

# **Napa County Transportation and Planning Agency**

625 Burnell Street  
Napa, CA 94559



## **Agenda - Final**

**Thursday, July 9, 2015**

**2:00 PM**

**NCTPA/NVTA Conference Room**

### **Technical Advisory Committee**

*All materials relating to an agenda item for an open session of a regular meeting of the Technical Advisory Committee (TAC) which are provided to a majority or all of the members of the TAC by TAC members, staff or the public within 72 hours of but prior to the meeting will be available for public inspection, on and after at the time of such distribution, in the office of the Secretary of the TAC, 625 Burnell Street, Napa, California 94559, Monday through Friday, between the hours of 8:00 a.m. and 5:00 p.m., except for NCTPA holidays. Materials distributed to a majority or all of the members of the TAC at the meeting will be available for public inspection at the public meeting if prepared by the members of the TAC 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 TAC on any item at the time the TAC 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 TAC Secretary. Also, members of the public are invited to address the TAC 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 the Administrative Assistant, at (707) 259-8631 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 NCTPA website at [www.nctpa.net](http://www.nctpa.net), click on Minutes and Agendas – TAC or go to <http://www.nctpa.net/technical-advisory-committee-tac>.***

***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. Introductions****3. Public Comment****4. Committee Member and Staff Comments**

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

**5. STANDING AGENDA ITEMS****5.1 Congestion Management Agency (CMA) Report\* (Kate Miller)**

*Information*

**5.2 Project Monitoring Funding Programs\* (Alberto Esqueda)**

*Information*

**5.3 Transit Update (VINE Performance) (Tom Roberts)**

*Information*

**5.4 Caltrans' Report (Ahmad Rahimi)**

*Information*

**5.5 Vine Trail Update (Rick Marshall)**

*Information*

**6. CONSENT AGENDA****6.1 Meeting Minutes of June 4, 2015 TAC Meeting (Kathy Alexander)**

**Recommendation:** Approval

**Attachments:** [6.1 6-4-15 TAC Meeting Minutes DRAFT.pdf](#)

**6.2 Meeting Minutes of June 4, 2015 TAC/CAC Meeting (Kathy Alexander)**

**Recommendation:** Approval

**Attachments:** [6.2 6-4-15 TAC-CAC Meeting Minutes DRAFT.pdf](#)

- 6.3 Meeting Minutes of June 25, 2015 Special TAC Meeting (Kathy Alexander)

**Recommendation:** Approval

**Attachments:** [6.3 6-25-15 TAC Special Meeting Minutes DRAFT.pdf](#)

## 7. REGULAR AGENDA ITEMS

- 7.1 Pedestrian Plan Update (Diana Meehan)  
Fehr & Peers will provide an update on the Pedestrian Plan and TAC will approve proposed evaluation criteria.

**Recommendation:** Information/Approval

**Attachments:** [7.1 Countywide Pedestrian Master Plan Update.pdf](#)

- 7.2 Bicycle and Pedestrian Count and Survey Locations Review (Diana Meehan)

**Recommendation:** Information

**Attachments:** [7.2 Bicycle and Pedestrian Count and Survey Locations.pdf](#)

- 7.3 Napa Countywide Transportation Plan (Danielle Schmitz)  
TAC will review the draft Countywide Transportation Plan (CTP) Investment Plan and recommend the NCTPA Board release the draft Plan for public comment and review.

**Recommendation:** Approval

**Attachments:** [7.3 Napa Countywide Transportation Plan Draft.pdf](#)

- 7.4 Regional Transportation Improvement Program (RTIP) 2016 Update (Danielle Schmitz)

**Body:**

- a. Recap of 2014 RTIP
- b. 2016 Fund estimate
- c. NCTPA RTIP proposed policy

**Recommendation:** Information/Approval

**Attachments:** [7.4 Regional Transportation Improvement Program 2016 STIP Update.pdf](#)

- 7.5 Regional Transportation Program (RTP) Call for Projects (Alberto Esqueda)

**Recommendation:** Information/Discussion

**Attachments:** [7.5 Regional Transportation Plan Update.pdf](#)

## 8. FUTURE AGENDA ITEMS

## 9. ADJOURNMENT

\*Report will be handed out at meeting

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 NCTPA offices, 625 Burnell Street, Napa, CA, by 5:00 p.m., Thursday, July 2, 2015 /s/ Karalyn E. Sanderlin, NCTPA Board Secretary

**Napa County Transportation and Planning Agency**

**Technical Advisory Committee (TAC)**

***MINUTES***

**Thursday, June 4, 2015**

**ITEMS**

**1. Call to Order**

Chair Kirn called the meeting to order at 2:05 PM.

Brent Cooper	City of American Canyon
Jason Holley	City of American Canyon
Mike Kirn, Chair	City of Calistoga
Eric Whan	City of Napa
Debra Hight	Town of Yountville
Nathan Steele	Town of Yountville
Rick Marshall	County of Napa
Doug Weir	Paratransit Coordinating Council

**2. Introductions**

Chair Kirn asked all in attendance to introduce their self.

**3. Public Comments**

None.

**4. TAC Member and Staff Comments**

***Information Only / No Action Taken***

NCTPA (Diana Meehan)

- Bike to Work Day went well.

