Throughout his over 30-year career, he has performed surveying and right of way engineering on a full range of surveying work, including Chainman, Instrumentman, and Party Chief. He has extensive experience with topographic, boundary, and construction surveying, as well as expertise with geodetic and photogrammetric control, hydrographic surveying, aids to navigation, optical tooling, machine alignment, movement, and settlement surveys. Brian has surveyed in all types of environments from the highly industrial settings of chemical plants, steel mills, and oil refineries, to remote areas staking slide repairs and establishing boundary lines in the vast majority of California's counties from Orange and Riverside, to Modoc and Siskiyou. He also has surveying experience in Nevada, Oregon, and Hawaii.

### Project Experience

- **Farmersville Boulevard at Noble Avenue and SR 198 Eastbound Ramps Roundabout PS&E - Farmersville.** Role. Performed the right of way support and base mapping to include in the traffic analysis, construction with over 60 plats and legal descriptions, provided topographic, right of way, and monumentation survey. Project involved improvement of freeway interchange with two adjoining projects for two roundabouts located along Noble Avenue - one at the intersection of SR 198 eastbound ramps, and the other at Farmersville Boulevard.
- **Rocklin Road Roundabout Corridor - Rocklin Road at Meyers Street and Grove Street (Construction Staking and Support) - Rocklin.** Surveyor. Provided right of way engineering, construction staking, monumentation centerline, and record of survey. Provided right of way engineering, construction staking, monumentation centerline, and record of survey. Boundary resolution, right of way engineering and construction staking of two roundabouts on Rocklin Road. Prepared legal descriptions and plats and a record of survey. Performed field surveys, office tasks, and overall surveying for a complete street corridor. The Meyers Street and Grove Street Roundabout were constructed in 2014.
- **I-5/Deschutes Road Interchange Reconstruction and Roundabout - Anderson.** Topographic Surveying, Right of Way Engineering, Construction Staking QA & Monumentation. Provided the topographic surveying, right of way engineering, construction staking quality assurance, and monumentation for this freeway off-ramp and five-leg two-lane roundabout.
- **SR 99/SR 104 (Twin Cities Road) Interchange PSR/PR and PS&E - Galt.** Surveyor. Performed the field survey, aerial survey, right of way, property/topographic surveys, office support for control aerial and topographic mapping for the planning, engineering, and through to the final plans for the roundabouts with five legs and new northbound off-ramp at the two existing interchange locations. Construction was completed in 2013 for \$4 million.
- **Shasta View Drive/Inspiration Place Roundabout - Redding.** Surveyor. Provided construction staking services.
- **Shasta View Drive/Old Alturas Road Roundabout Design - Redding.** Surveyor. Provided the topographic survey and right of way engineering services for a roundabout to minimize right of way impacts while replacing an all-way stop intersection with a modern roundabout.



# Project Team Organization

## Ryan Crawford, PG

### Project Role

Geologist

### Registration/Affiliations

Geologist, CA #8764

### Education

- MS, Geology, Humboldt State University, Arcata, CA, 2007
- BS, Geology, Humboldt State University, Arcata, CA, 2003
- 40-Hour OSHA/RCRA Hazardous Site Waste Operations Courses
- Soil and Groundwater Management
- Construction Site Planning and Management for Water Quality
- Applied Contaminant Chemistry Transport in Soil and Groundwater
- Incremental Sampling Methodologies for soil and groundwater
- Soil, Soil Vapor, and Groundwater Impacts Modelling
- Applied Soil, Soil Vapor, and Groundwater Remedial Technologies

### Qualifications

Ryan Crawford is a professional geologist who has performed on a variety of geological, environmental, and hydrological projects throughout California, Alaska, Panama, Ecuador, and Guam. His contamination assessment and remediation experience includes: Initial site assessments, environmental site assessments, phase I/II/III investigations (including large and small scale phase I corridor studies) surface and groundwater hydrologic studies; environmental subsurface investigations with associated remediation system design and implementation for the full suite of contaminants; boring and well drilling supervision; performing risk-based corrective action evaluations; regulator and contractor coordination; technical writing, review, and editing and recommendations for reports; preparation and implementation of work plans, remedial action plans, ADL and NOA reports, corrective action plans, report of findings, sensitive receptor surveys, and the characterization and disposal of investigative derived waste materials since 2007.

### Project Experience

- **Talmage Road Highway 101 Overpass Aerially Deposited Lead Report - Ukiah.** Ongoing testing by Caltrans throughout California has indicated that ADL exists along major freeways and roadways due to emissions from motorized vehicle exhaust powered by leaded gasoline. Oversaw the initial site assessment and sample collection of aerially deposited lead along the Talmage Road Overpass project and prepared the associated ADL report.
- **Hill Road Bridge Replacement Aerially Deposited Lead and Naturally Occurring Asbestos Reports - Mendocino.** Asbestos is naturally occurring (NOA) in much of Northern California and can potentially be encountered in particular rocks and soils, which can pose an inhalation hazard when disturbed. As part of the ISA, oversaw the collected of NOA and ADL samples along the drip line and bridge abutments of Hill Road bridge for Mendocino County and Caltrans and provided recommendations for waste stream and wrote the associated reports for construction/destruction during the project.
- **Clover Creek Bridge Replacement Hazardous Materials Survey: Aerially Deposited Lead and Naturally Occurring Asbestos Reports - Lake.** Conducted a hazardous materials survey prior to bridge demolition and redesign. Included review of site and regional geology and oversaw the collection of samples for ADL and NOA including analytical results interpretation and recommendations related to bridge destruction and soil disturbance issues.
- **Rancho Vicente Staging Area Grading: Santa Clara Parks NOA Sampling & Reporting - Santa Clara County.** Mapping data published by City of San Jose Environmental Services show that the project is near locations that are classified as "Definite" to contain both ultramafic and serpentine rock formations, of which both rock types can yield various concentrations and forms of NOA. Directed a Caltrans type NOA reporting survey.
- **Phase I Corridor Studies - Arcata, Eureka, Sonoma, Napa and Santa Rosa.** Responsible for hazardous materials Phase I corridor studies up to four miles in length conducted through sections of the Arcata and Eureka cities as part of a "Rails-to Trails" project. Industrial activities investigated in the area dated back to the early 1900's. Studies were for sewer and water pipeline upgrades through city right of ways.



## Lin Zhang, PhD, PE, TE, PTOE

### Project Role

- PeMS
- Freeway Operations

### Qualified

- PhD, Civil Engineering, University of Hawaii, HI
- MS, Civil Engineering, Southeast University, Nanjing, China
- BS, Civil Engineering, Southeast University, Nanjing, China
- Civil Engineer, CA #75052
- Traffic Engineer, CA #2428
- Professional Traffic Operations Engineer, CA #2062

### Connected

- National Academies' Transportation Research Board Committee on Freeway Operations
- Arterial Advisory Group, Bay Area

### Professional Skills

- Traffic Operations
- Corridor Studies
- Traffic Simulation & Modeling
- Toll Operations
- Managed Lanes
- Congestion Pricing
- Traffic Signal Systems
- Traffic Safety
- Intelligent Transportation Systems
- Performance Measurement

### Qualifications

Dr. Lin Zhang has more than 15 years of professional experience in the areas of transportation engineering and planning, with increasing responsibility in both the public and private sectors. Dr. Zhang has considerable experience in traffic operations, corridor studies, traffic simulation and modeling, toll operations, managed lanes, congestion pricing, traffic signal systems, traffic safety, Intelligent Transportation Systems (ITS), and performance measurement. Dr. Zhang is a registered Professional Engineer (PE), Traffic Engineer (TE), and Professional Traffic Operations Engineer (PTOE). He is a Member of the National Academies' Transportation Research Board (TRB) Committee on Freeway Operations, one of the most active and prestigious committees within the TRB. He is the Past President for the San Francisco Bay Area Institute of Transportation Engineers. He is also a committee member of the Arterial Advisory Group (AAG) in the Bay Area. He has contributed to numerous regional, national, and international conferences as a speaker/moderator.

### Project Experience

- **I-580 Design Alternative Assessment (DAA) - Alameda County.** Task Leader. Leading both tasks on Data Collection and Analysis & Corridor Operations Analysis. Corridor operations analysis is being conducted using Highway Capacity Manual (HCM)-based FREEVAL analysis tool.
- **I-880 Adaptive Ramp Metering Implementation Plan - Alameda/Santa Clara County.** Task Leader. Dr. Assisting MTC with existing conditions assessment for the I-880 ARM implementation plan.
- **2018 CMP Monitoring and Conformance Reports - Santa Clara Valley Transportation Authority (VTA).** Project Manager. Assisting VTA with its 2018 Congestion Management Program (CMP) Monitoring Reports.
- **Using Archived Data as a Tool for Operations Planning - San Francisco Bay Area.** Case Study Lead. Conducted a case study in the San Francisco Bay Area to demonstrate how MTC used archived data to support corridor study planning efforts.
- **I-80/Gilman Street Interchange Improvement PA/ED Project - Berkeley.** Task Leader. Responsible for traffic analyses for this project, including freeway and arterial operations analysis using VISSIM, a micro-simulation tool.
- **Most Congested Freeway Segments in San Francisco Bay Area - Metropolitan Transportation Commission.** Assisted in refining the methodology using INRIX data for the Most Congested Freeways in Bay Area, also known as the State of the System report.
- **Bay Area Traffic Trend Analysis - San Francisco Bay Area.** Analysis. Conducted analysis of Bay Area traffic trend using INRIX and PeMS data.
- **Integrated Corridor Management Tools, Strategies, and Deployment Support - FHWA.** Participated in the analysis, modeling, and simulation activities of the Integrated Corridor Management initiative for the FHWA.
- **I-210 Corridor Study - LA County, CA, Southern California Association of Governments (SCAG).** Model Development. Developed a VISSIM micro-simulation model for 23-mile corridor and conducted alternatives analysis.
- **Next Generation Simulation Core Algorithms & Data Sets - FHWA.** Model Development. Successfully generated more than 13 million vehicle trajectory data points for traffic flow, operations, and simulation research.



# Project Team Organization

## Lawrence Liao

### Project Role

SNABM

### Education

- ME, Transportation with a Certificate of Logistics, University of California, Berkeley, CA
- MS, Industrial Engineering, University of New Haven, CT
- BS, Industrial Engineering, Tunghai University, Taiwan

### Professional History

- ETG, 2018 - Present
- TJKM, 2014 - 2018
- Cambridge Systematics, 2008 - 2014
- Arup, 2007 - 2008
- Fehr & Peers, 2003 - 2007
- Citilabs, 1999 - 2002

### Professional Skills

- Travel Demand Modeling
- Transportation Planning
- Big Data Analytics
- Certified Cube Trainer

### Presentations

Mr. Liao presented the procedure he developed at the TRB Integrated Corridor Management Workshop in Irvine, CA in September 2009.

### Qualifications

Lawrence Liao has more than 18 years of experience in the areas of travel demand forecasting, transportation planning, and big data analytics. He has developed and updated travel demand models at various levels - from cities and counties to Metropolitan Planning Organizations (MPO's) and states, and for both trip-based and activity-based models. He has also applied travel demand models to support various projects, such as corridor system management plans, traffic impact studies, general plan updates, environmental impact reports, corridor studies, transit-oriented development, managed lane modeling, as well as federal research projects.

Lawrence is experienced in all major travel demand modeling software packages, including CUBE, TransCAD, EMME, VISUM, Tranplan, and MINUTP, as well as, common programming languages, such as, Python, Java, MS Office VBA, C++, Pascal, and Fortran. He is also one of only five certified CUBE trainers in the world and is an expert in CUBE-VOYAGER/TP+ scripting.

### Project Experience

- **I-5/SR 99, I-80/SR 51, SR 65, US 50 Corridor Management Systems Plans - Sacramento.** Lead Modeler. In charge of converting static travel demand information from the regional demand model (SACMET07) into time-dependent trip tables for four corridors (I 5/SR 99, I 80/SR 51, SR 65, US 50) in the Sacramento area. Developed a standard procedure to ensure that the final time-dependent trip tables are feasible for traffic microsimulation models.
- **North Development Environmental Impact Report (EIR) - Rancho Murieta.** Modeling. Provided travel demand modeling services using SAC-SIM11 to support the traffic impact analysis in the EIR. Mr. Liao prepared input data for DaySim, using PopGen and buffering tools to develop a cumulative model with four large scale approved projects and developed traffic forecasts for the 2014 base scenario and 2035 cumulative no-project scenario.
- **Strategic Highway Research Program (SHRP) 2 C10 Project - Sacramento.** This project integrated the activity-based model (SACSIM) maintained by the Sacramento Area Council of Governments (SACOG) with a traffic microsimulation model, DynusT. The project also included enhancements to SACSIM and DynusT to analyze the effects of reliability on the transportation system and integration of the new integrated model with the U.S. Environmental Protection Agency's (EPA) MOVES program for air quality analysis. Mr. Liao was a key staff in charge of model integration compiling input data for DynusT using data from SACSIM.
- **Solano-Napa Activity Based Model Development - Solano & Napa Counties.** Developed a focused activity-base model for the Solano and Napa counties (SNABM) based on the MTC ABM. The MTC ABM model code stream was revised to accommodate the enhanced zonal and network structure in SNABM. Procedures were developed to map employment data from the SIC-based categories to the NAICS-based categories for the new SNABM, and to map link attributes from the current SNTDM to the MTC ABM link attributes.





## Kendall Flint

### Project Role

- Interagency Consultation
- Public Outreach
- Public Hearings/Board Presentations

### Affiliations

- American Planning Association
- California Association of Public Information Officials
- Public Relations Society of America
- International Association of Business Communicators

### Education

BA, English, University of California, Los Angeles, CA

### Awards

Kendall's award-winning work has been honored by the California Association of Public Information Officers, Public Relations Society of America, International Television Association, International Association of Business Communicators and California Local Economic Development Corp., which honored the economic development program for the City of Elk Grove with its Crystal Eagle Grand Prize.

### Qualifications

Kendall Flint is an industry professional with more than 25 years of marketing, advertising, and public engagement experience. She has created and implemented a broad range of communication, economic development, and outreach campaigns for both public and private agencies. Her award-winning work has been honored by the California Association of Public Information Officers, Public Relations Society of America, International Television Association, International Association of Business Communicators and California Local Economic Development Corporation, which honored the economic development program for the City of Elk Grove with its Crystal Eagle Grand Prize. She has specific experience in transportation and land use outreach programs throughout California.

### Project Experience

- **Measure L - Stanislaus Council of Governments.** RGS developed an expenditure plan and ballot measure, Measure L, for a transportation sales tax in 2016 for the Stanislaus Council of Governments after the failure of two previous efforts in 2006 and 2008. RGS managed a methodical process that included focus groups, polling and more than 100 meetings with local agencies, stakeholder groups and advisory bodies. This all-inclusive approach resulted in a markedly different plan that previous set before voters. The focus was on "Local Roads First" - a mantra that resonated with voters and stakeholders regardless of party affiliation. Measure L passed with 71.95% of the vote in favor of the proposed sales tax measure.
- **SR 68 Scenic Corridor Study - Transportation Agency of Monterey County.** Managed a comprehensive outreach program for the Transportation Agency for Monterey County (TAMC) as part of its SR-68 Scenic Corridor Study. The study reviewed how SR-68 operates today, and what can be done to ensure that it operates as safely and acceptably as possible for all users in the future. Work included numerous community presentations, a dedicate website and a series of workshops.
- **US 101 Mobility Study and SR 227 Study - San Luis Obispo County Council of Governments.** Led a highly successful countywide outreach effort to prioritize future investments along US 101 through the County. The outreach effort focused on anecdotal, qualitative views and opinions expressed by the public. The project website averaged over 800 unique visits per month. It has generated over 400 unique comments via our interactive mapping tool. RGS completed over 200 intercept interviews countywide and engaged more than 600 people at various presentations and workshops held throughout the County. Also developed and implemented an outreach program in support of the SR 227 Corridor Study. This included a series of interactive workshops and community presentations.
- **Highway 92-Highway 1 Transportation Study.** Managed the Highway 92-Highway 1 Transportation Study, ConnectTheCoastside.com. *Connect the Coastside* was a comprehensive transportation management plan to identify programs and improvements along Highway 1 and Highway 92 to accommodate the Midcoast's future transportation needs. The plan evaluated the existing and future residential and non-residential development potential of the Midcoast and City of Half Moon Bay by conducting a land use build-out analysis and an assessment of the current and future transportation system.



## REQUEST FOR TASK PROPOSAL

Pursuant to

On-Call Planning Services (RFQ 2015-03) and  
On-Call A/E Design & Project Delivery Services (RFQ 2017-07)  
for

### STATE ROUTE 29 COMPREHENSIVE MULTIMODAL CORRIDOR PLAN AND PROJECT INITIATION DOCUMENT FOR STATE ROUTE 29 THROUGH AMERICAN CANYON

As an on-call planning and on-call A/E design & project delivery firm selected under the provisions of RFQ 2015-03 and RFQ 2017-07, you are being asked to prepare a budget, schedule, and proposal for the STATE ROUTE 29 COMPREHENSIVE MULTIMODAL CORRIDOR PLAN AND PROJECT INITIATION DOCUMENT FOR STATE ROUTE 29 THROUGH AMERICAN CANYON – Task Order No. 9. The scope of work for this task order is attached hereto as EXHIBIT A. Selection will be based on cost, schedule of performance, and expertise. You are invited to prepare a proposal to perform this work. Your proposal must include:

- (1) A detailed schedule of performance.
- (2) A not-to-exceed cost proposal (incl. hourly/labor rates).
- (3) A listing of assigned project personnel.

This work may or may not be funded with federal funds. All contract documents will contain applicable mandated federal contract provisions and be issued pursuant to the terms and conditions of RFQ 2015-03, RFQ 2017-07 and the professional services agreement executed pursuant thereto. NVRTA's overall DBE goal is 2.2%.

The NVRTA project manager assigned to this task is Rebecca Schenck, Transportation Program Planner, at (707) 259-8636 or by e-mail [rschenck@nvta.ca.gov](mailto:rschenck@nvta.ca.gov).

*A pre-proposal conference is scheduled for February 12, 2019, 2:30 PM (local), NVRTA, Board Room, 625 Burnell Street, Napa, CA 94559, or the option to call-in to address any questions and/or needed clarification will be available by dialing 1-888-398-2342 and using access code 9209029 when prompted.*

*All inquiries regarding this task proposal are to be directed to Renée Y. Kulick, Sr. Administrative Technician, by e-mail [rkulick@nvta.ca.gov](mailto:rkulick@nvta.ca.gov) by February 15, 2019, 2:00 PM (local). NVRTA, in its sole discretion, reserves the right to:*

1. Reject any or all proposal submittals.
2. Issue one (1) or more subsequent Requests for Task Proposal.
3. Open proposals at its convenience.
4. Remedy technical errors in the solicitation/selection process.
5. Approve or disapprove the use of particular sub-proposers.
6. Negotiate with any, all, or none of the proposers responding.
7. Award a contract to one (1) or more proposers.
8. Waive informalities and irregularities in any proposal.