Town of Yountville (Debby Hight)

- Micro surface paving project is underway
- South Washington sidewalk and gutter work completed, however the two streetlights are still on order.
- Concrete was poured on a (previously dirt) walking path in one of the subdivisions.

NCTPA (Kate Miller)

- State Route 29 Channelization Project groundbreaking on Tuesday, June 9, 2015, 4 p.m. at Louis M. Martini Winery in St. Helena.

Metropolitan Transportation Commission (MTC) (Ursula Vogler)

- Handed out flyers for the Climate Initiatives Parking Management Transportation Demand Management Grant Program and briefly reviewed the program. Letters of Interest are due July 17, 2015.
- Safe Routes to School evaluation is wrapping up. Ursula will provide a presentation when the report is finalized.

NCTPA (Herb Fredricksen)

- Bid opening for the Vine Trail Oak Knoll Segment is Friday, June 5, 2015 at 11 a.m.
- New electric vehicle charging stations will be installed at NCTPA/Soscol Gateway Transit Center this week
- Working on a new bus stop location at Napa Valley College
- Working on plans for a sidewalk on the east side of Burnell Street
- RSA+ is surveying the Vine Trail Vallejo to Third Street segment

City of Napa (Eric Whan)

- Working on finalizing the cooperative agreement with Caltrans for the roundabouts

[Jason Holley arrived at 2:15 p.m.]

City of American Canyon (Jason Holley)

- The Park and Ride is close to completion

[Brent Cooper arrived at 2:18 p.m. – with his arrival, quorum was met]

## **5. STANDING REGULAR AGENDA ITEMS**

*Information Only / No Action Taken*

### **5.1 Congestion Management Agency (CMA) Report (Kate Miller) –**

- One Bay Area Grant (OBAG) funding amounts will be reduced for the next four years
- The CMAs are working with MTC staff to keep funding amounts constant
- Participated in MTC's Parking Pricing Analysis seminar

### **5.2 Project Monitoring Funding Programs (Alberto Esqueda)**

- Handout 1a – American Canyon sent Rio DelMar/Los Altos/Theresa Ped Project award package on May 22, 2015
- Handout 1b – Two new projects sent to yellow: Devlin Road and Vine Trail Extension (American Canyon); and Petrified Forest Road and SR 128 Intersection Improvements (Calistoga)
- City of Napa roundabouts moved to June
- Handout 1c – Oakville Crossroad bridge

**5.3 Transit Report (*VINE Ridership*) (Tom Roberts)**

- BottleRock tickets included a free ride on any VINE Bus Route; BottleRock ridership was double over last year's ridership.

**5.4 Caltrans Report - no report - Ahmad Rahimi was unable to attend the meeting.**

**5.5 VINE TRAIL REPORT**

Jason Holley reported the City of American Canyon and the Solano Transit Authority submitted an Active Transportation (ATP) grant for a 5 mile portion of the Vine Trail.

Herb Fredricksen added NCTPA submitted an ATP application for the Calistoga to St. Helena portion of the Vine Trail.

Vine Trail Oak Knoll groundbreaking scheduled for Thursday, August 6, 2015.

**6. CONSENT AGENDA ITEMS (6.1)**

**6.1 Approval of Meeting Minutes**

**MOTION MADE by WHAN SECONDED by COOPER to APPROVE the May 7, 2015 minutes as presented. Motion Passed Unanimously.**

**7. REGULAR AGENDA ITEMS**

**7.1 Regional Transportation Plan (RTP) (Alberto Esqueda)**

- Reviewed fund sources
- Reviewed funding eligibility
- Provided a demonstration on the online application process
- Noted projects must be submitted by the end of July

**7.2 Pedestrian Plan (Diana Meehan)**

*Information Only / No Action Taken*

- Walk audits have been completed
- Requested TAC review benchmarks and existing conditions and provide any corrections to Diana by June 12, 2015
- Reviewed criteria for scoring projects – requested input from TAC

**7.3 Transportation Fund for Clean Air (TFCA) Fiscal Year End (FYE) 2016 Project List (Diana Meehan)**

*Action Item*

Project list consists of: City of Napa - SR 29 Undercrossing; City of Napa - Tulocay Creek Bridge and Trail, and County of Napa – Hybrid Vehicles

(14). There will be approximately \$7,000 of left over funds. Staff is requesting approval of the project list.

**MOTION MADE by HOLLEY SECONDED by HIGHT to APPROVE the TFCA FYE 2016 Project List as presented. Motion Passed Unanimously.**

**7.4 Safe Routes to School (SRTS) Additional Year of OBAG Funding (Diana Meehan)**

*Action Item*

The original OBAG 1 program was a four-year program terminating in FY 2015-16. Funding shortfalls prompted MTC to extend the four year program to five years to ensure that projects prioritized in OBAG 1 would have sufficient funding to move forward. This additional year (FY 2016-17) of funding included \$56,000 for Napa County's SRTS Program. The funds must be used on existing SRTS projects or programs or be rolled over into a future funding cycle. Staff is recommending that the additional revenues be programmed to the Napa County Office of Education (NCOE) SRTS program rather than complete an additional call for projects.