**Proposals are due to NVRTA no later than March 7, 2019, 2:00 PM (local).**

Kate Miller  
Executive Director



# EXHIBIT A

## SCOPE OF WORK

### **State Route 29 Comprehensive Multimodal Corridor Plan and Project Initiation Document for State Route 29 through American Canyon**

This scope of work covers two (2) main objectives that are to be separately priced:

**Objective 1** - Update the State Route 29 Gateway Corridor Plan to meet the conditions of the Senate Bill 1, Comprehensive Multimodal Corridor Plan Guidelines, as outlined in

[http://www.catc.ca.gov/programs/sb1/sccp/corridor-plan/docs/120518\\_Approved\\_CMCP\\_Guidelines.pdf](http://www.catc.ca.gov/programs/sb1/sccp/corridor-plan/docs/120518_Approved_CMCP_Guidelines.pdf)

**Objective 2** - Complete a Project Initiation Document (PID) for State Route 29 in American Canyon between Napa Junction Road and American Canyon Road.

## **SECTION I STATE ROUTE 29 COMPREHENSIVE MULTIMODAL CORRIDOR PLAN**

The State Route (SR) 29 Comprehensive Multimodal Corridor Plan will update the SR 29 Gateway Corridor Improvement Plan that was adopted in October 2014, and define projects that can be implemented near-term, mid-term and long-term. The SR 29 Comprehensive Multimodal Corridor Plan (Plan) will build upon the October 2014 Plan by analyzing intersection improvements in greater detail, evaluating the impacts of parallel local road improvements for all modes, evaluating technologies and traveler information, and modeling improvements through a micro-simulation model in accordance with Caltrans Corridor Planning Guidance and the principles of the federal Congestion Management Process. The project limits for this study are Devlin Road to the west, Newell Drive and North/South Kelly Roads to the east, the intersection of SR 29/121 (Imola intersection) to the north, and SR 37/29 interchange to the south.

Specifically, the Plan will:

- 1) Include near-term multi-modal solutions to specific intersections;
- 2) Evaluate adjacent/parallel corridor connections and extensions;
- 3) Expand on and analyze bus, bicycle, and pedestrian improvements along the corridor(s);
- 4) Evaluate integrated technology and smart corridor solutions that can be applied to the corridor to improve operations;
- 5) Provide economic impact analysis that evaluates the economic effects of proposed improvements;
- 6) Include congestion management strategies; and

- 7) Determine the order projects should be delivered to optimize traffic operations, reduce traffic/congestion and minimize additional traffic/congestion in other parts of the corridor.

The Plan will include multi-modal improvements and congestion management strategies on the corridor and expand on near and midterm solutions that can be implemented in the next 2-5 years, in addition to longer term improvements. The Plan will also take a more comprehensive (parallel corridor) circulation approach and evaluate parallel arterials such as potential extensions and connections on Devlin Road, Newell Drive, South and North Kelly Roads, Fairgrounds Drive - Flosden Road, and Soscol Ferry Road and analyze how potential improvements will impact congestion on the highway. The Plan will include micro-simulation models of proposed alternatives. The Plan will further investigate smart/adaptive corridor management technologies and strategies for application on SR 29.

The Plan will be continuously tracked and monitored by NVTa staff, the Staff Working Group (SWG) comprised of NVTa SR 29 Working Group and Caltrans planning, engineering and environmental staff.

Expected products are listed as deliverables.

## **TASK 1 Project Startup**

- 1.1 Kick-Off Meeting.** Conduct a kick-off meeting with select project management team members to review the approved scope of work and discuss expectations, including needed data and proposing a public engagement strategy.

<b>Deliverable</b>	<b>Documentation</b>
Signed contract between Consultant and NVTa	Copy of signed contract
Conduct kick-off meeting	Meeting notes/summary of public outreach plan
Data Collection	Updated Average Daily Traffic (ADT) and Turning Movement Counts

## **TASK 2 Ongoing Stakeholder and Community Outreach and Project Oversight**

- 2.1 Stakeholder/Jurisdictional Meetings.** Budget up to four (4) stakeholder meetings which could include municipal, business and/or community members.

**2.2 Committee Meetings.** Meet with NVTa Citizen Advisory Committee (CAC) and the Technical Advisory Committee (TAC). The CAC is comprised of numerous interest groups and individuals representing all modes who have an interest in the SR 29 Comprehensive Multimodal Corridor Plan. Members of the CAC represent environmental advocacy groups, merchant and business associations, hospitality, agriculture, wine production, education, and health. The TAC is made up of technical staff (public works and planning) from each jurisdiction. The Consultant will provide updates and/or materials for staff updates to the CAC and TAC approximately four (4) times during the course of the project. The Committee will review project progress and submit comments to the Staff Working Group and the NVTa Board.

### **2.3 Public Meetings.**

**2.3.1** Promote, advertise, and conduct no more than three (3) public charrettes at different locations/times through a multi-media campaign (including, but not limited to, use of newspaper and radio broadcast) through the Citizen Advisory Committee and other stakeholders to gain public involvement and refine plan concepts. One (1) of the public charrettes should be held in the beginning of the process to gain initial input and feedback and one (1) charrette should be held later in the process to review the draft Corridor Plan/Concepts.

**2.3.2** Prepare presentation materiel for City Council and County Board of Supervisor meetings. Most presentations will be conducted by NVTa staff and/or City/County staff.

**2.3.3** Prepare presentation materials and present no more than three times to the Napa Valley Transportation Authority Board (NVTa Board) which will act as the steering committee for the Comprehensive Multimodal Corridor Plan.

**2.3.4** Meet with SWG approximately six (6) times over the course of the study (made up of NVTa staff, Caltrans staff, and the SR 29 Working Group members from the City of American Canyon, City of Napa, and County of Napa).

Prior to publication of milestone documents, draft documents and supporting data will be reviewed by the SWG. This group is expected to meet approximately six (6) times at key points in the process: to review and accept the Vision, to review the existing corridor study's results; potential improvement programs, review the draft Corridor Implementation Plan. Day-to-day work on project documents and meetings will be carried out by the Consultant, with direct staff

support from NVTa. It is expected that the Consultant team will consist of a transportation engineering and planning firm engaged in multi-modal planning and engineering, congestion management, transportation technology, and traffic modeling. The Consultant team should also be able to demonstrate a significant understanding of state and federal transportation funding programs and have existing working relationships with Caltrans District 4 and California Transportation Commission (CTC) staff.

<b>Deliverable</b>	<b>Documentation</b>
Public Outreach	Contact lists and logs
Citizen Advisory Committee and Technical Advisory Committee meetings	Presentation/meeting materials, agendas and minutes
Public Meetings/charrettes	Presentation/meeting materials, attendance lists, agendas, meeting notes
NVTa Board	Presentation/meeting materials, agendas, meeting notes
Staff Working Group	Presentation/meeting materials, attendance lists, agendas, meeting notes

### **TASK 3 Develop Plan Components**

The SR 29 Comprehensive Multimodal Corridor Plan (Plan), to be managed by NVTa, will consist of the following subtasks

**3.1 Evaluate Opportunities, Develop Corridor Plan Framework, and Literature Review.** Refine the purpose and need statement for the SR 29 corridor including current problems and deficiencies facing the corridor. The Consultant will work with Stakeholders (CAC, TAC, jurisdictional staff and others) and the SWG, to develop a refined multi-modal and congestion management strategy framework for the corridor. The framework will serve as a broad outline to the Corridor Plan and define purpose and need for improvements to the corridor, plan/project elements and will evaluate parallel corridor connectivity/extension options that will work in tandem to improve circulation and congestion on the SR 29 corridor. The framework will consider all modes of transportation, congestion management strategies and smart/adaptive technologies that will improve corridor operations, to improve access to and on the corridor. The framework will include graphics, and emphasize context sensitive designs for each proposed improvement. The Consultant team will prepare a *literature review* of

elements included in similar highway corridors that serve as both a regional highway and a main street in suburban/urban locations.

**3.2 Summarize Corridor Existing Studies and Plans.** The Consultant with assistance from the SWG will identify all existing circulation, transit, bicycle and pedestrian studies, and plans that apply to the Corridor as well as jurisdictional General Plan policies. The Consultant will then create a summary documenting what is known about the corridor and relevant, adopted plans. The Consultant will also develop a matrix showing all of the adopted policies that apply to the Corridor. Special emphasis will be given to identification of policies that are consistent across jurisdictions. The matrix will also identify policies that conflict with one another. The Plan documents will include but are not limited to the SR 29 Gateway Corridor Improvement Plan, the City of American Canyon Broadway Specific Plan, the Watson Ranch EIR, County of Napa and American Canyon Circulation Elements, the County of Napa Airport Industrial Specific Plan, City of Napa General and Specific Plans, NVTa Countywide Transportation Plan Vision 2040, NVTa Pedestrian and Bicycle Plans, and NVTa Express Bus Study. It should also be noted that the City of Napa has a citywide traffic model and that NVTa's Napa Travel Demand Model has been recently separated and validated, resulting in Napa County having its own model.

**3.3 Model Future Traffic Projections.** The Consultant will have access to the Napa Model. Because the Napa Model is a regional model, post processing may be necessary to determine future traffic projections. NVTa may wish to use more detailed micro-simulation modeling to provide future traffic projections on individual proposed improvements. The Consultant will provide detailed traffic projections for the Corridor and important connecting streets. Model assumptions shall be reviewed and accepted by the SWG. The Consultant will compare volumes within the model to volumes identified in the City of American Canyon, City of Napa and County of Napa circulation studies and other recent studies, and propose adjustments where appropriate for review and acceptance by the Group. If there are conflicts, the report will describe them. The resulting report will summarize existing conditions and projected future year (2040) conditions for weekday peak hour commute traffic and weekend visitor peak traffic. Where weekend peak volumes are not available, a methodology will be developed to factor from weekday data.

**3.4 a. Program and Project Identification.** Identify potential programs and projects to improve the corridor while considering California Streets and Highways Code – Sections 2390-2397 and focusing on the Solutions for Congested Corridors Program (SCCP) strategies to:

- 1) Reduce traffic congestion and address local access focusing primarily on operational improvements rather than capacity or facility expansion;
- 2) Improve corridor safety, accessibility and crossings for all travel modes;
- 3) Improve corridor circulation by evaluating pending connections/extension improvements of parallel roadways, improvements to existing mainline corridors, intersection improvements, or other congestion management strategies;
- 4) Improve transit access and transit flow;
- 5) Build upon aesthetic improvements identified in the SR 29 Gateway Corridor Plan to improve the appearance and cohesiveness of the corridor while ensuring that each jurisdiction remains visually distinct;
- 6) Upgrade technologies that will improve corridor operations and provide travel information;
- 7) Evaluate economic development, job creation and retention of proposed projects/programs; and
- 8) Reduce greenhouse gas emissions and air pollution impacts with proposed projects/programs, and stimulate efficient land use.

**b. Cost/Benefit Analysis.** The Consultant and SWG will develop, and the Stakeholders, TAC, and NVTB Board will review, a menu of physical improvements and programs that can advance improvements in the corridor. The menu will include existing projects or programs that have not been fully implemented as well as near-term, mid-term and long-term projects. The Consultant will develop a matrix to determine the ability of each existing or new project to advance the framework and to improve the corridor by advancing one or more of the eight (8) objectives listed above. The matrix will list short, mid and long term projects, develop an optimized order of delivery, and rate projects based on how well the project accomplishes the above stated goals.

The Consultant will create a cost estimate for each project or program, including costs to build facilities or acquire program materials, annual operation and maintenance costs, and funding options.



**3.5 Corridor Improvement Implementation Plan.** Develop a Corridor Improvement Implementation Plan, covering the following topics:

- a. Recommended programs and projects
  - 1) Project Deliverability
  - 2) Congestion Relief
  - 3) Air Quality
  - 4) Safety Improvements
  - 5) Accessibility
  - 6) Efficient Land Use
- b. Funding options and strategy
  - 1) Matching of Funds
- c. Governance options for multi-jurisdictional programs or projects.
- d. Economic Impact Analysis of the proposed improvements. The economic impact analysis should include the following:
  - 1) Use of construction cost estimates and projected gains in worker productivity and reduced delays/congestion and possible net tourism gains(such as transient occupancy tax revenue)
  - 2) Impacts to goods movement and freight
  - 3) Direct Impacts and estimated employment changes from budget dollars to be spent
  - 4) Induced and indirect impacts on business revenues and employment
  - 5) State and local tax gains

The Consultant and SWG will prepare, and the Stakeholders, TAC and NVTB Board will review, a draft implementation plan for corridor improvement projects and programs to address the study's varied objectives. The implementation plan will recommend steps for immediate, short-term (1 -2 years), mid-term (3-5 years) and long-term (beyond 5 years) implementation. The implementation plan will provide an estimated project delivery schedule for key improvements, evaluate project readiness, identify a funding strategy of existing and potential new funds available to initiate and operate the recommended programs and projects, and will recommend a governance option for the multi-jurisdictional projects or programs.

<b>Deliverable</b>	<b>Documentation</b>
Develop Ranked project list for corridor improvements	Copy of draft Plan. Consider a range of performance metrics
Develop Summary of Existing Studies and Plans	Copy of draft Summary and Conflict policy Matrix
Project Future Traffic	Copy of Traffic Projections
Project costs	Copy of Cost Estimate for each project phase or program
Economic Impact Analysis	Copy of Economic Analysis in the draft Plan
Develop a Corridor Improvement Implementation Plan (Include cost/benefit analysis)	Copy of Draft Corridor Improvement Implementation Plan optimize project order in terms of their effectiveness of reducing traffic congestion and minimizing adverse traffic impacts as well as project readiness.
Modified Draft Plan (if necessary)	Modified Draft Plan before final approval based on stakeholder feedback

#### **TASK 4 Final Plan Preparation & Public Meeting**

**4.1** Prepare final plans based on NVTB Board, CAC, SWG, TAC, and community input.

**4.2** Present final plans at a public meeting before the NVTB Board for acceptance.

<b>Deliverable</b>	<b>Documentation</b>
Preparation of final plan(s) for public meeting	Copy of final plan(s) and meeting presentation materials

## **SECTION II PREPARATION OF PROJECT INITIATION DOCUMENT FOR STATE ROUTE 29 THROUGH THE CITY OF AMERICAN CANYON**

### **TASK 1 Project Initiation Document (PID)**

**1.1** Based upon the final plans of the SR 29 Comprehensive Multimodal Corridor Plan (Plan), the Consultant will prepare a Project Initiation Document (PID) in accordance with Caltrans' latest Project

Development Procedures Manual (PDPM) outlining the scope, cost and schedule for segment of the project from Napa Junction Road to American Canyon Road. The PID will:

- 1) Document the project's purpose and need;
- 2) Present existing information, initial assumptions, identified risks, and constraints;
- 3) Include up to three alternatives and a no build condition that will be taken to meet or reduce transportation deficiencies and address the purpose and need; and
- 4) Narrow the number of project alternatives to be studied, to facilitate cost efficiencies during the PA&ED phase.

**1.2** Produce final PID to be executed by NVTa and Caltrans.

### **SECTION III EVALUATION CRITERIA**

Proposal submitted will be evaluated in the following criteria –

<b>CRITERIA</b>	<b>MAX POINTS</b>
Project Understanding	25
Experience and Qualifications	25
Project Team Organization	20
Demonstrate Ability to Develop Innovative or Advanced Applications and/or Technology Solutions	20
Familiarity with State and Federal Procedures	10
<b>Total</b>	<b>100</b>



## ADDENDUM No. 1

Date: February 14, 2019

To: Prospective Bidders

From: Napa Valley Transportation Authority (NVRTA)

Re: Addendum No. 1 to Request for Task Proposal (RTP) No. 09 – STATE ROUTE 29 COMPREHENSIVE MULTIMODAL CORRIDOR PLAN AND PROJECT INITIATION DOCUMENT FOR STATE ROUTE 29 THROUGH AMERICAN CANYON

This addendum is being issued by the Napa Valley Transportation Authority (NVRTA) to provide the following change under the proposal submittal deadline as follows:

*The proposal submittal deadline of March 7, 2019, 2:00 PM (local) has been changed to a **new proposal submittal due date and time of March 4, 2019, 2:00 PM (local).** **This new proposal deadline is Monday, March 4, 2019, 2:00 PM (local) which is prior to the previous deadline.***

This document is being provided to you as additional information. All of the documents which have been issued after the release of the RTP will serve as the basis of the work product that will be the ultimate result of this procurement.

We thank you for your continued interest in this procurement and look forward to receiving your response to our solicitation.