**MOTION MADE by KIRN SECONDED by HOLLEY to APPROVE the rollover of \$56,000 into OBAG Cycle 2 to be used for future SRTS projects. Motion Passed Unanimously.**

**7.5 Legislative Update and State Bill Matrix (Kate Miller)**

*Information Only / No Action Taken*

Kate Miller reviewed the legislative update and bill matrix.

**7.6 NCTPA Board of Director's Agenda for June 17, 2015 (Kate Miller)**

*Information Only / No Action Taken*

Kate Miller reviewed the agenda items.

**8. FUTURE AGENDA ITEMS**

None.

**9. ADJOURNMENT**

The next regular meeting date is July 9, 2015.

Meeting adjourned at 3:17 pm.

**Napa County Transportation and Planning Agency**

**Technical Advisory Committee (TAC)/  
Citizen's Advisory Committee (CAC)**

**MINUTES**

**Thursday, June 4, 2015**

**ITEMS**

**1. Call to Order**

TAC Chair Kirn called the meeting to order at 3:35 PM.

TAC members in attendance:

Brent Cooper	City of American Canyon
Jason Holley	City of American Canyon
Mike Kirn, Chair	City of Calistoga
Debra Hight	Town of Yountville
Nathan Steele	Town of Yountville
Rick Marshall	County of Napa
Doug Weir	Paratransit Coordinating Council

CAC members in attendance:

James Feczko  
Beta Hyde  
Bria Schlotman  
Catherine Heywood  
Michael Baldini  
Sandy Elles  
Chuck McMinn  
Lou Penning  
Genji Schmeder  
Joel King  
Dieter Deiss

**2. Introductions**

Chair Kirn asked all in attendance to introduce themselves.

**3. Public Comments**

None

#### **4. Napa Countywide Transportation Plan: Vision 2040 *Moving Napa Forward***

(Kate Miller)

- Reviewed the work on the Countywide Transportation Plan (CTP) to date
- Provided an update on the work in progress
- Provided a summary of the challenges
- Reviewed the projected revenue shortfall
- Reviewed types of potential additional funds

A discussion followed, including:

- Whether funds should be spent on maintenance or capacity
- Requesting a statewide change to gas tax allocations
- The need to make Caltrans aware that the most congested roads in Napa county are state highways and work with them to address the issue
- Coalitions with other counties to leverage funds
- CAC's letter to NCTPA Board, recommending the adoption of five large-impact recommendations: 1) Remove Barriers for Rail Transit; 2) Build Infrastructure for Active Transportation; 3) New Park and Ride Lots and Local Shuttles; 4) Advocate and Prepare for Driverless Car Technology; and 5) Connect to Affordable Housing
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[During the discussion Rick Marshall and Brent Cooper had to leave the meeting]

Kate Miller encouraged the CAC members to address comment letters to the NCTPA Board in time for its July 15<sup>th</sup> meeting.

Attendees were in agreement to support splitting funding, half on capacity, half on maintenance. TAC did not take action as there was no longer a quorum.

#### **5. ADJOURNMENT**

Meeting adjourned at 4:52 pm.

**Napa County Transportation and Planning Agency**

**Technical Advisory Committee (TAC)**

***MINUTES***

**Thursday, June 25, 2015, 10:00 A.M.**

**ITEMS**

**1. Call to Order**

TAC Chair Kirn called the meeting to order at 10:03 AM.

TAC members in attendance:

Brent Cooper	City of American Canyon
Jason Holley	City of American Canyon
Mike Kirn, Chair	City of Calistoga
Eric Whan	City of Napa
Rick Tooker	City of Napa
Steve Palmer	City of St. Helena
Joe Tagliaboschi	Town of Yountville
Debra Hight	Town of Yountville
Nathan Steele	Town of Yountville
Steve Lederer	County of Napa

**2. Introductions**

Chair Kirn called for round table introductions.

**3. Public Comments**

T. C. Hulseley encouraged the Committee to recommend funding the full project.

**4. VINE TRAIL**

Kate Miller reviewed the existing revenues and project costs, and provided a separate spreadsheet that did not include the Trower to Wine Country Rd, Darms segment or the Redwood Park and Ride easement and improvements.

Eric Whan recommended moving forward with the base project bid, not including the Trower to Wine Country Section. The City of Napa has offered to grade, provide base, and pave the Trower to Wine Country Road segment of the Vine Trail once the easement has been acquired. Additionally, the City of Napa is reviewing the Redwood Park and Ride area to reduce congestion.

[Joe Tagliaboschi joined the meeting at 10:11 a.m.]

There was a discussion about various possible modifications to the project and cost saving measures.

Public comments included:

- Meeting with the contractor to discuss value engineering
- Apply any cost savings to secure easements for the full project.
- A request was made that the Committee recommend completing the entire portion of the Oak Knoll segment of the Vine Trail.

Kate Miller recommended that the Committee consider the project scope and funding separately. She also recommended that an ad hoc committee be formed on value engineering for both the existing federal project and the potential additions.

**MOTION MADE by HOLLEY, SECONDED by LEDERER, to recommend the base project of \$7,192,539 less the \$107,000 for the railing, resulting in a cost of \$7,008,539 to the NCTPA Board, and an ad hoc committee to discuss value engineering with the contractor to reduce costs. Motion Passed Unanimously.**

Chair Kirn thanked the Napa Valley Vine Trail, County of Napa and City of Napa for their additional contributions to the project. He added that he did not think Transportation Development Act (TDA) Article 3 funds should be used for the project.

Kate Miller stated NCTPA included the TDA Article 4 funds as an emergency solution to the critical funding shortfall in order to allow the project to proceed.

There was a lengthy discussion regarding funding sources and potential scenarios for funding the shortfall including a number of questions about what are the specific requirements that determine the amount of TDA Article 4 funds that can be used on a project

**MOTION MADE by LEDERER, to recommend funding the project with \$159,000 of TDA Article 3 funds and \$266,000 in TDA Article 4 funds. SECONDED by WHAN, with the amendment that TDA Article 3 funds are used last, and that any cost savings realized would be applied to TDA Article 3 funds. Lederer agreed to the amendment. Motion Passed Unanimously.**

The members of the ad hoc committee for value engineering are:

Eric Whan  
Philip Sales  
Joe Tagliaboschi  
Rick Marshall  
Herb Fredricksen

## **5. ADJOURNMENT**

Meeting adjourned at 11:21 a.m.



July 9, 2015  
TAC Agenda Item 7.2  
Continued From: New  
Action Requested: **ACTION**

## NAPA COUNTY TRANSPORTATION AND PLANNING AGENCY TAC Agenda Letter

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**TO:** Technical Advisory Committee (TAC)  
**FROM:** Kate Miller, Executive Director  
**REPORT BY:** Diana Meehan, Associate Planner  
(707) 259-8327 / Email: [dmeehan@nctpa.net](mailto:dmeehan@nctpa.net)  
**SUBJECT:** Countywide Pedestrian Master Plan-Proposed Evaluation Criteria

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### **RECOMMENDATION**

TAC will finalize the proposed evaluation criteria for pedestrian improvement projects for the Countywide Pedestrian Master Plan (CPMP).

### **EXECUTIVE SUMMARY**

To ensure consistency of the goals and visioning for the CPMP, NCTPA Staff and its consultants, Fehr & Peers, will work with the TAC to finalize evaluation criteria for pedestrian improvement projects. Comments on the proposed criteria made by the June 12, 2015 deadline are included in the draft criteria. The objective is to develop a list of 5 weighted criterion for the Plan to inform project scoring.

### **FISCAL IMPACT**

Is there a Fiscal Impact?      No

### **BACKGROUND AND DISCUSSION**

Consultants from Fehr & Peers met with staff in each jurisdiction to identify the project inventory within the pedestrian network, keeping the unique characteristics of each location in context. Inventory maps were created from these meetings and used in a series of public workshops held in January and February. From these exercises, Fehr & Peers created benchmarking for each jurisdiction. NCTPA has received comments from each jurisdiction on the benchmarking which will be taken into consideration during the development of the project prioritization criteria.

Walk audits took place in identified key focus areas in all jurisdictions in May. Walk audits focused on conducting visual surveys and observing physical characteristics and conditions while examining the connectivity and continuity of the area's surrounding pedestrian network. The audits will result in the development of a preliminary

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infrastructure improvement list for each area using proposed project prioritization criteria (Attachment 1).

The TAC will finalize the proposed project prioritization criteria and develop final weights for project scoring.

**Project Timeline:**

- July 2015: Finalize project prioritization criteria and project lists
- July-September 2015: Draft Plans & Guidelines
- October-January 2015: Environmental Review Process
- November-December 2015: Presentation/Final Adoption of Plans

**SUPPORTING DOCUMENTS**

Attachment(s): (1) Project Prioritization Criteria-Redline

Criterion	Data Set / Metric	Weight
Locally important project	<ul style="list-style-type: none"> <li>• Local excitement/ support</li> <li>• High economic benefits</li> <li>• Easy to implement, including ROW constraints or coordination/synergy with other projects</li> <li>• Supports goals of an existing Plan (General Plan / Specific Plan / Bike Plan)</li> </ul>	
Improves safety	<ul style="list-style-type: none"> <li>• Collision “Hot Spot” Location</li> </ul>	
Improves access to transit	<ul style="list-style-type: none"> <li>• Within ½ mile of a transit stop</li> </ul>	
Provides a key connection (sidewalk gap, trail connection, or mix of land uses served, etc.)	<ul style="list-style-type: none"> <li>• Missing sidewalk, critical location identified by public, or ranks high on Ped Index Map</li> </ul>	
Cost	<ul style="list-style-type: none"> <li>• Low, Medium, High Cost Level</li> </ul>	
Improves access to schools	<ul style="list-style-type: none"> <li>• Within ½ mile of school</li> </ul>	



July 9, 2015  
TAC Agenda Item 7.2  
Continued From: New  
Action Requested: **Information**

## NAPA COUNTY TRANSPORTATION AND PLANNING AGENCY TAC Agenda Letter

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**TO:** Technical Advisory Committee (TAC)  
**FROM:** Kate Miller, Executive Director  
**REPORT BY:** Diana Meehan, Associate Planner  
(707) 259-8327 / Email: [dmeehan@nctpa.net](mailto:dmeehan@nctpa.net)  
**SUBJECT:** Bicycle and Pedestrian Count and Survey Locations

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### **RECOMMENDATION**

That the TAC review recommended bicycle and pedestrian count and survey locations.