  
Kate Miller  
Executive Director

## EXHIBIT B

### COST SHEET

DESCRTIPTION		AMOUNT
<i>SECTION I - SR 29 Comprehensive Multimodal Corridor Plan</i>		
TASK 1	Project Start Up and Kick-Off Meeting	\$ 26,387
TASK 2	Ongoing Stakeholde and Community Outreach	\$ 60,997
TASK 3	Development Plan Concepts	\$ 151,564
TASK 4	Final Plan Preparation and Public Meeting	\$ 32,119
	Other Costs/Expenses	\$ 8,955
	<b>SUBTOTAL</b>	<b>\$ 280,022</b>
<i>SECTION II - Project Initiation Document</i>		
TASK 1	Project Management , Coordination and Quality Control	\$ 76,300
TASK 2	Preliminary Research/Data Collection and Base Mapping	\$ 37,862
TASK 3	Purpose and Need Project Information Form	\$ 7,423
TASK 4	Traffic Study - Intersection Control Evaluation (ICE) Step 1	\$ 63,652
TASK 5	Alternatives Development and Analysis	\$ 97,066
TASK 6	Project Study Report/Project Development Support (PSR-PDS)	\$ 48,996
	Other Costs/Expenses	\$ 8,500
	<b>SUBTOTAL</b>	<b>\$ 339,799</b>
	<b>TOTAL</b>	<b>\$ 619,821</b>

*The total amount to be paid to the CONTRACTOR for the scope of work defined under EXHIBIT A shall not exceed \$619,821. Subject to Agreement, CONTRACTOR shall periodically invoice NVTA based on progress towards completion of task/deliverables listed above, amounts not to exceed tasks/deliverable totals.*

# SECTION 1

Task Description		Project Team Budget and Hours Summary							
		GHD Total Hours	GHD Total Cost	ETG Total Hours	ETG Total Cost	RGS Total Hours	RGS Total Cost	Total Project Hours	Total Project Cost
<b>Task 1</b>	<b>Project Startup</b>								
1.1	Project Management and Coordination	20	\$ 4,557	-	\$ -	-	\$ -	20	\$ 4,557
1.2	Project Kick-Off Meeting	18	\$ 4,065	-	\$ -	8	\$ 1,200	26	\$ 5,265
1.3	Bi-Weekly Conference Calls	12	\$ 2,734	-	\$ -	8	\$ 1,200	20	\$ 3,934
1.4	Data Retrieval / Processing / Review	96	\$ 11,531	4	\$ 620	4	\$ 480	104	\$ 12,631
<b>Task 2</b>	<b>Ongoing Stakeholder and Community Outreach and Project Oversight</b>								
2.1	Prepare a Draft and Final Public Outreach Plan	4	\$ 911	-	\$ -	28	\$ 3,560	32	\$ 4,471
2.2	Stakeholder/Jurisdictional Meetings	24	\$ 5,115	-	\$ -	36	\$ 4,800	60	\$ 9,915
2.3	Committee Meetings	24	\$ 5,468	-	\$ -	8	\$ 1,200	32	\$ 6,668
2.4	Public Meetings	28	\$ 5,492	-	\$ -	86	\$ 11,600	114	\$ 17,092
2.5	Collateral Outreach Materials	52	\$ 6,325	-	\$ -	68	\$ 8,600	120	\$ 14,925
2.6	Public Outreach Summary Report	8	\$ 1,646	-	\$ -	52	\$ 6,280	60	\$ 7,926
<b>Task 3</b>	<b>Develop Plan Components</b>								
3.1	Evaluate Opportunities, Develop Corridor Plan Framework and Literature Review	36	\$ 5,410	2	\$ 420	-	\$ -	38	\$ 5,830
3.2	Summarize Corridor Existing Studies and Plans	44	\$ 5,769	4	\$ 840	-	\$ -	48	\$ 6,609
3.3	Model Future Traffic Projections	104	\$ 14,574	112	\$ 21,760	-	\$ -	216	\$ 36,334
3.4	Program and Project identification	528	\$ 62,627	104	\$ 17,440	-	\$ -	632	\$ 80,067
3.5	Corridor improvement Implementation Plan	142	\$ 22,724	-	\$ -	-	\$ -	142	\$ 22,724
<b>Task 4</b>	<b>Final Plan and Public Meeting</b>								
4.1	Prepare Administrative Draft, Draft, and Final Plan	129	\$ 25,147	16	\$ 2,480	-	\$ -	145	\$ 27,627
4.2	Present Final Plan to NVTB Board	16	\$ 3,292	-	\$ -	8	\$ 1,200	24	\$ 4,492
	Total Hours	1,285		242		306		1,833	\$ -
	Social Pinpoint Direct Cost		\$ 2,500		\$ -		\$ -	-	\$ 2,500
	Outreach Materials Direct Cost (Project Cards, Project Logo, Materials)		\$ 1,500		\$ -		\$ 2,000	-	\$ 3,500
	Travel/Lodging Direct Cost		\$ 1,000		\$ -		\$ -	-	\$ 1,000
	Economic Advisory Role by Urban Economics		\$ 1,955		\$ -		\$ -	-	\$ 1,955
		1,285	\$ 194,342	242	\$ 43,560	306	\$ 42,120	1,833	\$ 280,022



Task Description		GHD														Other Direct Costs	GHD Total Hours	GHD Total Cost
		Kamesh Vedula	Jim Damkowitz	Lindsey Van Parys	Rich Krumholz	Ross Ainsworth	Jerry Champa	Todd Tregenza	Heather Anderson	Dan Kehrer	Kenneth Isenhower	Erin Gibbs	Rosanna Southern	Vick Namsaly	Zach Stinger			
		Principal in Charge	Project Manager	Project Manager	Technical Advisor QA/QC	Technical Advisor QA/QC	Technical Advisor QA/QC	Senior Transportation Planner	Senior Transportation Engineer	Transportation Engineer	Traffic Operations	Transportation Planner	Transportation Planner	Transportation Design	Transportation Analyst			
<b>Task 1</b>	<b>Project Startup</b>																	
	1.1 Project Management and Coordination		20														20	\$ 4,557
	1.2 Project Kick-Off Meeting	6	6					6									18	\$ 4,065
	1.3 Bi-Weekly Conference Calls		12														12	\$ 2,734
	1.4 Data Retrieval / Processing / Review		4					16					22	30	24		96	\$ 11,531
<b>Task 2</b>	<b>Ongoing Stakeholder and Community Outreach and Project Oversight</b>																	
	2.1 Prepare a Draft and Final Public Outreach Plan		4														4	\$ 911
	2.2 Stakeholder/Jurisdictional Meetings		16					8									24	\$ 5,115
	2.3 Committee Meetings		24														24	\$ 5,468
	2.4 Public Meetings		16					8						4			28	\$ 5,492
	2.5 Collateral Outreach Materials		8					4						40			52	\$ 6,325
	2.6 Public Outreach Summary Report		4					4									8	\$ 1,646
<b>Task 3</b>	<b>Develop Plan Components</b>																	
	3.1 Evaluate Opportunities, Develop Corridor Plan Framework and Literature Review		8					8					10		10		36	\$ 5,410
	3.2 Summarize Corridor Existing Studies and Plans		4					8					16		16		44	\$ 5,769
	3.3 Model Future Traffic Projections	4	16					4			80						104	\$ 14,574
	3.4 Program and Project identification	4	20				24	20			60	100	100	100	100		528	\$ 62,627
	3.5 Corridor improvement Implementation Plan	4	20		4	10		24					30	20	30		142	\$ 22,724
<b>Task 4</b>	<b>Final Plan and Public Meeting</b>																	
	4.1 Prepare Administrative Draft, Draft, and Final Plan		40		8	12		24					40		5		129	\$ 25,147
	4.2 Present Final Plan to NVTA Board		8					8									16	\$ 3,292
	Total Hours	18	230	0	12	22	24	142	0	0	140	100	218	194	185			
	Social Pinpoint Direct Cost															\$ 2,500		\$ 2,500
	Outreach Materials Direct Cost (Project Cards, Project Logo, Materials)															\$ 1,500		\$ 1,500
	Travel/Lodging Direct Cost															\$ 1,000		\$ 1,000
	Economic Advisory Role by Urban Economics															\$ 1,955		\$ 1,955
		\$ 4,788	\$ 52,401	\$ -	\$ 4,585	\$ 6,444	\$ 5,878	\$ 26,083	\$ -	\$ -	\$ 15,978	\$ 10,008	\$ 24,887	\$ 18,275	\$ 18,062	\$ 6,955	1,285	\$ 194,342

Elite Transportation Group (ETG)						
Task 1 Project Startup	Lawrence Liao	Lin Zhang	Jing Li	ETG Total Hours		ETG Total Cost
	President	Vice President	Project Manager	\$210	\$210	\$100
Task 2 Ongoing Stakeholder and Community Outreach and Project Oversight	2		2	4		\$ 620
Task 3 Develop Plan Components	2					\$ 420
	4			4		\$ 840
	80	16	16	112		\$ 21,760
	24	40	40	104		\$ 17,440
						\$ -
Task 4 Final Plan and Public Meeting						
		8	8	16		\$ 2,480
						\$ -
	112	64	66			\$ -
	Total Hours					
	Social Pinpoint Direct Cost					
	Outreach Materials Direct Cost (Project Cards, Project Logo, Materials)					
	Travel/Lodging Direct Cost					
	23,520	13,440	6,600	242		43,560
	\$	\$	\$	Objective 1 Budget_Revised.xlsx		\$

## SECTION 1

[illegible]

Task Description		GHD												GHD Total Hours	GHD Total Cost
		Kamesh Vedula	Jim Damkowitch	Lindsey Van Parys	Ross Ainsworth	Jay Walter	Heather Anderson	Trenton Hoffman	Kenneth Isenhower	Brian Howard	Brian Bacciarini	Ryan Crawford	Other Direct Costs		
		Principal in Charge	Project Advisor	Project Manager	Technical Advisor QA/QC	Caltrans Liason	Senior Transportation Engineer	Transportation Engineer	Traffic Engineer	Survey	Environmental	Environmental			
		\$ 266	\$ 228	\$ 204	\$ 293	\$ 245	\$ 180	\$ 125	\$ 114	\$ 191	\$ 195	\$ 150	\$ 1.00		
Task 1	Project Management, Coordination and Quality Control														
1.1	Project Management & Quality Control	8		80	40									128	\$ 30,199
1.2	Project Meetings & Agency Coordination	4	4	80		16	24	16	8		8	4		164	\$ 31,657
1.3	Public Information Open House (1)		2	16			16	16			2			52	\$ 9,009
1.4	Project Presentations (1)		3	8			6	10			4			31	\$ 5,435
Task 2	Preliminary Research/Data Collection and Base Mapping														
2.1	Preliminary Research/Data Collection			2			4	24		20			\$ 2,500.00	2,550	\$ 10,462
2.2	Preliminary Base Mapping			2			4	12		32				50	\$ 8,750
2.3	Existing Study Area Environmental Constraints		2	6			4	8			32	60		112	\$ 18,650
Task 3	Purpose and Need Project Information Form														
3.1	Develop Purpose and Need Statement	1	1	6							2			10	\$ 2,111
3.2	Prepare Draft of the PIF		1	6			6	12						25	\$ 4,041
3.3	Prepare Final PIF			2			2	4						8	\$ 1,271
Task 4	Traffic Study: Intersection Control Evaluation (ICE) Step 1														
4.1	Existing Transportation Conditions	2		6			16	32	72					128	\$ 16,874
4.2	Traffic Modeling Forecasts	8		2			8		60					78	\$ 10,828
4.3	Evaluate Construction Year and Design Year Traffic Operations	4		2			8	24	80					118	\$ 15,056
4.4	Intersection Control Evaluation (ICE) Step 1 and Traffic Operations Report	4		16			24	32	72					148	\$ 20,894
Task 5	Alternatives Development & Analysis														
5.1	Develop Project Build Alternatives	6	2	18			72	120			16			234	\$ 36,886
5.2	Environmental Analysis - Preliminary Environmental Analysis Report (PEAR)			2			4				32	48	\$ 500.00	586	\$ 15,073
5.3	Design Standards			2			6	12						20	\$ 2,996
5.4	Storm Water Data Report (SWDR)			4			24	32						60	\$ 9,159
5.5	Right of Way Estimates			6			12	40						58	\$ 8,407
5.6	Develop Cost Estimates			6			24	52						82	\$ 12,076
5.7	Develop Schedules			12							1			13	\$ 2,648
5.8	Project Risks			4			6				2			12	\$ 2,290
5.9	Life Cycle Cost Analysis (LCCA)			8			16	24						48	\$ 7,531
Task 6	Project Study Report/Project Development Support (PSR-PDS)														
6.1	First Draft PSR-PDS	1		8			32	96	4		2			143	\$ 20,558
6.2	Review Comments on the First Draft PSR-PDS			4			8	40	2		1			55	\$ 7,700
6.3	Second Draft PDS-PDS			6			16	72	2		2			98	\$ 13,759
6.4	Review Comments on the Second Draft PSR-PDS			2			4	20						26	\$ 3,638
6.5	Final PSR-PDS			3			4	16						23	\$ 3,341
	Total Hours	38	15	319	40	16	350	714	300	52	104	112			
	Printed/Pulished Material/Imagry Costs												\$ 3,500		\$ 3,500
	Travel/Lodging Direct Cost												\$ 5,000		\$ 5,000
													\$ 8,500	5,060	\$ 339,798



## NAPA VALLEY TRANSPORTATION AUTHORITY Board Agenda Letter

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**TO:** Board of Directors  
**FROM:** Kate Miller, Executive Director  
**REPORT BY:** Alberto Esqueda, Senior Program Planner/ Administrator  
(707) 259-5976 / Email: [aesqueda@nvta.ca.gov](mailto:aesqueda@nvta.ca.gov)  
**SUBJECT:** Plan Bay Area 2050: Request for Regionally-Significant Projects

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### **RECOMMENDATION**

That the Napa Valley Transportation Authority (NVTA) Board approve releasing a call for regionally-significant projects to be considered for inclusion in the Metropolitan Transportation Commission's Plan Bay Area 2050.

### **COMMITTEE RECOMMENDATION**

None

### **EXECUTIVE SUMMARY**

The Metropolitan Transportation Commission (MTC) has issued an open "Call for Projects" for Regionally-Significant Projects to be considered for inclusion in Plan Bay Area 2050, the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The 25-year Regional Strategic Transportation Plan is prepared for the nine-county Bay Area by MTC every four (4) years. Plan Bay Area 2050 will integrate SB 375 requirements, which requires regional planning agencies to adopt *Sustainable Communities Strategies* that demonstrate how its long range planning process will achieve mobile greenhouse gas emission reductions.

MTC is soliciting projects from two investment categories, 1) group listings of exempt projects (i.e., programmatic categories) and 2) non-exempt, capacity-increasing projects (i.e., regionally-significant projects). At this time, only regionally significant projects are being requested. Initial submissions are due to NVTA by April 26, 2019.

Regionally-significant projects are those that add capacity to the region's network of freeways, expressways, and highways or to the region's network of fixed guideway transit facilities (e.g., rail, ferry, BRT).

Final project submittals must be approved by the NVTA Board at the June 19 meeting and submitted to **MTC no later than June 30, 2019**. Jurisdictional staff will evaluate RTP guidelines in context of Plan Bay Area 2050 and consider projects previously submitted under NVTA's Countywide Transportation Plan Vision 2040: Moving Napa Forward and refine and submit any new projects that meet the guideline criteria.

Initial project submittals must be received by NVTA no later than Friday, April 26th using the RTP project application (Attachment 2). NVTA staff will complete a first review of initial project submittals and a comprehensive list will be brought to the TAC and then the Board for final approval at its June 19th meeting.

### **PROCEDURAL REQUIREMENTS**

1. Staff Report
2. Public Comments
3. Motion, Second, Discussion and Vote

### **FISCAL IMPACT**

Is there a Fiscal Impact?    No

Consequences if not approved: MTC would not receive plan approval or future funding Napa's regionally significant projects.

### **CEQA REQUIREMENTS**

**ENVIRONMENTAL DETERMINATION:** The proposed action is not a project as defined by 14 California Code of Regulations 16378 (California Environmental Quality Act (CEQA) Guidelines) and therefore CEQA is not applicable.

### **BACKGROUND AND DISCUSSION**

As the Bay Area's Metropolitan Planning Organization, MTC is required by federal and state regulations to prepare a fiscally-constrained, Regional Transportation Plan ("Plan Bay Area 2050" or "RTP"). The RTP is prepared in accordance with the California Transportation Commission's RTP guidelines. The RTP identifies needs, sets priorities, and includes a fiscally constrained list of short-, medium-, and long-range projects and programs. As the County Transportation Agency (CTA) for Napa County, NVTA is required to coordinate the submittal of regionally-significant transportation projects to MTC.

The RTP 25-year vision is supported by a similar 25-year investment plan comprised of project and programs submitted by jurisdictions based on need and contributed improvements to the community. As required by federal and state planning regulations,



Plan Bay Area 2050 will be a fiscally constrained plan, therefore, project costs cannot exceed the reasonably expected transportation revenues forecasted over the planning horizon. Plan Bay Area's forecast of reasonably expected transportation revenues will not be finalized until fall 2019; however, county targets have been developed for the purpose of the Request for Regionally-Significant Projects. The Napa County target for regionally significant projects is \$615 million for the 25 year planning horizon. Projects must be included in the RTP in order to receive future funding.

While MTC has set a minimum threshold of \$250 million for any one project, projects that alter capacity must be modeled as part of the Plan Bay Area 2050 process. Therefore, NVRTA at MTC's direction, will relax that threshold and is soliciting projects from Napa County's cities/Town/County that are regionally significant and meet one of the following criteria:

- Expands or extends the principal arterial system (length must be greater than ¼ mile)
- Expands or extends a roadway to become part of the principal arterial system (length must be greater than ¼ mile)
- Reduces the number of lanes (e.g., road diet) of the principal arterial system (length must be greater than ¼ mile)
- Adds new or expands access to the principal arterial system (e.g., new interchanges or interchange modifications that add capacity)
- Extends or expands the fixed guideway transit infrastructure
- Adds new or expands transit stations or terminals, including parking facilities
- Expands transit fleets or service levels (e.g., increased frequency, hours of operation)
- Alters the cost for users of the transportation system (e.g., cordon pricing, tolling, transit fares).

Project costs in the application should be captured in year-of-expenditure (YOE). If project cost estimates are in current dollars, a 3% annual inflation rate should be applied to escalate project costs to YOE.

Programmatic categories or group projects will be requested in another call for RTP projects in the fall of 2019.

### **SUPPORTING DOCUMENTS**

Attachments: (1) Request for Regionally-Significant Projects Guidance  
(2) NVRTA's RTP 2050 Application Form (includes 2015 Countywide Transportation Plan Project List)

## GUIDANCE



# Request for Regionally-Significant Projects

The Metropolitan Transportation Commission (MTC) requests the assistance of each of the nine Bay Area county transportation agencies (CTAs) and multi-county project sponsors (e.g., Caltrans, BART, Caltrain) to submit locally-identified, regionally-significant project proposals for consideration into Plan Bay Area 2050, the Bay Area's Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS).

## Overview

CTAs and multi-county project sponsors were fundamental to the development of previous iterations of Plan Bay Area by reflecting local visions and priorities for consideration into the RTP/SCS, and they will be fundamental to the development of Plan Bay Area 2050. MTC expects CTAs and multi-county project sponsors to coordinate and lead the [Request for Regionally-Significant Projects](#) for their respective county or system. This includes the review and update of project assumptions and the identification of new project proposals.

## Context

As the Bay Area's MPO, MTC is required by federal and state regulations to prepare a fiscally-constrained, long-range transportation plan ("Plan" or "Plan Bay Area 2050"). The Plan is prepared in accordance with the California Transportation Commission's RTP guidelines. Among many things, the Plan identifies needs, sets priorities, and includes a fiscally constrained list of short-, medium-, and long-range projects and programs.

MTC characterizes Plan projects into two investment categories, 1) group listings of exempt projects (i.e., programmatic categories) and 2) non-exempt, capacity-increasing projects (i.e., regionally-significant projects). Generally, regionally-significant projects are those that add capacity to the region's network of free-ways, expressways, and highways or to the region's network of fixed guideway transit facilities (e.g., rail, ferry, BRT).

In order to meet federal and state air-quality planning requirements, MTC gathers locally-identified, regionally-significant project proposals for consideration into the adopted Plan. Regionally-significant projects represent a small share of the Bay Area's regional investment strategy; however, their submittal is vital for the development of the Plan and its technical analyses.

The submitted projects are subject to several technical analyses. MTC will assess the costliest projects to estimate their societal benefits to inform project prioritization and the development of Plan Bay Area 2050's investment strategy. Prior to the Plan's adoption, MTC will collectively assess the prioritized projects to estimate their potential environmental impacts.

## Plan Bay Area 2050 Development Process

This [Request for Regionally-Significant Projects](#) is the third step of a multi-step effort to identify regionally-significant project proposals for consideration into Plan Bay Area 2050, see [Figure 1](#).

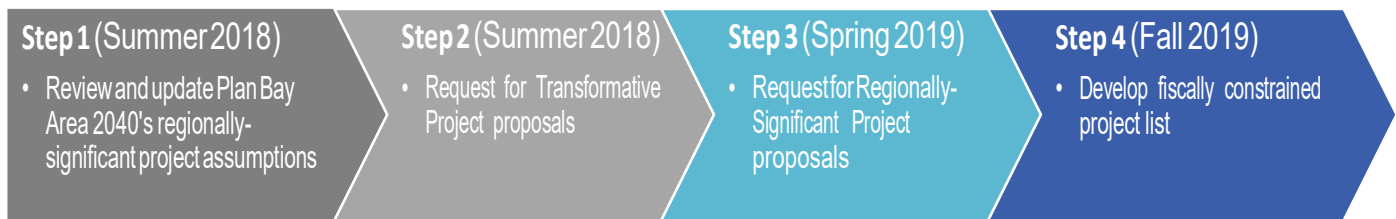


Figure 1. Plan Bay Area 2050 Development Process

Steps 1 and 2 occurred in Summer 2018. During Step 1, CTAs and multi-county project sponsors were asked to update project assumptions (e.g., scope, cost, schedule) of the costliest regionally-significant projects included in Plan Bay Area 2040 (2017). In Step 2, the region was challenged to submit project proposals that could ‘transform’ the region through an open Request for Transformative Projects. The open request focused on regionally-significant projects that were estimated to cost more than \$1 billion and were not submitted for consideration in Plan Bay Area 2040.

This **Request for Regionally-Significant Projects** is Step 3 in the process.

Step 4 is anticipated to begin in Fall of 2019 to inform the development of Plan Bay Area 2050’s fiscally constrained investment strategy. Steps 1-3 will inform Step 4, as will the results from Plan Bay Area 2050’s project performance assessment, needs assessments, and forecast of reasonably expected transportation revenues. This final step will ask each CTA and multi-county project sponsor to identify a fiscally constrained list of both regionally-significant projects and programmatic category investments.

Simultaneously, MTC will prepare **Needs Assessments** for Plan Bay Area 2050 to estimate the revenues and needs to operate and maintain the region’s existing network of streets, bridges, and highways, and the region’s transit systems.

The needs estimates will be complete in Fall 2019. For assessments related to transportation, staff will coordinate with county transportation agencies (CTAs), transit agencies, and local jurisdictions as needed.

## Relation to Countywide Transportation Plans

The region’s countywide transportation plans represent robust local transportation planning efforts in the Bay Area. The plans, while voluntary, establish a county’s long-range transportation vision, goals and priorities. Countywide transportation plans have an inter-dependent relationship with the RTP/SCS and provide a primary basis for projects considered into the adopted Plan. To facilitate this inter-dependent relationship, MTC prepares guidelines for counties who choose to prepare a countywide transportation plan, see **Figure 2**, below. Among many things, MTC’s guidelines encourage proactive coordination and outreach while developing the countywide transportation plans.

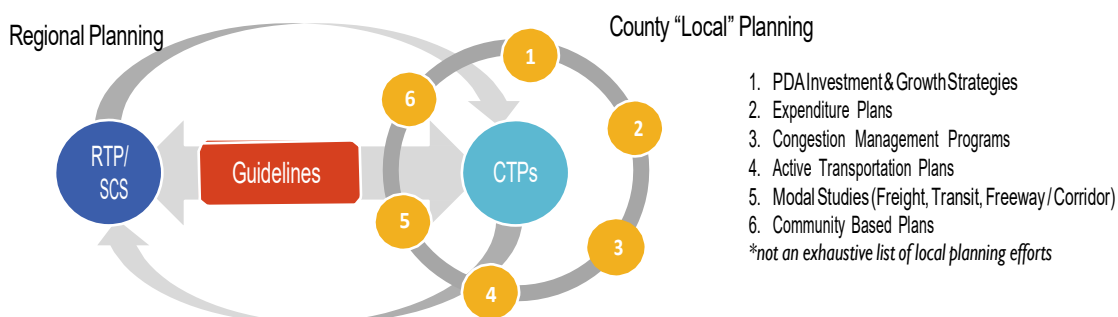


Figure 2. Regional and County Planning Inter-dependency

## Guidance

### Definitions

- **Exempt project** means a transportation project exempt from regional transportation-air quality conformity requirements (CFR 40 §93.126-128) and/or projects with categorical exclusions or documented categorical exclusions from NEPA approvals by the FHWA or FTA (CFR 23 §771.117-8).
- **Principal Arterial System** includes Interstates, Other Freeway or Expressways, and Other Principal Arterials. See Caltrans' [web map](#)<sup>1</sup> for a map of the regional network.
- **Fixed Guideway** includes any public transportation facility which utilizes and occupies a designated right-of-way or rails including rapid rail, light rail, commuter rail, bus rapid transit, busways, automated guideway transit, people movers, and ferries.

**Regionally-significant project** means a transportation project (other than an exempt project) that is adding capacity to a facility which serves regional transportation needs including at a minimum the principal arterial system and all fixed guideway transit facilities.

In the context of Plan Bay Area 2050, a project proposal will be deemed regionally-significant if it meets any of the following:

- Expands or extends the principal arterial system (length must be greater than ¼ mile)
  - Expands or extends a roadway to become part of the principal arterial system (length must be greater than ¼ mile)
  - Reduces the number of lanes (e.g., road diet) of the principal arterial system (length must be greater than ¼ mile)
  - Adds new or expands access to the principal arterial system (e.g., new interchanges or interchange modifications that add capacity)
  - Extends or expands the fixed guideway transit infrastructure
  - Adds new or expands transit stations or terminals, including parking facilities
  - Expands transit fleets or service levels (e.g., increased frequency, hours of operation)
  - Alters the cost for users of the transportation system (e.g., cordon pricing, tolling, transit fares).
  - Total estimated cost (capital + operating and maintenance) is greater than \$250 million
- **Programmatic investment** means a collection of like transportation projects (other than regionally-significant projects) identified by a single listing in the Plan, often grouped by purpose and geography (e.g. pavement preservation, bicycle/pedestrian facilities, intersection improvements). Projects that increase capacity of the transportation system but fail to meet the regionally-significant criteria listed above will be considered programmatic investments (e.g., minor highway improvements, widening of local streets). See [Attachment B](#) for an inventory of programmatic category project types.

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<sup>1</sup> <https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=026e830c914c495797c969a3e5668538>

## 1. Project Lists

This [Request for Regionally-Significant Projects](#) builds upon the Bay Area's adopted Plan and Transportation Improvement Program, and Horizon's Request for Transformative Projects (Steps 1 and 2, of the [Plan Bay Area 2050 Development Process](#)). As such, MTC staff will provide each CTA and multi-county project sponsor a list of known regionally-significant projects in their respective county or on their respective system.

- CTAs and multi-county project sponsors should review and update the assumptions of known regionally-significant projects and identify new regionally-significant project proposals.
- CTAs and multi-county project sponsors are encouraged to submit regionally-significant projects derived from an adopted plan, corridor study, or project study report (e.g., RTP/SCS, countywide transportation plan, community-based transportation plans, regional bicycle plan, climate action plans) and which meet one or more of the general criteria listed below:
  - Will open for operation after 2021 and by year 2050;
  - Will seek federal, state, or regional funding;
  - Will require federal or state action (e.g., project-level conformity, NEPA, CEQA);
  - Supports Horizon's Guiding Principles (see [Attachment C](#)); or,
  - Supports the region's sustainable communities strategy (SCS).
- CTAs and multi-county project sponsors should develop and submit project cost estimates using a reasonable basis. Cost estimates should include both capital and operating and maintenance (O&M) costs through 2050. Cost estimates should be submitted in year-of-expenditure (YOE) dollars. If project cost estimates are in current dollars, a 3% annual inflation rate should be used to escalate project costs to YOE.

## 2. County Targets

As required by federal and state planning regulations, Plan Bay Area 2050 will be a fiscally constrained plan. This means the proposed transportation project costs cannot exceed the reasonably expected transportation revenues forecasted over the planning horizon. Plan Bay Area's forecast of reasonably expected transportation revenues will not be finalized until Fall 2019; however, county targets have been developed for the purpose of this [Request for Regionally-Significant Projects](#). This means that CTAs and multi-county sponsors will need to work with MTC following the release of the revenue forecast to fiscally constrain and remove projects from their list of regionally-significant project proposals.

- CTAs should submit regionally-significant projects with a collective total cost (capital + O&M) equal to or less than the county target of transportation revenues in Table 1.
  - CTAs should take the lead on submitting all localized regionally-significant projects (e.g., freeway interchanges, corridor improvements, transit stations, bus rapid transit corridors) regardless of whether the project has a multi-county sponsor (e.g., Caltrans, BART, Caltrain).
  - CTAs should account for the costs of the costliest regionally-significant projects included in PBA 2040 that are subject to Horizon/PBA 2050's project performance assessment. The list of projects is included in [Attachment D, Part A](#).

- CTAs do not need to account for the costs of regionally-significant projects identified during Horizon's Request for Transformative Projects within their county target. The list of projects is included in **Attachment D, Part B**.
- Multi-county project sponsors (e.g., Caltrans, ACE (SJRR), AC Transit, BART, Caltrain (PCJPB), Capitol Corridor (CCJPA), GGBHTD, SMART, WETA), should take the lead on coordinating the submittal of localized projects (e.g., freeway interchanges, corridor improvements, transit stations, bus rapid transit corridors) with the respective CTA and should coordinate the submittal of multi-county or systems projects with MTC.

Table 1. County Targets (in millions of Year-of-Expenditure \$)

Column A	Column B	Column C	Column D	Column E	Column F
County	PBA 2040 Regionally-Significant Project Costs	PBA 2040 Regionally-Significant Cost Share	D.O.F. 2018 Population Share	PBA 2050 Regionally-Significant Cost Share	PBA 2050 Regionally-Significant Project Cost Targets
Alameda	\$5,928	16%	21%	18%	\$10,524
Contra Costa	\$2,179	6%	15%	10%	\$5,844
Marin	\$277	1%	3%	2%	\$1,174
Napa	\$128	< 1%	2%	1%	\$615
San Francisco	\$10,382	27%	11%	19%	\$11,015
San Mateo	\$2,323	6%	10%	8%	\$4,578
Santa Clara	\$14,712	39%	25%	32%	\$18,191
Solano	\$1,076	3%	6%	4%	\$2,419
Sonoma	\$1,053	3%	7%	5%	\$2,641
Total	\$38,058	100%	100%	100%	\$57,000

notes:

1. The PBA 2050 county target for regionally-significant projects (non-exempt/capacity-increasing) of \$57 billion represents a 50% increase over the PBA 2040 county project costs of \$38 billion. The 50% increase represents an estimated "top of range" and allows for a longer-plan period (30 vs 24 years), a higher inflation rate (3% vs. 2.2%), and additional fund sources that were not included in PBA 2040. It is not expected that PBA 2050 will have 50% more revenue than PBA 2040.
2. To develop the county targets, staff calculated a hybrid from the cost shares of county-sponsored regionally-significant projects in PBA 2040 (Column C), and county population shares (column D) relative to the rest of the region. The hybrid shares weighted the cost share and population share equally. The resulting target shares are shown in Column E.

### 3. Coordination, Outreach, & Public Comment

Federal and state planning regulations require that the Plan be developed through an inclusive process. Project development and the progression from an idea to implementation or construction includes numerous robust coordination, outreach, and public comment opportunities. One such opportunity is the development of countywide transportation plans. MTC's countywide transportation plan guidelines encourage proactive coordination and public engagement efforts to provide opportunities for stakeholders and the public to weigh in on local projects and priorities.

- CTAs and multi-county project sponsors should work closely with local jurisdictions and transit agencies within their respective county, as well as with MTC, Caltrans, other stakeholders, and other



CTAs where appropriate, to review and update regionally-significant project assumptions and identify new project proposals. CTAs and multi-county project sponsors should communicate the significance of a project's inclusion into the Plan.

- CTAs and multi-county project sponsors should hold at least one public meeting to provide an opportunity for public comment on the list of regionally-significant projects that will be submitted for consideration into Plan Bay Area 2050. CTAs and multi-county project sponsors should be proactive in notifying stakeholders and the public – including traditionally underrepresented and/or disadvantaged communities – on the opportunity(s) for comment. The meeting(s) should:
  - Inform stakeholders and the public about the opportunity(s) for public comment on projects and when decisions are to be made;
  - Be held at times that are conducive to public participation to solicit public comment on the projects;
  - Be promoted to the public and noticed on the CTA's agency's website. CTA staff are encouraged to provide MTC with a link so the information can also be available on the website [PlanBayArea.org](http://PlanBayArea.org);
  - Include information on how to request language translation for individuals with limited English proficiency. If CTA agency protocol has not been established, please refer to MTC's Plan for Assisting Limited English Proficient Populations;
  - Provide accommodations for people with disabilities; and,
  - Be held in central locations that are accessible for people with disabilities and by public transit.
- CTAs and multi-county project sponsors may leverage current or past coordination and public engagement efforts that involved the identification and/or prioritization of regionally-significant projects. However, CTAs and multi-county project sponsors should still hold at least one public meeting to provide an opportunity for public comment on the list of regionally-significant projects that will be submitted to MTC for consideration into Plan Bay Area 2050.
- CTAs and multi-county project sponsors should conduct an outreach effort(s) in a manner consistent with Title VI of the Civil Rights Act of 1964 as described in [MTC's Public Participation Plan](#)<sup>2</sup> (MTC Resolution No. 4174, revised).
- CTAs and multi-county project sponsors should document their outreach effort(s). Documentation should describe how stakeholders and the public – including traditionally underrepresented and/or disadvantaged communities – were involved in the process for identifying regionally-significant projects for consideration into Plan Bay Area 2050. Documentation should include how the public meeting(s) was held in a manner consistent with Title VI of the Civil Rights Act of 1964.

#### 4. Submittal Process

- CTAs and multi-county project sponsors should submit to MTC:

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<sup>2</sup> [https://www.planbayarea.org/sites/default/files/pdfs\\_referenced/2018\\_ppp\\_appendix\\_a\\_final\\_june2018.pdf](https://www.planbayarea.org/sites/default/files/pdfs_referenced/2018_ppp_appendix_a_final_june2018.pdf)

- Completed list of regionally-significant project and their assumptions for consideration into Plan Bay Area 2050 prior to MTC's June 30, 2019, deadline.
- Board resolution authorizing the submittal of the list of regionally-significant projects for consideration into Plan Bay Area 2050 by July 31, 2019.
- Documentation that a public meeting was held allowing the public to comment on the list of regionally-significant projects and how the public meeting was conducted in compliance with Title VI of the Civil Rights Act of 1964 by July 31, 2019.
- Documentation of how stakeholders and the public – including traditionally underrepresented and/or disadvantaged communities – were involved in the process by July 31, 2019.

### Attachments

- **Attachment A-** Follow a Transportation Project From Idea to Implementation
- **Attachment B-** Draft Programmatic Categories
- **Attachment C-** Horizon's Guiding Principles
- **Attachment D-** Draft Project Performance Projects

## Attachment A – Follow a Transportation Project From Idea to Implementation<sup>3</sup>

New Project Ideas and Local Review		MTC's Long-Term Regional Transportation Plan	MTC's Project Selection Process	Construction/Implementation
<p><b>Idea</b></p> <p>An idea for a project starts when a transportation need is identified, and a new idea is put forward. The idea can surface in any number of ways — from you, a private business, a community group or a government agency.</p>	<p><b>Local Review</b></p> <p>The project idea must be adopted by a formal sponsor — usually a public agency — that may refine the initial idea and develop details for the project. To move forward, the project must be approved by local authorities such as a city council, county board of supervisors or transit agency.</p> <p>To be eligible for certain regional, state and federal funds, projects must be cleared through the county congestion management agency (CMA) and become part of the Regional Transportation Plan.</p>	<p>The Regional Transportation Plan (RTP)/ Sustainable Communities Strategy (SCS)</p> <p>Every four years MTC updates the Regional Transportation Plan (RTP), looking forward two to three decades. The plan identifies policies, programs and transportation investments to support the long-term vision for the Bay Area.</p> <p>The RTP also must identify anticipated funding sources. The RTP can include only those projects and programs that can be funded with revenues reasonably expected to be available during the plan's timeframe. Projects identified in the RTP are generally drawn from the planning efforts of MTC, Association of Bay Area Governments (ABAG), county congestion management agencies, transit agencies and local governments.</p> <p>State legislation now requires that regional transportation plans incorporate a Sustainable Communities Strategy (SCS) — provisions for reducing greenhouse gas emissions from cars and light trucks by integrating transportation, housing and land use planning.</p>	<p>Once long-term goals, policies and funding initiatives have been set in the RTP, MTC develops program criteria and funds specific projects.</p> <p><b>Project Selection Process</b></p> <p><i>Funding Levels Established for RTP Programs/Initiatives:</i> Guided by the RTP and short-term revenue estimates, MTC decides how much funding to apply to programs over a two-to-four-year period at a time.</p> <p><i>Project Selection Criteria Developed:</i> For competitive programs under its control, MTC is guided by the RTP and develops and adopts minimum project requirements and criteria to evaluate and prioritize projects.</p> <p><i>Project Selection:</i> Depending on the program, projects may be selected using MTC's criteria or by the county congestion management agency, the California Transportation Commission or a transit agency board. Some funding programs are non-competitive, meaning projects are funded according to a pre-determined formula or voter-enacted initiative.</p> <p><b>The Transportation Improvement Program (TIP)</b></p> <p>The production of the Transportation Improvement Program or TIP is the culmination of MTC's transportation planning and project selection process. The TIP identifies specific near-term projects over a four-year period to move the region toward its transportation vision.</p> <p>The TIP lists all surface transportation projects for which federal funds or actions by federal agencies are anticipated, along with some of the larger locally and state-funded projects. A project cannot receive federal funds or receive other critical federal project approvals unless it is in the TIP. MTC must update the TIP at least once every four years. It is revised several times a year to add, delete or modify projects.</p>	<p><b>Environmental Review and Project Development Activities</b></p> <p>The project sponsor conducts an environmental review, as required by either the California Environmental Quality Act (CEQA) or the National Environmental Policy Act (NEPA). Final approval of the project design and right-of-way is required by the sponsoring agency and appropriate federal agency (Federal Highway Administration or Federal Transit Administration) if federal funds and/or actions are involved.</p> <p>Funding is fully committed by grant approval once the project meets all requirements and moves forward to phases such as preliminary engineering, final design, right-of-way acquisition, or construction.</p>
<p><b>How You Can Make a Difference</b></p> <p>Get involved in your community!</p> <ul style="list-style-type: none"> <li>Follow the work of your city council, county board of supervisors or local transit agency.</li> <li>Take notice of plans or improvement programs developed by your city, county or transit agency.</li> <li>Comment on projects proposed by your county CMA or on transportation improvements submitted to MTC for regional, state or federal funding.</li> </ul>		<p>The Regional Transportation Plan is the earliest and best opportunity within the MTC process to comment on and influence projects. A project cannot move forward or receive any federal funds unless it is included in the RTP. MTC support of large projects occurs in the long-range plan and not as part of the TIP.</p> <ul style="list-style-type: none"> <li>Attend public meetings or open houses to learn about plans and offer your comments</li> <li>Participate in online surveys or forums</li> </ul>	<p>Get involved in planning for the whole Bay Area at MTC!</p> <ul style="list-style-type: none"> <li>Comment at MTC committee level and Commission-level meetings, special public hearings and workshops.</li> <li>Follow the work of MTC's Policy Advisory Council which advises the Commission (<a href="http://www.mtc.ca.gov/whats-happening">www.mtc.ca.gov/whats-happening</a>).</li> <li>Check MTC's website for committee agendas and to keep current on activities (<a href="http://www.mtc.ca.gov">www.mtc.ca.gov</a>).</li> <li>Get your name added to MTC's database to receive e-mail updates (<a href="mailto:info@bayareametro.gov">info@bayareametro.gov</a>).</li> </ul>	<p>Comment on a project's impacts</p> <ul style="list-style-type: none"> <li>Comment on the environmental impacts of the project before the environmental document and project receive final approval by the board of the sponsoring agency, or in advance of federal approval, if required.</li> </ul>