### **EXECUTIVE SUMMARY**

To help prioritize and plan for bicycle and pedestrian infrastructure improvements throughout the county, data on the use of the facilities and users will be collected. The purpose of this memo is to:

- Review and comment on the recommended count and survey location list for September 2015 bicycle and pedestrian counts and surveys. (Attachment 1)
- Review survey questions (Attachment 2)

### **FISCAL IMPACT**

Is there a Fiscal Impact?      No

### **BACKGROUND AND DISCUSSION**

Bicycle and pedestrian counts and surveys are necessary elements for evaluating existing active transportation facilities. Data collected over time can also be used to compare to earlier data collected and to make projections on potential future use. Data counts are also important informational components for securing potential funding sources such as the Active Transportation Program (ATP).

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The Metropolitan Transportation Commission (MTC) conducted regional counts and surveys in 2002 and provided updates to counts through 2012. The MTC effort will provide a critical baseline for how bicycling and walking has changed over time. These count and survey locations will remain on the list. The MTC count locations were selected using the following criteria:

1. High bicycle collision rates.
2. On the local or regional bicycle network (existing or proposed).
3. Proximity to major transit facilities.
4. Proximity to schools and colleges/universities.
5. Proximities to local or regional attractions/destinations.

The MTC locations are included on Attachment 1.

The ATAC selected count locations (Attachment 1) using the above criteria and recommended using counts listed in the Countywide Bicycle Plan.

Surveys were also administered at two (2) of the following County locations:

- City of Calistoga: Lincoln (SR29) at Washington
- City of Napa: Lincoln at Jefferson.

Based on feedback from ATAC members and staff review, additional recommended survey locations include:

- City of St. Helena: Main St. at Pope St.
- City of Napa: Commuter Path at Jefferson St
- City of Napa: Streblow Drive at Napa Valley College path
- City of American Canyon: Newell Dr. at American Canyon Road
- Other?

The MTC survey questions will be used along with additional questions as recommended by the ATAC and TAC (Attachment 2).

NCTPA staff is interested in including Napa County bike/pedestrian counts in the National Bicycle and Pedestrian Documentation Project (NBPDP), which is a joint effort between the Institute of Transportation Engineers (ITE), Alta Planning and Design, and the Pedestrian and Bicycle Council. The objective of the NBPDP is to:

- Establish a consistent national methodology for conducting bicycle and pedestrian counts and surveys.
- Establish a national database of bicycle and pedestrian count information generated by consistent methods and practices.

The NBPDP: provides all training information and materials for volunteers. Counts take place annually and information gathered will become part of a national shared database, and all participants will have access to data. The next official count date will

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be September 14<sup>th</sup> through 20<sup>th</sup> 2015. The desire to be included in the NBPDP process is accelerating the time line for local counts. Consequently, all locations for counts and surveys need to be determined no later than August 1, 2015 in order to recruit and train volunteers.

For more information on the National Bicycle and Pedestrian Documentation Project follow this link:

<http://bikepeddocumentation.org/>

### **SUPPORTING DOCUMENTS**

Attachment(s): (1) Count locations  
(2) Survey questions

**Bicycle and Pedestrian Count Locations-2015**  
**\* Indicates existing MTC Location/\*\* Bike Plan Location**

**ATTACHMENT 1**  
**TAC AGENDA ITEM**  
**JULY 9, 2015**

<b>JURISDICTION</b>	<b>LOCATION</b>	<b>SURVEY LOCATION</b>
American Canyon	*SR 29 and American Canyon Rd.	
American Canyon	**Donaldson Way and Elliott Dr.	
American Canyon	Wetlands Edge and Eucalyptus Dr.	
American Canyon	Newell Dr. and American Canyon Rd.	Recommended
City of Napa	*Jefferson and Lincoln	Yes
City of Napa	**Soscol and Vallejo St. (Commuter Path)	
City of Napa	**Soscol and Main/Central (Commuter Path)	
City of Napa	Redwood Rd. and Solano Ave.	
City of Napa	**Trancas St. and Old Soscol Ave/River Trail	
City of Napa	**Coombsville Rd. and Silverado Tr. (5-way)	
City of Napa	**Soscol and Third St.	
City of Napa	Tamarisk and Coombsville Rd.	
City of Napa	Gasser Drive and Imola Ave	
City of Napa	Linda Vista and Wine Country	
City of Napa	Solano Ave. and Linda Vista	
City of Napa	**Streblov Drive and NVC path	Recommended
City of Napa	Jefferson St. @ Commuter Path	Recommended
City of Napa	Redwood Rd. and Carol Dr.	
Unincorporated Napa County	**Silverado Tr. And Deer Park Rd.	
Unincorporated Napa County	**SR 29 and Oakville Grade	
Unincorporated Napa County	**Soscol Ferry Rd. and Devlin Rd.	
Unincorporated Napa County	*Drycreek Rd. and Orchard Avenue	
Unincorporated Napa County	*Old Sonoma Rd. and Hwy 121	
Unincorporated Napa County	*Silverado Tr. And Oakville Crossroad	
Yountville	*Yount St. and Finnell	
Yountville	Madison St. and Washington St.	
Yountville	Washington St. and Yount St.	
Yountville	California Dr. and Washington St.	
St. Helena	*Main St. and Adams **	
St. Helena	SR 29 and Grayson Ave.	
St. Helena	Main St. and Pope St.	Recommended
St. Helena	Main St. and Pratt St.	
St. Helena	SR 29 and El Bonita Dr.	
Calistoga	*Lincoln St. and Washington St.	Yes
Calistoga	**Silverado Tr. And Brannon St.	
Calistoga	**Grant St. and N. Oak St.	
Calistoga	**Cedar St. and Berry Street	

Maximum 4-6 locations for larger jurisdictions: American Canyon, City of Napa, Unincorporated Co.  
Maximum 2-3 locations for smaller jurisdictions: Yountville, St. Helena, Calistoga



July 9, 2015  
TAC Agenda Item 7.3  
Continued From: June 4, 2014  
**Action Requested: Approval**

## NAPA COUNTY TRANSPORTATION AND PLANNING AGENCY TAC Agenda Letter

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**TO:** Technical Advisory Committee (TAC)  
**FROM:** Kate Miller, Executive Director  
**REPORT BY:** Danielle Schmitz, Planning Manager  
(707) 259-5968 / Email: [dschmitz@nctpa.net](mailto:dschmitz@nctpa.net)  
**SUBJECT:** Release of the draft Napa Countywide Transportation Plan: Vision 2040 *Moving Napa Forward*

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### **RECOMMENDATION**

TAC will review the Countywide Transportation Plan (CTP) Investment Plan and recommend the NCTPA Board release the draft Plan for public comment and review.

### **EXECUTIVE SUMMARY**

As part of NCTPA's responsibilities under the interagency agreement with the Metropolitan Transportation Commission (MTC), the agency is tasked with developing long-range countywide transportation priorities to support regional planning and programming efforts. This effort informs MTC's Regional Transportation Plan (RTP) and the Sustainable Communities Strategy (SCS) which is updated every four years. NCTPA last updated the countywide transportation plan in 2009.

All elements of the plan are now completed in draft form and are ready for public comment and review. A link to the draft Plan will be provided by Thursday, July 9<sup>th</sup>. To submit a formal written comment, the official 30-day comment period will be from Wednesday, July 15, 2015 to Friday, August 14, 2015. The final Plan will be approved at the September 16, 2015 NCTPA Board Meeting. Written comments can be emailed to [plan@nctpa.net](mailto:plan@nctpa.net) or mailed to NCTPA at 625 Burnell Street, Napa, CA 94559.

### **FISCAL IMPACT**

Is there a Fiscal Impact? No

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## **BACKGROUND AND DISCUSSION**

NCTPA staff and its consulting team are nearing the end of plan development with anticipated adoption in September 2015. Important milestones that have been accomplished to date are as follows:

### **Public Outreach**

- Three public workshops in April 2015 for Project Review
- Citizen Advisory Committee Meetings - held in April, September, December 2014 and March and June 2015
- 16 Community Based Transportation Plan (CBTP) stakeholder outreach meetings
- Additional presentations as invited
- Public outreach efforts via KVON/KBBF and the NCTPA interactive web map
- Kick-off public workshops held in spring 2014

### **Projects and Revenues**

- Conducted a “call for projects” for a visionary 25-year list of projects and programs to be included in the Plan
- Round-Robin meetings with TAC to review project and program lists (March and October 2014 and March 2015)
- Formation of a TAC ad-hoc revenue committee to review project and program lists and assemble a constrained list of projects as well as discuss future revenue generating options for Napa County
- Compiled preliminary Revenue Projections
- Screened projects using Goals and Objectives – see Constrained Project List.
- At the May 7, 2015 meeting TAC approved the CTP Project and Program Lists.

### **White Papers**

- Created a series of White (issue and opportunity) Papers that define challenges and propose solutions for transportation over the 25 year period of the Plan including:
  - Mode shift and Travel Demand Management (TDM)
  - Travel Behavior
  - Transportation, Land Use and Development
  - Communities of Concern
  - Transportation Funding and New Revenue Sources
  - Prospects of Rail Transportation
  - Transportation and the Napa Economy Part 1: Jobs and Housing

- 
- Transportation and the Napa Economy Part 2: Goods Movement
  - Traffic Operations and Corridor Management
  - Transportation and Environmental Concerns
  - Transportation and Health
  - Emerging Technologies

### **Modeling Results**

- Modeling results have been completed and represented in level of service (LOS) and volume maps.

At the January 15, 2014 Board retreat, the Board reaffirmed Goals and Objectives for the Napa Countywide Transportation Plan: Vision 2040 Moving Napa Forward. To be consistent with the regional process, a new countywide transportation plan (CTP) should be completed every four years. The last NCTPA 25-year Countywide Transportation Plan was adopted in 2009 and used to inform Plan Bay Area, the Metropolitan Transportation Commission's long range plan adopted in 2013. The 2015 plan will be completed in time to inform the next regional plan which is scheduled for adoption in 2017.

After the initial compilation of projects submitted by the jurisdictions in summer 2014, NCTPA staff conducted round-robin meetings with each jurisdiction in early October to refine their project and program lists. Unlike the RTP, the CTP can be used as a visionary planning document and include financially unconstrained project and program lists.