<sup>3</sup> Source: A Guide to the San Francisco Bay Area's Transportation Improvement Program, or TIP — 2019 TIP Update — September 2018

## Attachment B – Draft Programmatic Categories

The proposed programmatic categories and example project types are listed below:

Category	Systems	Project Types
Minor Highway Improvements	<ul style="list-style-type: none"> <li>State Highway</li> </ul>	<ul style="list-style-type: none"> <li>minor highway extension or new lane (less than ¼ mile);</li> <li>interchange modification (no additional capacity)</li> </ul>
Minor Roadway Improvements	<ul style="list-style-type: none"> <li>Local Road</li> </ul>	<ul style="list-style-type: none"> <li>minor local road extension or new lane (less than ¼ mile)</li> </ul>
Minor Transit Improvements	<ul style="list-style-type: none"> <li>Public Transit</li> </ul>	<ul style="list-style-type: none"> <li>minor/routine expansions to fleet and service;</li> <li>purchase of ferry vessels (that can be accommodated by existing facilities or new CE facilities);</li> <li>construction of small passenger shelters and information kiosks;</li> <li>small-scale/CE bus terminals and transfer points;</li> <li>public transit-human services projects and programs (including many Lifeline Transportation Program projects);</li> <li>ADA compliance;</li> <li>noise mitigation;</li> <li>landscaping;</li> <li>associated transit improvements (including bike/pedestrian access improvements);</li> <li>alternative fuel vehicles and facilities</li> </ul>
Minor Freight Improvements	<ul style="list-style-type: none"> <li>Freight</li> </ul>	<ul style="list-style-type: none"> <li>construction of new, or improvements to existing, rest areas and truck weigh stations;</li> <li>improvements to existing freight terminals (not expansion)</li> </ul>
New Bicycle & Pedestrian Facilities	<ul style="list-style-type: none"> <li>Local Road</li> <li>State Highway</li> </ul>	<ul style="list-style-type: none"> <li>new and extended bike and pedestrian facilities</li> </ul>
Preservation/Rehabilitation	<ul style="list-style-type: none"> <li>Local Road</li> <li>State Highway</li> <li>Public Transit</li> <li>Tollway</li> <li>Freight</li> </ul>	<ul style="list-style-type: none"> <li>pavement resurfacing and/or rehabilitation;</li> <li>bike/pedestrian facilities rehabilitation;</li> <li>non-pavement rehabilitation;</li> <li>preventive maintenance;</li> <li>emergency repair;</li> <li>bridge rehabilitation, replacement or retrofit with no new capacity;</li> <li>transit vehicle rehabilitation or replacement;</li> <li>reconstruction or renovation of transit buildings and structures;</li> <li>rehabilitation or reconstruction of track structures, track, and trackbed in existing rights-of-way;</li> <li>construction of new bus or rail storage/maintenance facilities (in industrial locations with adequate transportation capacity);</li> <li>modernization or minor expansions of transit structures and facilities outside existing right-of-way, such as bridges, stations, or rail yards;</li> <li>purchase of office and shop and operating equipment for existing facilities;</li> <li>purchase of operating equipment for vehicles, such as farebox, lifts, radios;</li> <li>purchase of support vehicles;</li> <li>toll bridge rehabilitation, replacement, or retrofit with no new capacity;</li> <li>freight track and terminal rehabilitation</li> </ul>
Routine Operations & Maintenance	<ul style="list-style-type: none"> <li>Local Road</li> <li>State Highway</li> <li>Public Transit</li> <li>Tollway</li> </ul>	<ul style="list-style-type: none"> <li>routine patching and pothole repair;</li> <li>litter control, sweeping and cleaning;</li> <li>signal operations;</li> <li>communications;</li> <li>lighting;</li> <li>transit operations and fare collection;</li> <li>transit preventive maintenance;</li> <li>toll operations &amp; fare collection</li> </ul>
Management Systems	<ul style="list-style-type: none"> <li>Local Road</li> <li>State Highway</li> <li>Public Transit</li> <li>Tollway</li> </ul>	<ul style="list-style-type: none"> <li>incident management;</li> <li>signal coordination;</li> <li>ITS;</li> <li>TOS/CMS;</li> </ul>

		<ul style="list-style-type: none"> <li>• ramp metering;</li> <li>• transit management systems;</li> <li>• automatic passenger counters;</li> <li>• CAD-AVL;</li> <li>• fare media;</li> <li>• Transit Sustainability Project;</li> <li>• construction or renovation of power, signal, and communications systems;</li> <li>• toll management systems;</li> <li>• toll media</li> </ul>
Safety & Security	<ul style="list-style-type: none"> <li>• Local Road</li> <li>• State Highway</li> <li>• Public Transit</li> <li>• Freight</li> </ul>	<ul style="list-style-type: none"> <li>• railroad/highway crossings and warning devices;</li> <li>• hazardous location or feature;</li> <li>• shoulder improvements; sight distance;</li> <li>• Highway Safety Improvement Program implementation;</li> <li>• Safe Routes to Schools projects and programs;</li> <li>• traffic control devices other than signalization;</li> <li>• guardrails, median barriers, crash cushions; pavement marking;</li> <li>• fencing;</li> <li>• skid treatments;</li> <li>• lighting improvements;</li> <li>• widening narrow pavements with no added capacity;</li> <li>• changes in vertical and horizontal alignment;</li> <li>• transit safety and communications and surveillance systems;</li> <li>• rail sight distance and realignments for safety;</li> <li>• safety roadside rest areas;</li> <li>• truck climbing lanes outside urban area;</li> <li>• emergency truck pullovers</li> </ul>
Travel Demand Management	<ul style="list-style-type: none"> <li>• Local Road</li> <li>• State Highway</li> <li>• Other</li> </ul>	<ul style="list-style-type: none"> <li>• car and bike share;</li> <li>• alternative fuel vehicles and facilities;</li> <li>• parking programs;</li> <li>• carpool/vanpool, ridesharing activities;</li> <li>• information, marketing and outreach;</li> <li>• traveler information</li> </ul>
Intersection Improvements	<ul style="list-style-type: none"> <li>• Local Road</li> </ul>	<ul style="list-style-type: none"> <li>• intersection channelization;</li> <li>• intersection signalization at individual intersections</li> </ul>
Multimodal Streetscape Improvements	<ul style="list-style-type: none"> <li>• Local Road</li> </ul>	<ul style="list-style-type: none"> <li>• minor bicycle and/or pedestrian facility gap closure;</li> <li>• ADA compliance;</li> <li>• landscaping;</li> <li>• lighting;</li> <li>• streetscape improvements;</li> <li>• minor road diet (less than ¼ mile)</li> </ul>
Land Use	<ul style="list-style-type: none"> <li>• Other</li> </ul>	<ul style="list-style-type: none"> <li>• land conservation projects;</li> <li>• TOD housing projects</li> </ul>
Planning	<ul style="list-style-type: none"> <li>• Other</li> </ul>	<ul style="list-style-type: none"> <li>• planning and research that does not lead directly to construction</li> </ul>
Emission Reduction Technologies	<ul style="list-style-type: none"> <li>• Other</li> </ul>	

## Attachment C - Horizon's Guiding Principles

MTC received over 10,000 unique comments from residents across the Bay Area in 2018 when we asked, "What are the most pressing issues we should consider as we plan for life in 2050?" This feedback helped MTC refine the five Guiding Principles, below, that underlie the Horizon initiative:

- **Affordable:** All Bay Area residents and workers have sufficient housing options they can afford—households are economically secure.
- **Connected:** An expanded, well-functioning transportation system connects the Bay Area—fast, frequent and efficient intercity trips are complemented by a suite of local transportation options, connecting communities and creating a cohesive region.
- **Diverse:** Bay Area residents support an inclusive region where people from all backgrounds, abilities and ages can remain in place—with access to the region's assets and resources.
- **Healthy:** The region's natural resources, open space, clean water and clean air are conserved—the region actively reduces its environmental footprint and protects residents from environmental impacts.
- **Vibrant:** The Bay Area is an innovation leader, creating quality job opportunities for all and ample fiscal resources for communities.



## Attachment D – Project Performance Projects

### Part A. Uncommitted Major Projects from Plan Bay Area 2040 (>\$250 million)

Type	#	Project Name
Local & Express Bus	1	AC Transit Local Service Frequency Increase
	2	Sonoma Countywide Service Frequency Increase
	3	MuniForward+ ServiceFrequency Increase
Bus Rapid Transit (BRT)	4	San Pablo BRT
	5	Geary BRT (Phase 2)
	6	El Camino Real BRT
BART	7	BART Core Capacity
	8	BART DMU to Brentwood
	9	BART to Silicon Valley (Phase 2)
Commuter Rail	10	Caltrain Downtown Extension
	11	Caltrain Full Electrification and Blended System <sup>1</sup>
	12	SMART to Cloverdale
Light Rail (LRT)	13	Downtown San Jose LRT Subway
	14	San Jose Airport People Mover
	15	Vasona LRT (Phase 2)
	16	Eastridge LRT
Ferry	17	WETA Service Frequency Increase
	18	WETA Ferry Network Expansion (Berkeley, Alameda Point, Redwood City, Mission Bay)
Pricing	19	Regional Express Lanes (MTC + VTA + ACTC + US-101)
	20	SR-152 Realignment and Tolling
	21	Downtown San Francisco Congestion Pricing
	22	Treasure Island Congestion Pricing
Freeways & Interchanges	23	I-680/SR-4 Interchange + Widening (Phases 3-5)
	24	SR-4 Operational Improvements
	25	SR-4 Widening (Brentwood to Discovery Bay)
	26	SR-239 Widening
	27	I-80/I-680/SR-12 Interchange + Widening (Phases 2B-7)
Other	28	Bay Bridge West Span Bike Path
	29	Bay Area Forward (Phase 1)
	30	Better Market Street

<sup>1</sup> High-Speed Rail service will be evaluated as part of the blended system only in one of the three Futures, and substituted with increased Caltrain service in the other two Futures

## Part B-1. Transformative Projects from Public Agencies (>\$1 billion)

Type	#	Project Name	
Local, Express Bus & BRT	31	AC Transit Transbay Service Frequency Increase	
	32	AC Transit Rapid Network	
	33	Alameda County BRT Network + Connected Vehicle Corridors <sup>2</sup>	*
BART	34	BART on I-680	*
	35	BART to Cupertino	*
	36	BART to Gilroy	
	37	BART Gap Closure (Millbrae to Silicon Valley)	*
Commuter Rail	38	Caltrain Full Electrification and Enhanced Blended System <sup>1</sup>	
	39	Caltrain Grade Separation Program	
	40	SMART to Solano	
	41	Dumbarton Rail (Redwood City to Union City)	*
	42	ACE Rail Network and Service Expansion (including Dumbarton Rail)	
	43	Valley Link (Dublin to San Joaquin Valley)	
	44	Megaregional Rail Network + Resilience Project <sup>2</sup>	*
Light Rail (LRT)	45	Muni Metro Southwest Subway	*
	46	Muni Metro to South San Francisco	*
	47	Fremont-Newark LRT	
	48	SR-85 LRT	
	49	VTA North San Jose LRT Subway	
	50	VTA LRT Systemwide Grade Separation	
	51	VTA LRT Systemwide Grade Separation and Full Automation	
	52	VTA LRT Systemwide Grade Separation and Network Expansion <sup>2</sup>	*
Freeway Capacity Expansion / Optimization	53	SR-37 Widening + Resilience + Express Bus Project <sup>2</sup>	*
	54	SR-12 Widening	
	55	I-80 Busway + BART to Hercules <sup>2</sup>	
	56	I-680 Corridor Improvements (BRT, Express Bus Shared AVs, Gondolas) <sup>2</sup>	*
	57	I-580/I-680 Corridor Enhancements + Express Bus on I-680 <sup>2</sup>	*
	58	San Francisco Freeway GP-to-HOT Lane Conversions	*
Bridges & Tunnels	59	Richmond-San Rafael Bridge Replacement	
	60	Webster/Posey Tube Replacements	
	61	SR-87 Tunnel	
Other	62	Oakland/Alameda Gondola Network	
	63	Contra Costa Autonomous Shuttle Program	*
	64	Mountain View Autonomous Vehicle Network	*
	65	Cupertino-Mountain View-San Jose Elevated Maglev Rail Loop	*

\* Submitted by member of public/NGO as well (either partially or fully)

<sup>2</sup> Individual components of network proposals may be required to undergo further project-level analysis for inclusion in the Plan

### Part B-2. Transformative Projects from Individual/NGOs (>\$1 billion)

Type	#	Project Name
Jury Selected  Individual components of network proposals may be required to undergo further project-level analysis for consideration in Plan Bay Area 2050.	66	Optimized Express Lane Network + Regional Express Bus Network
	67	Bus Rapid Transit (BRT) on All Bridges
	68	SMART to Richmond via New Richmond-San Rafael Bridge
	69	I-80 Corridor Overhaul
	70	Regional Bicycle Superhighway Network **
	71	Bay Trail Completion **

\*\* While recognized by the jury as transformative transportation investments, this project may not go through benefit-cost analysis/project performance as it is considered non-capacity-increasing under federal guidelines.

### Part B-3. Transformative Operational Strategies

Type	#	Project Name
Jury Selected	72	Integrated Transit Fare System
	73	Free Transit
	74	Higher-Occupancy HOV Lanes
	75	Demand-Based Tolls on All Highways
	76	Reversible Lanes on Congested Bridges and Freeways
	77	Freight Delivery Timing Regulation

### Part B-4. Transformative Transbay Crossing Projects

Type	#	Project Name
Crossings	78	Bay Crossing Concept #1
	79	Bay Crossing Concept #2
	80	Bay Crossing Concept #3
	81	Bay Crossing Concept #4
	82	Bay Crossing Concept #5
	83	Bay Crossing Concept #6

### Part B-5. Transformative Resilience Projects

Type	#	Project Name
Earthquakes	84	BART Caldecott Tunnel Resilience Project
Sea Level Rise	85	I-580/US-101 Marin Resilience Project
	86	US-101 Peninsula Resilience Project
	87	SR-237 Resilience Project
	88	Dumbarton Bridge Resilience Project
	89	I-880 Resilience Project
	90	VTA LRT Resilience Project

PBA 2050 Project List

No.	Jurisdiction	Project Title	Project Description	Project Location			Mode	Project Phase	Total Cost	Total Committed	Types of funds Committed	Total Need	Start Year	End Year	Included in Plan Bay Area or Countywide Transportation Plan	Regional Significance Criteria <i>(Does the project meet any of the drop down criteria)</i>	General Criteria <i>(Does the project meet any of the drop down criteria)</i>
				Location	Start Point	End Point											

Indicates Project in Constrained List

No.	Jurisdiction	Project Title	Project Description	Project Location			Mode	Project Phase	Total Cost	Total Committed	Types of funds Committed	Total Need	Start Year	End Year	Included in Plan Bay Area
				Location	Start Point	End Point									
1	AC	South Napa Junction Road	New Major Collector from SR 29 to extension of Newell Drive	Newell Drive	SR 29	Newell Drive	Vehicle		\$8,909,227	\$0		\$8,909,227	2016		
2	AC	Highway 29 Signal ATS	Install Advance Traffic Signal	SR 29			Vehicle		\$500,000	\$220,000	TFCA	\$280,000	2015		
3	AC	Eucalyptus Drive/ Theresa Avenue intersection, Complete Streets	Extend Eucalyptus 450' to the east, connecting at SR 29, Install roundabout.	Eucalyptus Drive	Theresa Avenue	SR 29	Vehicle		\$3,700,000	\$1,154,000	STIP	\$2,546,000	2017		
4	AC	Main Street	New Minor Collector from Eucalyptus to South Napa Junction	Main Street	Eucalyptus Drive	So Napa Junction	Vehicle		\$2,021,629	\$0		\$2,021,629	2025		
5	AC	Devlin Road Segment H	New Industrial Collector from railroad overcrossing to Green Island Rd.	Devlin Road	Railroad overcrossing	Green Island Rd	Vehicle		\$7,795,573	\$1,962,000	STIP	\$5,833,573	2017		
6	AC	Eucalyptus Drive	Widen to 2-lane collector from Theresa to Wetlands Edge Rd.,	Eucalyptus Drive	Theresa Avenue	Wetlands Edge Rd	Vehicle		\$6,393,240	\$0		\$6,393,240	2020		
7	AC	American Canyon Multimodal Transit Center	Construct transit center	TBD			Bike/Bus/passenger vehicle/pedestrian/rail		\$12,000,000	\$0	-	\$12,000,000	2025		No
8	AC	Highway 29 Pedestrian Safety Overcrossings	Construct three pedestrian crossings over Highway 29	TBD			Bike/Ped		\$9,000,000	\$0	-	\$9,000,000	2020		Yes
9	AC	Commerce Boulevard Extension	New Industrial Collector from southern terminus to Eucalyptus Drive	Commerce Boulevard	Eucalyptus Drive	Commerce Boulevard	Vehicle		\$8,073,987	\$0		\$8,073,987	2025		
10	AC	Eucalyptus Dr/Commerce Blvd. Intersection	Add excl. NBL & SBL, Add exclusive EBL and WBL, Add new sign	Eucalyptus Dr/Commerce Blvd. Intersection			Vehicle		\$840,240	\$0		\$840,240	2025		
11	AC	Newell Drive/So. Napa Junction Intersection	Add excl. NBL & SBR, Add exclusive EBL and EBR, New traffic signal	Newell Drive/So. Napa Junction Intersection			Vehicle		\$1,202,288	\$0		\$1,202,288	2016		
12	AC	Newell Drive	New 4-lane arterial from Donaldson Way to South Napa Junction Rd, Newell Drive Overcross Structure, New 2-lane arterial from South Napa Junction Rd to SR 29	Newell Drive	Donaldson Way	Napa Junction Road	Vehicle		\$37,398,160	\$0		\$37,398,160	2016	2020	
13	AC	Paoli Loop Road Widening	Widen road from Green Island to Newell Extension Industrial Collector standards	Paoli Loop Road	Green Island Road	Newell Extension	Vehicle		\$8,770,020	\$0		\$8,770,020	2025		
14	AC	Green Island Road Widening*	Widen road from SR 29 to Commerce Blvd. to Industrial Collector standards Widen railroad crossing to three lanes	Green Island Road	SR 29	Commerce Boulevard	Vehicle		\$3,516,599	\$2,550,000	EDA/Local funds	\$966,599	2016		
15	AC	29 South Kelly Road intersection*	Improve intersection safety and operations at South Kelly Road	SR 29	South Kelly Road	South Kelly Road	Vehicle	CON	\$4,900,000	\$0	-	\$4,900,000	2020	2035	Yes
16	AC	SR 29 6-Lane* Parkway	6-lane Parkway from Napa Junction Road to South Kelly Road, including overpass structure	SR 29	Napa Junction Road	South Kelly Road	Vehicle		\$29,000,000	\$0	PE-CON	\$29,000,000	2021	2025	
17	AC	SR 29 Gateway*	Highway 29 improvements, 6-lane modified boulevard, including pedestrian, transit and Vine Trail infrastructure.	SR 29	American Canyon Road	Napa Junction Road	Vehicle	CON	\$26,000,000	\$0	-	\$26,000,000	2021	2030	Yes
18	AC	Napa Junction Road Intersection	Phase 1 Improvements, Add 2nd excl. WBL and excl. WBR, Add 2nd excl. EBL and excl. EBR, Traffic signal relocation	Napa Junction Road	SR 29	SR 29	Vehicle		\$2,938,400	\$0	-	\$2,938,400	2018		
19	Calistoga	LSR Rehab	Lake Street Reconstruction and Complete Street Enhancements	Lake Street	Washington Ave	Grant St.	Vehicle	PSE/CON	\$1,950,000	\$0	-	\$1,950,000	2015	2016	No
20	Calistoga	Intersection Improvements at SR 29/128 & Lincoln Ave	Signalization of Intersection at SR 29/128 & Lincoln Ave	SR 29/128 & Lincoln Ave.	SR 29	SR 128	Vehicle	PID/PSE/CON	\$1,900,000	\$0	-	\$1,900,000	2017	2019	No
21	Calistoga	Pedestrian Safety Improvements SR 29 & Cedar Street	In Pavement Lighting	SR 29 and Cedar Street	SR 29	Cedar St	Pedestrian	PSR/PSE	\$100,000	\$0	-	\$100,000	2017	2018	No