The TAC approved the refined Project and Program lists at its May 7<sup>th</sup> meeting. NCTPA has included a final draft priority project list that reflects the financially constrained projects and programs and a visionary list that will provide an unconstrained list of projects and programs for the next 25 years as part of the Draft Investment Plan which was the subject of discussion at the June 4<sup>th</sup> joint TAC and Citizen's Advisory Committee meeting.

Based on preliminary fund projections, there will be a significant shortfall in funding available for CTP projects and programs. At their November 2014 meeting the TAC formed an ad-hoc revenue committee to review potential revenue sources that could alleviate this shortfall. The end result, once approved by the TAC and the Board, will form a blue print expenditure plan for future sales tax or other locally generated revenues. A draft constrained list of projects was prepared and will serve as a framework to develop the expenditure blueprint for the plan.

A draft of the "white papers" which was used to frame the chapters in the plan was distributed to the CAC and TAC for review and comments. Comments received were reviewed and changes were incorporated into the papers. Final draft white papers have been distributed to the TAC and the CAC.

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**PUBLIC OUTREACH**

Most of the public outreach meetings have been completed, including an update at the Board's May 20<sup>th</sup> meeting. The draft Plan is scheduled to go to the NCTPA Board on July 15<sup>th</sup> for an official 30 day review and comment period. The final Plan will be brought to the September 16<sup>th</sup> Board Meeting for adoption.

**NEXT STEPS**

Staff has completed the Draft CTP and will be presenting it to all NCTPA committees. The final draft of the document will be released to the public via the NCTPA website and available for public comment until August 14, 2015.

**SUPPORTING DOCUMENTS**

Attachments:

- (1) Countywide Transportation Plan Constrained Project List
- (2) Countywide Transportation Plan Revenue Projection 2015-2040
- (3) Countywide Transportation Plan Draft Investment Plan

Napa Countywide Transportation Plan  
Constrained 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	Avg Objectives Met
				Location	Start Point	End Point										
1	AC	Highway 29 Signal ATS	Install Advance Traffic Signal	SR 29			Vehicle	\$500,000	\$220,000	TFCA	\$ 280,000	2015				7
2	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				12
3	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				12
4	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				9
5	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				8
6	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		\$ 29,000,000	2021	2025			17
7	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	\$26,000,000	\$0	-	\$ 26,000,000	2021	2030	Yes		17
8	Calistoga	Pedestrian Safety Improvements SR 29 & Cedar Street	In Pavement Lighting	SR 29 and Cedar Street	SR 29	Cedar St	Pedestrian	\$100,000	\$0	-	\$ 100,000	2017	2018	No		13
9	Calistoga	Pedestrian Safety Improvements SR 29 & Brannan Street	In Pavement Lighting	SR 29 and Brannan Street	SR 29	Brannan St	Pedestrian	\$100,000	\$0	-	\$ 100,000	2017	2018	No		13
10	Calistoga	Washington Street Reconstruction	Complete Streets Enhancements along Washington Street	Washington Street	Lincoln	Oak	Vehicle	\$1,200,000	\$0	-	\$ 1,200,000	2017	2018	No		10
11	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/Rail	\$5,500,000	\$0	-	\$ 5,500,000	2020	2020-2040	Yes		9
12	City of Napa	Imola Corridor Sidewalk Improvements	Construct sidewalks along Imola Avenue where none exist or gaps are present from Foster Road to eastern City Limits	Imola Avenue	Foster Road	Eastern City Limits	Bike/Ped	\$6,500,000	\$20,000	NCTPA	\$ 6,480,000	2014	2020-2040	No		14
13	City of Napa	Jefferson/Imola Intersection Widening	Jefferson/Imola intersection modification	Jefferson/ Imola Intersection	-	-	Bike/Ped/Vehicle/Rail	\$3,000,000	\$0	-	\$ 3,000,000	2020	2020-2040	No		9
14	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	\$850,000	\$97,000	BTA; TDA-3	\$ 753,000	2013	2017	Yes		13
15	City of Napa	Soscol Avenue Widening	Widen Soscol Avenue-SR221-SR121 to six lanes from Magnolia Drive to Silverado Trail including median widening	Soscol Avenue	Magnolia Drive	Silverado Trail	Vehicle	\$22,000,000	\$0	-	\$ 22,000,000	2020	2020-2040	No		11
16	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/Rail	\$8,500,000	\$0	-	\$ 8,500,000	2020	2020-2040	Yes		12
17	City of Napa	Browns Valley Road Widening	Widen Browns Valley Road from Westview Drive to McCormick Lane	Browns Valley Road	Westview Drive	McCormick Lane	Bike/Ped/Vehicle/Rail	\$3,500,000	\$0	-	\$ 3,500,000	2020	2020-2040	No		10
18	City of Napa	5-way Intersection Modification	Construct intersection improvements at Silverado Trail/Third Street/Coombsville Road/East Avenue Intersection	Silverado/ Coombsville/ 3rd/ East Ave Intersection	-	-	Bike/Ped/Vehicle/Rail	\$8,500,000	\$3,500,000	Caltrans	\$ 5,000,000	2014	2019	Yes		12
19	City of Napa	Traffic Operations Center	Citywide signal coordination	-	-	-	Bike/Ped/Vehicle/Rail	\$2,000,000	\$0	-	\$ 2,000,000	2020	2020-2040	YES**		9
20	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	\$2,000,000	\$30,000	Local	\$ 1,970,000	2016	2020	No		6
21	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/Rail	\$3,500,000	\$0	-	\$ 3,500,000	2020	2020-2040	No		11
22	City of Napa	Solano/Redwood Intersection Widening	Widening and restriping modifications to the Solano Avenue/ Redwood Road Intersection	Solano/ Redwood Intersection	-	-	Bike/Ped/Vehicle/Rail	\$750,000	\$0	-	\$ 750,000	2020	2020-2040	No		10
23	City of Napa	Jefferson/Sierra Signal	New signal at Jefferson Street/ Sierra Avenue Intersection	Jefferson/ Sierra Intersection	-	-	Bike/Ped/Vehicle/Rail	\$500,000	\$0	-	\$ 500,000	2020	2020-2040	No		9
24	City of Napa	Railroad Crossing Upgrades	Upgrade all railroad crossings Citywide to concrete panels with flangeway fillers	-	-	-	Bike/Ped/Vehicle/Rail	\$2,500,000	\$0	-	\$ 2,500,000	2020	2020-2040	No		5
25	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	\$5,500,000	\$1,300,000	TMF	\$ 4,200,000	2015	2020	Yes		14
26	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	\$2,500,000	\$0	-	\$ 2,500,000	2025	2040	No		8
27	Napa County	Route 221*	Improve corridor operations	SR 221 Napa Vallejo Highway	SR 29	SR 121	Vehicle	\$5,200,000	\$0	-	\$ 5,200,000	2030	2040	No		13
28	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		8