Indicates Project in Constrained List

No.	Jurisdiction	Project Title	Project Description	Project Location			Mode	Project Phase	Total Cost	Total Committed	Types of funds Committed	Total Need	Start Year	End Year	Included in Plan Bay Area
				Location	Start Point	End Point									
22	Calistoga	Pedestrian Safety Improvements SR 29 & Brannan Street	In Pavement Lighting	SR 29 and Brannan Street	SR 29	Brannan St	Pedestrian	PSR/PSE	\$100,000	\$0	-	\$100,000	2017	2018	No
23	Calistoga	Safe Routes to School		Pioneer Park and Napa River	Calistoga Community Center	Pioneer Park	Pedestrian	PSR/PSE	\$850,000	\$0	-	\$850,000	2017	2018	No
24	Calistoga	Washington Street Reconstruction	Complete Streets Enhancements along Washington Street	Washington Street	Lincoln	Oak	Vehicle	PSE/CON	\$1,200,000	\$0	-	\$1,200,000	2017	2018	No
25	Calistoga	Intersection Improvements at SR 128 & Berry Street	Widen SR 128 and install left turn lane onto Berry Street	SR 128 & Pet Forest Road	On SR 128 300' south of Berry St.	On SR 128 300' north of Berry St.	Vehicle	PID/PSE/CON	\$650,000	\$0	-	\$650,000	2018	2019	No
26	Calistoga	Intersection Improvements at SR 29 & Washington Ave	Convert Signal to protected left turn phasing at Intersection of SR 29 & Washington Ave	SR 29 & Washington Ave.	SR 29	Washington	Vehicle	CON	\$500,000	\$0	-	\$500,000	2020	2022	No
27	Calistoga	Intersection Improvements at SR 29 & Fair Way	Signalization of intersection at SR 29 & Fair Way	SR 29 and Fair Way	SR 29	Fair Way	Vehicle	CON	\$950,000	\$0	-	\$950,000	2021	2022	No
28	Calistoga	Intersection Improvements at SR 29 & Silverado Trail		SR 29 and Silverado Trail	SR 29	Silverado Trail	Vehicle	CON	\$853,000	\$0	-	\$853,000	2027	2028	No
29	Calistoga	Intersection Improvements at SR 128 & Petrified Forest	Signalization of Intersection at SR 128 & Petrified Forest	SR 128 & Pet Forest Road	SR 128	SR 128	Vehicle	CON	\$650,000	\$550,000	STIP/LM	\$100,000	2015	2017	Yes
30	Calistoga	SR-29 Bypass	Calistoga SR-29 Bypass Dunaweal Ln/Tubbs Ln	Dunaweal	SR 29	Silverado Trail	Vehicle		\$7,000,000	\$0	-	\$7,000,000	2030		No
31	Calistoga	Lincoln Corridor Safety Enhancements	Signal modification, bicycle and pedestrian enhancements	Lincoln Avenue	SR 128	Silverado Trail	Vehicle		\$3,500,000	\$0	-	\$3,500,000	2020		No
32	City of Napa	Trower Avenue Extension	Extend Trower Avenue east to connect with Big Ranch Road	Trower Avenue	Eastern terminus of Trower Ave	Big Ranch Road	Bike/Ped/Vehicle	Planning	\$10,500,000	\$0	-	\$10,500,000	2020	2020-2040	No
33	City of Napa	Linda Vista Bridge and Extension	New bridge at Redwood Creek and extension of Linda Vista Avenue to Robinson Lane over new Linda Vista Bridge	Linda Vista Avenue	Southern terminus of Linda Vista	Robinson lane	Bike/Ped/Vehicle	Planning	\$3,500,000	\$0	-	\$3,500,000	2020	2020-2040	No
34	City of Napa	South Terrace Bridge and Extension	New bridge at Cayetano Creek and extension of Terrace Drive from the southern terminus of Terrace Drive to the northerly terminus of South Terrace Drive	Terrace Drive	Southern terminus of Terrace Dr	Northern terminus of S Terrace Dr	Bike/Ped/Vehicle	Planning	\$3,500,000	\$0	-	\$3,500,000	2020	2020-2040	No
35	City of Napa	Solano Bridge and Extension	New bridge at Napa Creek and extension of Solano Avenue south to connect with First Street	Solano Avenue	Southern terminus of Solano Ave	First Street	Bike/Ped/Vehicle	Planning	\$7,000,000	\$0	-	\$7,000,000	2020	2020-2040	No
36	City of Napa	Lincoln Avenue at California Blvd & SR29 Off-Ramp	Reconfigure northbound SR 29 off-ramp at Lincoln Avenue and modify Lincoln/California intersection	Lincoln Avenue	SR29 Off-Ramp	California Avenue	Bike/Ped/Vehicle	Planning	\$5,500,000	\$0	-	\$5,500,000	2020	2020-2040	Yes
37	City of Napa	Salvador Avenue Complete Streets	Widen Salvador Avenue from SR29 to Jefferson Street	Salvador Avenue	SR29	Jefferson Street	Bike/Ped/Vehicle	Planning	\$2,500,000	\$0	-	\$2,500,000	2020	2020-2040	No
38	City of Napa	Imola Corridor Bicycle and Pedestrian Improvements*	Construct sidewalks and bicycle facilities along Imola Avenue where none exist or gaps are present from Foster Road to Skyline Park	Imola Avenue	Foster Road	Skyline Park	Bike/Ped/Vehicle	Planning	\$6,500,000	\$20,000	NCTPA	\$6,480,000	2014	2020-2040	No
39	City of Napa	SR29 under Pueblo Avenue	Pueblo Avenue Overpass connecting Pueblo Avenue to West Pueblo Avenue	Pueblo Avenue	Pueblo Avenue	West Pueblo Avenue	Bike/Ped/Vehicle	Planning	\$30,000,000	\$0	-	\$30,000,000	2020	2020-2040	No
40	City of Napa	SR29 over Trower	Trower Avenue Underpass	Trower Avenue/ SR29 Intersection	-	-	Bike/Ped/Vehicle	Planning	\$30,000,000	\$0	-	\$30,000,000	2020	2020-2040	No
41	City of Napa	Jefferson/Laurel Signal	New signal at Jefferson Street/Laurel Street Intersection	Jefferson/ Laurel Intersection	-	-	Bike/Ped/Vehicle	Planning	\$500,000	\$0	-	\$500,000	2020	2020-2040	No
42	City of Napa	Jefferson/Old Sonoma Signal	New signal at Jefferson Street/Old Sonoma Road Intersection	Jefferson/ Old Sonoma Intersection	-	-	Bike/Ped/Vehicle	Planning	\$500,000	\$0	-	\$500,000	2020	2020-2040	No



Indicates Project in Constrained List

No.	Jurisdiction	Project Title	Project Description	Project Location			Mode	Project Phase	Total Cost	Total Committed	Types of funds Committed	Total Need	Start Year	End Year	Included in Plan Bay Area
				Location	Start Point	End Point									
43	City of Napa	Jefferson/Imola Intersection Widening	Jefferson/Imola intersection modification	Jefferson/ Imola Intersection	-	-	Bike/Ped/Vehicle	Planning	\$3,000,000	\$0	-	\$3,000,000	2020	2020-2040	No
44	City of Napa	Solano/Redwood Intersection Widening	Widening and restriping modifications to the Solano Avenue/ Redwood Road Intersection	Solano/ Redwood Intersection	-	-	Bike/Ped/Vehicle	Planning	\$750,000	\$0	-	\$750,000	2020	2020-2040	No
45	City of Napa	SR29 Bike & Pedestrian Undercrossing	Construct a bicycle and pedestrian undercrossing along the north bank of Napa Creek under SR29 at approximately post mile 11.67	North bank Napa Creek	-	-	Bike/Ped	Design	\$850,000	\$97,000	BTA; TDA-3	\$753,000	2013	2017	Yes
46	City of Napa	Soscol Avenue Widening *	Widen Soscol Avenue-SR221-SR121 to six lanes from Magnolia Drive to Silverado Trail including median widening and intersection improvements	Soscol Avenue	Magnolia Drive	Silverado Trail	Vehicle	Planning	\$22,750,000	\$0	-	\$22,750,000	2020	2020-2040	No
47	City of Napa	Lincoln/Jefferson Right Turn Lane(s)	Modify Lincoln/Jefferson intersection with right turn lanes	Jefferson/ Lincoln Intersection	-	-	Bike/Ped/Vehicle	Planning	\$750,000	\$0	-	\$750,000	2020	2020-2040	No
48	City of Napa	Lincoln/Soscol Right turn Lane(s)	Modify Lincoln/Soscol intersection with right turn lanes	Lincoln/Soscol intersection	-	-	Bike/Ped/Vehicle	Planning	\$750,000	\$0	-	\$750,000	2020	2020-2040	No
49	City of Napa	First Street Roundabouts (west side)	Construct roundabouts on First Street at Freeway Drive and SR29 Southbound ramps	1st/Freeway SR29 Ramp	-	-	Bike/Ped/Vehicle	Design	\$8,500,000	\$0	-	\$8,500,000	2020	2020-2040	Yes
50	City of Napa	Jefferson/Sierra Signal	New signal at Jefferson Street/ Sierra Avenue Intersection	Jefferson/ Sierra Intersection	-	-	Bike/Ped/Vehicle	Planning	\$500,000	\$0	-	\$500,000	2020	2020-2040	No
51	City of Napa	Browns Valley Road Complete Streets	Widen Browns Valley Road from Westview Drive to McCormick Lane	Browns Valley Road	Westview Drive	McCormick Lane	Bike/Ped/Vehicle	Planning	\$3,500,000	\$0	-	\$3,500,000	2020	2020-2040	No
52	City of Napa	Salvador Creek Bike Trail	Construct a Class I multiuse path along Salvador Creek	adjacent to Salvador Creek	Maher Street	Big Ranch Road	Bike/Ped	Planning	\$800,000	\$0	-	\$800,000	2020	2020-2040	Yes
53	City of Napa	5-way Intersection Modification	Construct intersection improvements at Silverado Trail/Third Street/Coombsville Road/East Avenue	Silverado/ Coombsville/ 3rd/ East Ave Intersection	-	-	Bike/Ped/Vehicle	Design	\$8,500,000	\$3,500,000	Caltrans	\$5,000,000	2014	2019	Yes
54	City of Napa	Oxbow Preserve Pedestrian Bridge	Construct a pedestrian bridge from the Oxbow Preserve over the Napa River to the River Trail	Napa River	Oxbow Preserve	River Trail	Bike/Ped	Planning	\$1,250,000	\$0	-	\$1,250,000	2020	2020-2040	Yes
55	City of Napa	Oxbow District Pedestrian Bridge	Construct a pedestrian bridge from the River Trail over the Napa River to Third Street	Napa River	River Trail	Third Street	Bike/Ped	Planning	\$1,250,000	\$0	-	\$1,250,000	2020	2020-2040	Yes
56	City of Napa	Laurel Street Sidewalk	Construct sidewalks along Laurel Street from Laurel Park to Laurel Manor	Laurel Street	Laurel park	Laurel Manor	Pedestrian	Planning	\$2,500,000	\$0	-	\$2,500,000	2020	2020-2040	No
57	City of Napa	Traffic Operations Center	Citywide signal coordination	-	-	-	Bike/Ped/Vehicle	Planning	\$2,000,000	\$0	-	\$2,000,000	2020	2020-2040	Yes
58	City of Napa	Sierra Avenue Sidewalks	Construct sidewalks along Sierra Avenue from Jefferson Street to SR29	Sierra Avenue	Jefferson Street	SR29	Pedestrian	Planning	\$800,000	\$0	-	\$800,000	2020	2020-2040	No
59	City of Napa	Foster Road Sidewalk	Construct sidewalks along Foster Road adjacent to Irene M. Snow Elementary School	Foster Road adjacent to Snow School	-	-	Pedestrian	Planning	\$750,000	\$0	-	\$750,000	2020	2020-2040	No
60	City of Napa	Terrace Drive Sidewalks	Construct Sidewalks along Terrace Drive where gaps are present	Terrace Drive	Coombsville Road	Southern terminus of Terrace Drive	Pedestrian	Planning	\$1,500,000	\$0	-	\$1,500,000	2020	2020-2040	No
61	City of Napa	Main Street Sidewalk Widening	Widening the sidewalk on Main Street from First Street to Third Street	Main Street	First Street	Third Street	Pedestrian	Planning	\$2,000,000	\$30,000	Local	\$1,970,000	2016	2020	No
62	City of Napa	Railroad Crossing Upgrades	Upgrade all railroad crossings Citywide to concrete panels with flangeway fillers	-	-	-	Bike/Ped/Vehicle/Rail	Planning	\$2,500,000	\$0	-	\$2,500,000	2020	2020-2040	No
63	City of Napa	SR29 Corridor Improvements (Urban Highway)*	Landscape enhancements to Urban Highway from Carneros Intersection to Trancas. SR29 at Imola Avenue, 1st Street, Lincoln Avenue, Trancas Street	SR29	Carneros Intersection	Trancas Street	Vehicle	Planning	\$250,000	\$0	-	\$250,000	2020	2020-2040	Yes
64	Napa County	Devlin Rd Extension*	Complete construction of collector road as parallel facility for SR 29 corridor	Airport Industrial Area	Soscol Ferry Rd	Green Island Rd	Vehicle	CON	\$5,500,000	\$1,300,000	TMF	\$4,200,000	2015	2020	Yes
65	Napa County	Silverado Trail intersections	Improve intersection safety and operations Oak Knoll Avenue, Yountville Crossroad, Oakville Crossroad, Deer Park Rd, Dunaweal Ln	Silverado Trail, various	Napa	Calistoga	Vehicle	CON	\$2,500,000	\$0	-	\$2,500,000	2020	2040	No

Indicates Project in Constrained List

No.	Jurisdiction	Project Title	Project Description	Project Location			Mode	Project Phase	Total Cost	Total Committed	Types of funds Committed	Total Need	Start Year	End Year	Included in Plan Bay Area
				Location	Start Point	End Point									
66	Napa County	Solano Ave Corridor Improvements	Construct improvements to reduce flooding and reduce noise impacts in corridor	Solano Ave	Yountville	Dry Creek	Vehicle	CON	\$300,000	\$0	-	\$300,000	2020	2025	Yes
67	Napa County	29 North County intersections*	Improve intersection safety and operations Oakville Grade Rd, Oakville Crossroad, Rutherford Rd (SR 128), Deer Park Rd, Dunaweal Ln	SR 29	Napa	Calistoga	Vehicle	CON	\$2,500,000	\$0	-	\$2,500,000	2025	2040	No
68	Napa County	Route 221*	Improve corridor operations	SR 221 Napa Vallejo Highway	SR 29	SR 121	Vehicle	CON	\$5,200,000	\$0	-	\$5,200,000	2030	2040	No
69	Napa County	Carneros Intersection*	SR 29/SR12/SR 121 (Carneros intersection) Improvements	SR29/SR12/SR121			Vehicle		\$500,000	\$0	-	\$500,000	2020	2030	Yes
70	Napa County	SR 29-Unincorporated Napa County/Carneros*	4-Lane Rural Highway, from unincorporated Napa County to Carneros intersections.	SR 29	Jameson	Napa City Limits	Vehicle		\$8,000,000	\$0	PE-CON	\$8,000,000	2021	2023	Yes
71	Napa County	SR-29 Unincorporated Napa/ AC*	6-Lane Rural Highway in unincorporated Napa County from South Kelly Road to Jameson Canyon	SR 29	South Kelly Road	Jameson Canyon Road	Vehicle		\$13,068,000	\$0	PE-CON	\$13,068,000	2021	2024	Yes
72	NCTPA	Vine Trail (Redwood Rd Crossing)*	Construct a grade separated crossing across Redwood Road connecting the adjacent sections of the Vine Trail	Redwood Road	-	-	Bike/Ped/Vehicle	Planning	\$4,500,000	\$0	-	\$4,500,000	2020	2020-2040	Yes
73	NCTPA	Napa Valley Vine Trail - Calistoga*	Construct Class I mixed use path, including Fairway Extension.	SR 29	Calistoga	St. Helena	Bike/Ped	CON	\$9,200,000	\$2,350,000	Local Donation	\$6,850,000	2016	2018	Yes
74	NCTPA	Vine Trail (3rd-Vallejo)*	Construct Class I multiuse path between 3rd Street and Vallejo Street	adjacent to Soscol	Vallejo	Third Street	Bike/Ped	Planning	\$3,500,000	100,000	TDA-3; NVVT Coalition	\$3,400,000	2016	2020	Yes
75	NCTPA	Vine Trail*	Class I bike trails, including portions of American Canyon, St. Helena, and unincorporated Napa County.	Napa County	Bothe Park	South end of American Canyon	Bike	PE-CON	\$19,799,360	\$0	-	\$19,799,360	2015	2023	Yes
76	NCTPA	Soscol Junction*	Construct SB 221 to SB 29/12 flyover structure	SR 29/12/221	-	-	Vehicle	PE-CON	\$50,000,000	\$0	-	\$50,000,000	2015	2035	Yes
77	NCTPA	Airport Junction*	Construct grade separated interchange	SR 29/12/Airport		-	Vehicle	CON	\$73,000,000	\$0	-	\$73,000,000	2020	2040	Yes
78	NCTPA	Park and Ride Lots, (Construction and O&M)	Park and Ride lots throughout Napa County	Napa County	-	-	Bus	PE-CON	\$2,025,000	\$0	-	\$ 2,025,000	2015	2040	No
79	NCTPA	SR-37	Project Initiation Documentation	SR 37	-	-	Vehicle	PE	\$250,000	\$0		\$ 250,000	2030	2032	No
80	NCTPA	Bus/Agency Signage	New NCTPA Image, Including Bus Stop Signage	Napa County	-	-	Bus	None	\$550,000	\$0	-	\$550,000	2015	2018	No
81	NCTPA	VINE Maintenance Facility (Construction O&M)	Acquisition and construction of new maintenance facility	TBD	-	-	Bus	CON	\$38,300,000	\$0	-	\$38,300,000	2017	2018	No
82	NCTPA	Fueling Station (Construction and O&M)	Construction of new fueling station	TBD	-	-	Bus	CON	\$3,792,000	\$0	-	\$3,792,000	2017	2018	No
83	NCTPA	Rapid Bus Project	13.5 miles of bus rapid corridor enhancements	SR 29	Vallejo Ferry Terminal	Napa Valley College	Bus	PE-CON	\$25,000,000	\$0	-	\$25,000,000	2020	2025	No
84	NCTPA	Rapid Bus Buses	Acquisition of 14 articulated buses for Rapid Bus from Vallejo Ferry Terminal to NVC	N/A	-	-	Bus	None	\$14,000,000	\$0		\$14,000,000	2025	2027	
85	NCTPA	Rapid Bus Project	4.7 miles of bus Rapid Corridor Enhancement	SR 29	Napa Valley College	Redwood P&R	Bus	PE-CON	\$25,000,000	\$0	-	\$25,000,000	2022	2025	No
86	NCTPA	Rapid Bus Buses	Acquisition of 6 articulated buses for Rapid Bus from NVC to Redwood Avenue Park and Ride	N/A	-	-	Bus	None	\$6,000,000	\$0	-	\$6,000,000	2022	2024	
87	NCTPA	State of Good Repair/ PM	(Replacement of Rapid Bus buses) 6 low-floor articulated buses, 14 articulated buses	N/A	-	-	Bus	None	\$20,750,000	\$0	-	\$ 20,750,000	2037	2040	
88	NCTPA	ZE Bus Project	Acquisition of 2 zero emission buses for a zero emission pilot bus project	N/A			Bus	CON	\$3,720,000	\$0		\$ 3,720,000	2018	2040	No

Indicates Project in Constrained List

No.	Jurisdiction	Project Title	Project Description	Project Location			Mode	Project Phase	Total Cost	Total Committed	Types of funds Committed	Total Need	Start Year	End Year	Included in Plan Bay Area
				Location	Start Point	End Point									
89	NCTPA	Local routes (1-8) - expanded service hours	Expand service hours from 4am-12am, add Sunday service	N/A	-	-	Bus	None	\$10,281,880	\$0	-	\$ 10,281,880	2018	2040	No
90	NCTPA	Regional routes (10/11)- expanded service hours	Expand service hours from 4am-12am, add Sunday service	N/A	-	-	Bus	None	\$10,346,000	\$0	-	\$ 10,346,000	2018	2040	No
91	NCTPA	Regional routes (10/11)- Enhanced frequency	Increase frequency from 30 peak, 60 midday and weekends to 15 peak and 30 midday and weekends.	N/A	-	-	Bus	None	\$33,122,216	\$0	-	\$ 33,122,216	2018	2040	No
92	NCTPA	New Transit Vehicles (EXPANSION)	Acquisition of new paratransit vehicles, community shuttle buses and VINE buses for service expansion	N/A	-	-	Bus	None	\$27,510,000	\$0	-	\$ 27,510,000	2017	2040	No
93	NCTPA	Transit System Growth (Operating Costs)	Operation costs for the expansion of the transit system	N/A	-	-	Bus	None	\$2,800,000	\$0	-	\$ 2,800,000	2018	2040	No
94	NCTPA	New Shelters and Stop Amenities (EXPANSION)	Improved bus stops throughout Napa County	N/A	-	-	Bus	None	\$4,850,000	\$0	-	\$ 4,850,000	2020	2040	No
95	NCTPA	IT Equipment Upgrades & Replacement Program	Wi-Fi for all buses, Camera System & Real Time signage, Asset Management Database, sales office equipment, taxi scrip automated readers	N/A	-	-	Bus	None	\$480,000	\$0	-	\$ 480,000	2015	2019	No
96	St Helena	Main Street Corridor Improvements	Install traffic calming devices (e.g.. bulb outs), upgrade sidewalk, pedestrian lighting, pedestrian furniture, landscaping, bike infrastructure and traffic signal synchronization	Main Street (SR29)	Spring Street	Adams Street	Bike/Ped/Vehicle	PE-CON	\$700,000	\$21,278	Local	\$678,722	2011	2018	No
97	St Helena	Sulphur Creek Class I Bikeway	Construct Class I Bikeway	Sulphur Creek	Sulphur Springs Avenue	Napa River	Bike		\$5,800,000	\$0	-	\$5,800,000	2020	2030	No
98	St Helena	Spring Mountain Road Class I Bikeway	Construct Class I Bikeway	Spring Mountain Road	Lower Reservoir	Spring Mountain Court	Bike		\$1,700,000	\$0	-	\$1,700,000	2020	2030	No
99	St Helena	Oak Avenue Extension	Extend Oak Avenue	Oak Avenue	Charter Oak Avenue	Grayson Avenue	Vehicle		\$1,800,000	\$0	-	\$1,800,000	2020	2025	No
100	St Helena	Starr Avenue Extension	Extend Starr Avenue	Starr Avenue	Hunt Avenue	Adams Street	Vehicle		\$617,000	\$0	-	\$617,000	2025	2030	No
101	St Helena	Adams Street Extension	Extend Adams Street	Adams Street	end	Starr Avenue	Vehicle		\$851,000	\$0	-	\$851,000	2025	2030	No
102	St Helena	New North-South Collector	Extend College Avenue, or Starr Avenue, or Allison Avenue	New	Mills Lane	Pope Street	Vehicle		\$1,900,000	\$0	-	\$1,900,000	2025	2030	No
103	St Helena	Mills Lane Safety Improvements	Improve Mills Lane to two lanes with bike and pedestrian access	Mills Lane	Main Street (SR29)	End	Vehicle		\$3,500,000	\$0	-	\$3,500,000	2025	2030	No
104	St Helena	Napa River Class I Bikeway	Construct Class I Bikeway (River Trail)	Napa River	South City Limit	North City Limit	Bike		\$9,800,000	\$0	-	\$9,800,000	2030	2040	No
105	St Helena	New East-West Collector	Extend Adams Street or Mills Lane	New	End	Silverado Trail	Vehicle		\$2,900,000	\$0	-	\$2,900,000	2035	2040	No
106	St Helena	Fulton Lane Safety Improvements	Improve Fulton Lane to two lanes with bike and pedestrian access	Fulton Lane	Railroad Ave	End	Vehicle		\$2,200,000	\$0	-	\$2,200,000	2035	2040	No
107	Yountville	Oak Circle Parking Improvement	Parking improvements to existing infrastructure	Future Oak Circle Park, near Oak Circle and Vintner Ct	N/A	N/A	Vehicle	Planning, Design, Construction	\$75,000	\$0	-	\$75,000	2015	2018	No

Indicates Project in Constrained List

No.	Jurisdiction	Project Title	Project Description	Project Location			Mode	Project Phase	Total Cost	Total Committed	Types of funds Committed	Total Need	Start Year	End Year	Included in Plan Bay Area
				Location	Start Point	End Point									
108	Yountville	South Veteran's Park Parking Improvements	Parking improvements to existing infrastructure	At Veteran's Park, Washington St. South of California Dr	N/A	N/A	Vehicle	Planning, Design, Construction	\$175,000	\$0	-	\$175,000	2020	2021	No
109	Yountville	Washington Park Sidewalk Project	Adding sidewalk to the Washington Park Subdivision	Washington Park	East of Washington, North of Forrester Ln	East of Washington, South of Yountville Cross Rd	Pedestrian	Planning, Design, Construction	\$850,000	\$0	-	\$850,000	2022	2023	No
110	Yountville	Yountville Crossroads Bicycle Path & Sidewalk	A full lane bicycle path along Yountville Crossroads	Length of Yountville Crossroads	Yountville Cross Roads and Yount St	Yountville Cross Roads and Stags View Ln	Bike	Planning, Design, Construction	\$1,500,000	\$0	-	\$1,500,000	2030	2031	No
111	Yountville	Future Parking Garage Facility	New parking facility	To be determined	N/A	N/A	Vehicle	Planning, Design, Construction	\$5,500,000	\$0	-	\$5,500,000	2030	2031	No
112	Yountville	Transportation Infrastructure	Extend Yount Mill Road and Yountville Cross Rd, connecting the new development to the Town.	Northeast of Washington and Yountville Cross Rd	Entire Site	Entire Site	Bike/Ped/Vehicle	Planning, Design, Construction	\$2,500,000	\$0	-	\$2,500,000	2030	2035	No
113	Yountville	SR-29 Interchange Project	Construct Interchange at Madison and SR-29	Madison & SR-29	N/A	N/A	Vehicle	Planning, Design, Construction	\$20,000,000	\$0	-	\$20,000,000	2030	2031	No

Transit  
Transportation

\$240,527,096  
\$592,943,445

**REGIONAL SIGNIFICANCE CRITERIA**

- Expands or extends the principal arterial system (length must be greater than ¼ mile)
- Expands or extends a roadway to become part of the principal arterial system (length must be greater than ¼ mile)
- Reduces the number of lanes (e.g., road diet) of the principal arterial system (length must be greater than ¼ mile)
- Adds new or expands access to the principal arterial system (e.g., new interchanges or interchange modifications that add capacity)
- Extends or expands the fixed guideway transit infrastructure
- Adds new or expands transit stations or terminals, including parking facilities
- Expands transit fleets or service levels (e.g., increased frequency, hours of operation)
- Alters the cost for users of the transportation system (e.g., cordon pricing, tolling, transit fares).
- Total estimated cost (capital + operating and maintenance) is greater than \$250 million

**GENERAL CRITERIA**

- Will open after 2021 and by year 2050
- Will seek federal, state or regional funding
- Will require federal or state action (e.g. project-level conformity, NEPA, CEQA)
- Supports Horizon's Guiding Principles (See Attachment C in Plan Bay Area Regionally-Significant Project Guidance)
- Supports the region's sustainable communities strategy (SCS)



## **NAPA VALLEY TRANSPORTATION AUTHORITY Board Agenda Letter**

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**TO:** Board of Directors  
**FROM:** Kate Miller, Executive Director  
**REPORT BY:** Kate Miller, Executive Director  
(707) 259-8634 / Email: [kmiller@nvta.ca.gov](mailto:kmiller@nvta.ca.gov)  
**SUBJECT:** State and Federal Legislative Update and State Bill Matrix

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### **RECOMMENDATION**

That the Napa Valley Transportation Authority (NVRTA) Board receive the State Legislative update prepared by Platinum Advisors (Attachment 1) and approve board position recommendations for bills on the State Bill Matrix (Attachment 2).

### **COMMITTEE RECOMMENDATION**

None

### **EXECUTIVE SUMMARY**

#### State Update

Attached is the State legislative update (Attachment 1) and the State Bill Matrix (Attachment 2), which includes several new bills introduced since the last report.

#### Federal Update

Ray Tellis was recently appointed as the Region IX Federal Transit Administrator (FTA) replacing Leslie Rogers who retired last year. In this role, Mr. Tellis will oversee FTA grant activities in California, Arizona, Hawaii, and Nevada and the territories of American Samoa, Guam and the Commonwealth of Northern Mariana Islands representing nearly 160 grantees. Mr. Tellis has more than 25 years of experience in public transportation including most recently where he served as the Director of FTA's Los Angeles Metropolitan Office.

### **PROCEDURAL REQUIREMENTS**

1. Staff Report
2. Public Comments
3. Motion, Second, Discussion and Vote



**FISCAL IMPACT**

Is there a Fiscal Impact? No

**SUPPORTING DOCUMENTS**

Attachments: (1) April 1, 2019 State Legislative Update (Platinum Advisors)  
(2) April 1, 2019 State Bill Matrix (Platinum Advisors)



April 1, 2019

TO: Kate Miller, Executive Director  
Napa Valley Transportation Authority

FR: Steve Wallauch  
Platinum Advisors

**RE: Legislative Update**

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**February General Fund Revenues:** The Department of Finance (DOF) and State Controller Betty Yee released reports on February's General Fund revenues, showing them in comparison to the 2019-20 governor's proposed budget.

February Tax Revenues	<u>Controller Feb</u>	<u>Controller Fiscal Year-to-Date</u>	<u>DOF Feb</u>	<u>DOF Fiscal Year-to-Date</u>
<b>Corporation</b>	\$96.715 million above projections	\$442.69 million above projections	\$102 million above projections	\$537 million above projections
<b>Personal Income</b>	\$1.82 billion <b>below</b> projections	\$4.9 billion <b>below</b> projections	\$137 million <b>below</b> projections	\$2.795 billion <b>below</b> projections
<b>Sales and Use</b>	\$407.7 million above projections	\$229.563 million above projections	\$152 million above projections	\$31 million <b>below</b> projections
<b>Total Revenues</b>	\$1.34 billion <b>below</b> projections	\$4.20 billion <b>below</b> projections	\$128 million above projections	\$2.218 billion <b>below</b> projections

These lower revenue numbers may force the Administration to reconsider its spending priorities as part of the May Revise. Given that the January Budget was based on a fiscal outlook that produced a \$21 billion surplus, adjustments made to accommodate a \$2 billion shortfall would not be significant. While the March number should be out next week, all eyes are on the April revenue numbers to determine how bright the fiscal pictures will be.

**State of the Judiciary:** Chief Justice Tani Cantil-Sakauye delivered her State of the Judiciary Address to the Legislature on March 19. She pointed out that justices and judges are becoming more diverse both in terms of gender and race, making them more representative of California as a whole. She discussed the importance of access to justice being three-dimensional – the ability to have a physical day in court, remote or online access to information and tools, and equal access to the justice system for those representing themselves. According to Cantil-Sakauye, challenges facing the judiciary in 2019 include income inequality, fines and fees on the poor, money owed for minor traffic offenses turning poor drivers into criminals, and ensuring that workplaces are safe and free from discrimination and harassment. She thanked Governor Newsom for his proposal to invest \$75 million in the courts to develop, implement, and evaluate pretrial detention decision-making pilot programs in 8 to 10 courts.

## **BUDGET**

**Homelessness Funding for Big Cities:** March 20, the 13 big city mayors met with the Governor and legislative leadership to request additional homelessness funding in the 2019-20 state budget. They noted that the \$150 million in Homeless Emergency Aid Program (HEAP) funding allocated in the 2018-19 budget will result in the creation of more than 4,000 shelter beds. Their request is for additional funding beyond the \$500 million already in the governor's budget proposal for shelter beds and wrap-around services. After the meeting, the governor stated that he had been swayed, and the budget would be adjusted, however specifics were not mentioned. It is likely that the budget adjustments will be announced as part of the May Revision on May 14, however that change will be incorporated with what will likely be lower-than-projected revenues for the budget year.

**Housing Trailer Bill:** The Department of Finance posted draft language implementing the Governor's proposal to accelerate the short and long-term development of housing in California. The proposal also includes the stick that could take away SB 1 local streets and roads funds from local government if they do not zone for their local fair share of housing. The language is a rough draft that needs a fair amount of polishing, but it provides an outline for the Governor's plan.

**Short-Term Goals:** The language directs the Department of Housing & Community Development (HCD) identify short-term statewide housing production goals. The goals would be based on the sum of three years of a county's current annualized regional housing needs allocation that would be achieved in calendar years 2020 and 2021. The new targets would build on the regional housing need goals for the region, and no region, city or county would have a target lower than its existing annualized target. The targets for each city and county would be determined as follows:

- Share of households within the county.
- Share of low-income households paying more than 50% of income toward housing within the county.
- Share of the current number of jobs available within the county

Long Term Reform: The language includes legislative declaration to develop a process that creates a transparent, fair, and objective process for identifying housing needs, and includes compliance outcomes through incentives and enforcement. HCD is directed to collaborate with the Office of Planning and Research and form a stakeholder group to develop an improved regional housing needs allocation process that streamlines and promotes housing development. The findings of this process must be completed by December 31, 2022.

Incentive Funds: The language would create the Local Government Planning Support Grant program. This program would implement the one-time grant funding included in the Governor's budget to update existing planning and zoning, as well as rewards for local entities that demonstrate progress toward increased housing production.

Planning Grants: The budget includes \$250 million for planning grants to cities, counties, and regions to implement necessary changes to comply with the new short-term housing goals.

Half of these funds would be for regional entities as defined in the language for developing regional action plans to achieve the short-term goals. While the definition includes the usual regional entities, such as the Association of Bay Area Governments (ABAG), Southern California Association of Governments (SCAG), and Sacramento Area Council of Governments (SACOG), it also groups the remaining counties into regions, which makes this process a little confusing. Between August 15<sup>th</sup> and December 31, 2019, the regions can apply to receive the planning funds. HCD would have 30 days to review the application and allocate up to 50% of the grant amount. The grant amount allocated to each region would be based on the number and size of each city and county within the region.

By December 31, 2019, the regions must prepare and submit an action plan that specifies a strategy to meet the short-term housing goals. The action plan must include among other elements an engagement process with the local jurisdictions, analysis of local policies and practices, yearly action plan goals for each city and county, and a mechanism to evaluate progress in meeting the goals. These funds can be spent on technical assistance, feasibility studies, developing policies that link transportation funds to housing outcomes, and infrastructure planning including sewers, water systems, transit and roads.

The remaining \$125 million would be awarded to cities and counties that demonstrate a commitment to participate in the development of the action plan. The grant amounts to cities and counties would be based on population with the largest grants totaling \$750,000 for jurisdictions with a population over 200,000. These funds would be allocated by December 31, 2019. If the city or county is located in a region that did not submit a regional request for funds, that city or county may still apply for funds.

**Reward Funds:** The budget includes \$500 million earmarked for rewarding regions and local jurisdictions for demonstrated progress toward increased housing production. These funds can be used for any purpose. These funds would be allocated to regions based on that region's proportionate share of the annual housing target. The region would then develop an award methodology to allocate these funds to each city and county that meets specified criteria. For a city or county to receive the reward funds it must have a compliant housing element, have sufficient land zoned for housing to meet its goals, and submitted annual progress reports.

**The Stick:** The language requires HCD in collaboration with CalSTA and the Office of Planning and Research to engage a stakeholder group to propose "opportunities" to link receipt of SB 1 local streets and roads funds and other non-housing funding to meeting the required housing goals, such as having a compliant housing element and compliance with housing progress reports. These recommendations can be implemented administratively or through the legislative process.

However, the language goes on to allow beginning on July 1, 2023, to withhold any SB 1 local streets and roads funds from any city or county that does not have a compliant housing element and has not zoned for its annual housing goals. This is a lower bar than having to produce housing, but it gets worse. Starting by May 1, 2023, HCD shall report to the Controller the list of cities and counties that do not meet the housing requirements and the amount of funds to be withheld from the following fiscal year's SB 1 streets and roads allocation. The Controller would then reapportion the withheld funds to those cities and counties that comply with the housing requirements. Under this language there is no second chance.

## **LEGISLATION**

**Gut & Amends:** Last week was the deadline to amend spot bills in order to provide the policy committees time to review and hear these bills before first deadline. The first hearing deadline is on April 26<sup>th</sup>, which is when policy committees must act on all bills keyed fiscal. Given the high number of spot bills introduced, the last couple of weeks mirrored the introduction deadline with respect to the number of new bill proposals being unveiled. The attached bill matrix included several new measures for the NVTa to review and take action.



April 1, 2019

## New Positions

Bills	Subject	Status	Client - Position
<b><u>AB 285</u></b> <b><u>(Friedman D)</u></b> California Transportation Plan.	<p>AB 285 updates requirements of the California Transportation Plan (CTP) to reflect the state's recent environmental legislation. In particular, the bill requires Caltrans to include in the CTP the following:</p> <ul style="list-style-type: none"> <li>• An overview of all sustainable communities and an assessment of how implementation of these strategies will influence the configuration of the statewide integrated multimodal transportation system.</li> <li>• A review of the potential impacts and opportunities for coordination of specified transportation grant programs, such as the Low Carbon Transit Operators Program and the Transit and Intercity Rail Program.</li> <li>• A forecast of the impacts of advanced and emerging technologies, including shared, autonomous, connected, and electric transportation options, over a 20-year horizon on infrastructure, access, and transportation systems.</li> </ul>	ASSEMBLY NAT. RES.	RECOMMENDED POSITION: WATCH
<b><u>AB 752</u></b> <b><u>(Gabriel D)</u></b> Public transit: transit centers: lactation rooms.	AB 752 is no longer a spot bill. As amended, this bill would require a "multimodal transit station" that includes a public restroom and commences operations, or a renovation after January 1, 2021 to include a lactation room.	ASSEMBLY TRANS	RECOMMENDED POSITION: WATCH



<p><b><u>AB 752</u></b> <b>(Cont.)</b></p>	<p>The bill does not define a “multimodal transit station,” but it does define through a code reference a transit station to include rail/light rail or ferry terminal, a bus hub, or a bus transfer station. The Government Code referenced in the bill defines bus hub or bus transfer station as follows:</p> <p>“Bus hub” means an intersection of three or more bus routes, with a minimum route headway of 10 minutes during peak hours</p> <p>“Bus transfer station” means an arrival, departure, or transfer point for the area’s intercity, intraregional, or interregional bus service having permanent investment in multiple bus docking facilities, ticketing services, and passenger shelters.</p>		
<p><b><u>AB 784</u></b> <b>(Mullin D)</b> Sales and use taxes: exemption: California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project: transit bus vehicles.</p>	<p>AB 784 was gutted and amended to include a proposal to exempt medium and heavy duty zero emission transit vehicles from the state’s sales tax. Locally imposed sales taxes would still apply, as well as specified statewide taxes.</p> <p>Specifically, AB 784 would exempt from the state sales tax any zero-emission technology medium or heavy-duty transit bus vehicle that is eligible for a rebate from the Hybrid and Zero Emission Truck and Bus Voucher Incentive Program (HVIP). This sales tax exemption would sunset on January 1, 2024.</p>	<p>ASSEMBLY REV. &amp; TAX</p>	<p>RECOMMENDED POSITION: SUPPORT</p>
<p><b><u>AB 847</u></b> <b>(Grayson D)</b> Transportation finance: priorities: housing.</p>	<p>As introduced, AB 847 would create a funding incentive for cities and counties to produce housing by reallocating non-Article 19 transportation funds and provide bonuses for certain funding programs.</p>	<p>ASSEMBLY RLS.</p>	<p>RECOMMENDED POSITION: WATCH</p>

<p><b><u>AB 847</u></b> <b>(Cont.)</b></p>	<p>However, the bill was recently gutted and amended to now create a new competitive grant program. This bill does not provide a funding source, but it directs the Department of Housing and Community Development to create a grant program that would offset up to 100% of any local transportation impact fees imposed on housing project that includes at least 20% affordable units.</p>		
<p><b><u>AB 1350</u></b> <b>(Gonzalez D)</b> Youth Transit Pass Pilot Program.</p>	<p>AB 1350 would create the Youth Transit Pass Pilot Program. This bill is similar to prior efforts to create a funding program to provide free transit passes to persons under 25 years old. AB 1350 does not include an appropriation, but points to a future appropriation of greenhouse gas reduction funds.</p> <p>The bill directs Caltrans to create the program that would allocate grants to eligible entities. The grants would be capped at \$5 million and be no smaller than \$20,000.</p> <p>This bill might be a little premature. UCLA is currently undertaking a study to examine and summarize the various types of student transit pass programs in California. As you may recall, former Governor Brown vetoed a similar bill because of the need for additional information on existing programs. The UCLA study is not expected to be completed until the end of this year.</p>	<p>ASSEMBLY TRANS.</p>	<p>RECOMMENDED POSITION: WATCH</p>
<p><b><u>AB 1351</u></b> <b>(Lackey R)</b> Transit operators: paratransit and dial-a-ride services.</p>	<p>AB 1351 amends Transportation Development Act (TDA) to add requirements on determining eligibility for paratransit service. The bill would require that a determination be made within 7 days of submitting a complete application, allow an applicant to submit proof electronically that another transit operator determined that the person is eligible for paratransit, and require that service will be provided at any requested time.</p>	<p>ASSEMBLY TRANS</p>	<p>RECOMMENDED POSITION: OPPOSE UNLESS AMENDED</p>

<p><b><u>AB 1351</u></b> <b>(Cont.)</b></p>	<p>This bill will be significantly amended due to concerns expressed by transit operators and policy consultants. Assembly Transportation Committee is proposing amendments to direct California State Transportation Agency (CalSTA) to develop guidelines for transit operators to follow that would ease the ability of paratransit users to access services in cities while traveling.</p>		
<p><b><u>AB 1402</u></b> <b>(Petrie-Norris D)</b> Active Transportation Program.</p>	<p>AB 1402 would revise the allocation process for Active Transportation Funds. AB 1402 is substantively similar to the changes made to the ATP in SB 152 (Beall), but the bills are structured differently. Overall the changes in AB 1402 include the following:</p> <ul style="list-style-type: none"> <li>• Modified the distribution formula to increase from 40% to 75% that is allocated to metropolitan planning organizations (MPO), increase the rural county share from 10% to 15%, and reduce the statewide pot that is administered by the CTC from 50% to 10%.</li> <li>• Shift greater administrative control for the regional share to the MPOs.</li> <li>• Provide geographic balance in the selection of projects funded through the statewide competitive program.</li> </ul>	<p>ASSEMBLY TRANS.</p>	<p>RECOMMENDED POSITION: SUPPORT</p>
<p><b><u>AB 1568</u></b> <b>(McCarty D)</b> General plans: housing element: production report: withholding of</p>	<p>AB 1568 would require each city and county to meet its housing production numbers in order to receive its share of local street and road funds.</p> <p>Under AB 1568, starting with the 2022-23 fiscal year, any city or county that fails to meet its production report</p>	<p>ASSEMBLY H &amp; C. D.</p>	<p>RECOMMENDED POSITION: OPPOSE</p>

transportation funds	requirements in its housing element will not receive its SB 1 local streets and roads funds. The withheld funds would be distributed to the city or county once that city or county complies with the production report AND submits a list of road projects to be funded by the allocation.		
<b><u>AB 1633</u></b> <b>(Grayson D)</b> Regional transportation plans: traffic signal optimization plans.	AB 1633 authorizes each city within the jurisdiction of the Metropolitan Transportation Commission (MTC) to develop and implement a traffic signal optimization plan. The bill also directs Caltrans to ensure its traffic signals within these cities are adjusted and maintained in accordance with the plan.	ASSEMBLY TRANS	RECOMMENDED POSITION: WATCH
<b><u>SB 152</u></b> <b>(Beall D)</b> Active Transportation Program.	<p>SB 152 would implement some of the findings made by the Legislative Analysts Office (LAO) regarding the administration of the Active Transportation Program (ATP). The goal is to streamline the administrative process for awarding ATP funds. The bill includes the following changes:</p> <ul style="list-style-type: none"> <li>• Modified the distribution formula to increase from 40% to 75% that is allocated to metropolitan planning organizations (MPO), increase the rural county share from 10% to 15%, and reduce the statewide pot that is administered by the CTC from 50% to 10%.</li> <li>• Shift greater administrative control for the regional share to the MPOs.</li> <li>• Increase reporting requirements from the MPOs to the CTC.</li> </ul>	SENATE TRANS	RECOMMENDED POSITION: SUPPORT

<b><u>SB 235</u></b> <b>(Dodd D)</b> Planning and zoning: housing production report: regional housing need allocation	SB 235 allows the City of Napa and County of Napa to reach an agreement under which the county would be allowed to count certain housing units built within the city toward the county's regional housing needs assessment (RHNA) requirement. The Napa Pipe project is the genesis for this bill.	SENATE HOUSING	RECOMMENDED POSITION: SUPPORT
<b><u>SB 397</u></b> <b>(Glazer D)</b> Public transit operators: passengers with pets: evacuation orders.	SB 397 would require a public transit operator when moving people from an evacuation area to allow passengers to board with their pets. The bill also requires transit operators to develop best practices for allowing pets on public transit vehicles serving evacuation areas. The bill limits pets to cats or dogs.	SENATE TRANS	RECOMMENDED POSITION: SUPPORT

### **Existing Positions**

<b>Bills</b>	<b>Subject</b>	<b>Status</b>	<b>Client - Position</b>
<b><u>AB 11</u></b> <b>(Chiu D)</b> Community Redevelopment Law of 2019.	AB 11 would enact the Community Redevelopment Act of 2019 and allow local governments to form a housing and infrastructure agency that would focus on affordable housing and infrastructure investments. The bill requires a seat on the governing board for each affected taxing entity, and it allows an affected taxing entity to elect to contribute to the regional development agency (RDA) or not. In addition, the bill also allows an RDA to capture the growth on the schools' share (i.e. Educational Revenue Augmentation Fund [ERAF]) of the property tax growth.  AB 11 does require any new RDA to be approved by the Strategic Growth Council, which must find that the redevelopment plan furthers greenhouse gas (GHG) reduction goals and the fiscal impact to the state for backfilling the lost ERAF growth does not exceed a yet to be specified	ASSEMBLY H & C D.	WATCH

	<p>amount. The new RDA could finance housing, transit, transit priority projects, interchanges, bridges, parks and port infrastructure, to name a few. The projects do not need to be located within the redevelopment area, but must have a nexus to the project area.</p>		
<p><b>AB 147 (Burke D)</b> Use taxes: collection: retailer engaged in business in this state.</p>	<p>AB 147 was unanimously approved by the Senate Committee on Governance &amp; Finance, which would enact changes to implement the South Dakota v. Wayfair decision. Under Wayfair, the U.S. Supreme Court found that online retailers are required to collect and remit sales tax regardless of whether the online retailer has a physical presence in the state where the order is delivered.</p> <p>The California Department of Tax and Fee Administration (CDTFA) through its authority has issued a letter stating how it intends to comply with this decision. The CDTFA proposal will take effect on April 1, 2019. The CDTFA proposal retains the \$100,000 threshold used in South Dakota, but CDTFA would apply that dollar threshold to sales within each taxing jurisdiction. This means the state sales tax would be collected once the \$100,000 threshold is reached, but local taxes would only be collected if sales within that local tax district also reach \$100,000.</p> <p>To simplify this process, AB 147 would propose a \$500,000 statewide threshold. State and local sales taxes would both be collected once a statewide total of \$500,000 in sales is reached. This bill would also require sales tax to be collected on all sales made through an intermediary, such as eBay or Amazon. Under AB 147 an entity that sales items through a “marketplace facilitator,” such as eBay, the marketplace facilitator is required to collect and remit the tax on all sales regardless of</p>	ASSEMBLY CONCURRENCE	SUPPORT



	the threshold. The local sales tax revenue would be allocated to the local tax districts.		
<b><u>AB 252</u></b> <b><u>(Daly D)</u></b> Department of Transportation: environmental review process: federal program.	AB 252 would repeal the sunset date on current law that delegates to Caltrans the authority for National Environmental Policy Act (NEPA) decision making. The existing NEPA Assignment Program authority would sunset on January 1, 2020. This program started as part of a pilot program under federal Safe, Accountable, Flexible, and Efficient Transportation Equity Act-A Legacy for Users (SAFETEA-LU) legislation and has been extended twice so far. AB 252 would make it a permanent program. The NEPA Assignment Program has streamlined the environmental process for both state and local transportation projects without compromising compliance with environmental laws and regulations.	ASSEMBLY APPR.	SUPPORT
<b><u>AB 314</u></b> <b><u>(Bonta D)</u></b> Public employment: labor relations: release time.	This bill would consolidate and uniformly apply existing laws to grant reasonable time-off with compensation for public employees for activities related to employee-employer relations. Existing law on release time does not cover public transit employees, but AB 314 would expand these release time provisions to include public transit employees. The bill would require a public employer to grant reasonable time off for employee representatives to testify at hearings before the personnel boards, participate in labor/management committees, investigate grievances, or participate at new employee orientations.	ASSEMBLY P.E. & R.	WATCH
<b><u>AB 659</u></b> <b><u>(Mullin D)</u></b> Transportation: emerging transportation technologies: California	AB 659 requires the CTC to form a working group, consisting of local governments and transportation entities that would develop the guidelines and selection criteria for the Smart City Challenge Grants. The bill envisions funding projects that use intelligent transportation systems and	ASSEMBLY TRANS.	WATCH

Smart City Challenge Grant Program.	applications that would reduce congestion, enhance mobility, safety, and spurring innovation. The bill does not currently identify or appropriate funds for this program.		
<b><u>ACA 1</u></b> <b>(Aguiar-Curry D)</b> Local government financing: affordable housing and public infrastructure: voter approval.	This constitutional amendment would lower the voter threshold for property tax increases, parcel taxes and sales taxes to 55% if the funds are used for affordable housing and infrastructure projects. This includes improvements to transit and streets and highways.	ASSEMBLY APPR	SUPPORT
<b><u>SB 5</u></b> <b>(Beall D)</b> Local-State Sustainable Investment Incentive Program.	SB 5 would allow an Enhanced Infrastructure Finance District (EIFD) authority to divert a portion of the ERAF property tax share to the IFD – not just the incremental growth, but the base share of ERAF. SB 5 would require any IFD that wants to capture the ERAF share to apply to the Sustainable Investment Incentive Committee, which SB 5 creates. The bill would limit the amount of ERAF tax revenue the Committee can approve to \$200 million each year, with the annual impact not to exceed \$1 billion. These limits are increased in future years.  SB 5 generally promotes the construction of housing and infill development that promotes transit use.	SENATE HOUSING	WATCH
<b><u>SB 50</u></b> <b>(Wiener D)</b> Planning and zoning: housing development: equitable	SB 50 is the reintroduction of SB 827 from last year. In general SB 50 would provide development incentives such as density bonuses and eliminating height restrictions for housing projects constructed near rail transit stations, ferry terminals, or along high-quality bus corridors. The bill would	SENATE GOV & FIN	WATCH

communities incentive.	<p>also provide these development incentives to projects located in “job rich” areas, which has not been fully defined.</p> <p>While likely no less controversial than SB 827 from last year, SB 50 does make several changes in an attempt to address concerns expressed about SB 827. The bill includes provisions to delay the application of SB 50 in areas deemed to be a “sensitive community,” which aims to address gentrification concerns. The bill also prohibits a project from being located at a site that would require housing to be removed, or if the site included rental housing in the past 7 years. SB 50 also allows local governments to opt out of SB 50 if they develop their own plans that increase density and multi-family housing near transit.</p>		
<p><b><u>SB 127</u></b> <b><u>(Wiener D)</u></b> Transportation funding: active transportation: complete streets</p>	<p>SB 127 would require Caltrans, starting with the 2020 State Highway Operation and Protection Program (SHOPP) to include investments that improve the safety of pedestrians and bicyclists. This bill would require Caltrans when it undertakes a capital improvement project on a state highway or a local street that crosses a state highway to include investments in or improvements to pedestrian and bicycle facilities. Caltrans is required to form a project development team for each project that include representatives from the local transportation agency, bicycle and pedestrian advisory committees, and representatives from disadvantaged communities. Bicycle and pedestrian investments are not required to be made on freeways, and Caltrans can seek to exempt a project if the investments would create an adverse impact or there is a demonstrated absence of need.</p>	SENATE TRANS.	WATCH

<p><b><u>SB 137</u></b>  <b><u>(Dodd D)</u></b>  Federal transportation funds: state exchange programs.</p>	<p>SB 137 would allow any city or county to swap federal transportation funds for state funds. The current exchange program is limited to regional transportation planning agencies with a population below 200,000. This measure is sponsored by California State Association of Counties (CSAC), and it is aimed at streamlining project delivery by removing the federal review process associated with using federal funds.</p>	<p>SENATE APPR</p>	<p>SUPPORT</p>
<p><b><u>SB 336</u></b>  <b><u>(Dodd D)</u></b>  Transportation: fully-automated transit vehicles.</p>	<p>SB 336 aims to address safety and customer service issues by requiring at least one public transit employee to be present on any fully-automated transit vehicle. The public transit employee shall be trained in passenger safety, communications, emergency preparedness, and assisting the disabled and elderly.</p>	<p>SENATE TRANS.</p>	<p>SUPPORT</p>