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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	Avg Objectives Met
				Location	Start Point	End Point										
29	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	13
30	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	12
31	NCTPA	Vine Trail Fair Way Extension*	Construct Vine Trail	Fairway	Fair Way	Washington St.	Bicycle	CON	\$1,200,000	\$0	-	\$ 1,200,000	2015	2016	No	9
32	NCTPA	Napa Valley Vine Trail - Calistoga*	Construct Class I mixed use path	SR 29	Silverado Trail	Bothe State Park	Bike/Ped	CON	\$6,000,000	\$200,000	Local Donation	\$ 5,800,000	2016	2018	Yes	13
33	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	13
34	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	6
35	St Helena	Downtown Pedestrian Improvements	Install traffic calming devices (e.g., bulb outs), upgrade sidewalk, pedestrian lighting, pedestrian furniture, landscaping	Main Street (SR29)	Spring Street	Adams Street	Pedestrian	PE-CON	\$400,000	\$21,278	Local	\$ 378,722	2011	2018	No	12
36	St Helena	Sulphur Creek Class I Bikeway	Construct Class I Bikeway	Sulphur Creek	Sulphur Springs Avenue	Napa River	Bicycle		\$5,800,000	\$0	-	\$ 5,800,000	2020	2030	No	12
37	St Helena	Napa River Class I Bikeway	Construct Class I Bikeway (River Trail)	Napa River	South City Limit	North City Limit	Bicycle		\$9,800,000	\$0	-	\$ 9,800,000	2030	2040	No	10
38	VINE	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	16
39	VINE	Fueling Station (Construction and O&M)	Construction of new fueling station	TBD	-	-	Bus	CON	\$3,792,000	\$0	-	\$ 3,792,000	2017	2018	No	17
40	VINE	Rapid Bus Project	13.5 miles of bus rapid corridor enhancements	Vallejo to Napa	Vallejo Ferry Terminal	Napa Valley College	Bus	PE-CON	\$25,000,000	\$0	-	\$ 25,000,000	2020	2040	No	11
41	VINE	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	No	11
42	VINE	Bus/Agency Signage	New NCTPA Image, Including Bus Stop Signage	Napa County			Bus	None	\$550,000	\$0	-	\$ 550,000	2015	2018	No	5
43	VINE	ZE Bus Project	Acquisition of 2 zero emission buses for a zero emission pilot bus project	Napa County			Bus	CON	\$3,720,000	\$0	-	\$ 3,720,000	2018	2040	No	7
44	VINE	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	12
45	VINE	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	12
46	VINE	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	12
47	VINE	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	10
48	VINE	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	12
49	VINE	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	12
50	VINE	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	9
51	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	4
52	Yountville	South Veteran's Park Parking Improvements	Parking improvements to existing infrastructure	At veterans Park, Washington St. South of California Dr	N/A	N/A	Vehicle	Planning, Design, Construction	\$175,000	\$0	-	\$ 175,000	2020	2021	No	4
53	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	10
54	Yountville	Yountville Crossroads Bicycle Path & Sidewalk	A full lane bicycle path along Yountville Crossroads	Length of Yountville Crossroads and Yount St	Yountville Cross Roads and Yount St	Yountville Cross Roads and Stags	Bicycle	Planning, Design, Construction	\$1,500,000	\$0	-	\$ 1,500,000	2030	2031	No	13
55	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	3
<b>TOTAL CONSTRAINED LIST FUNDING SHORTFALL</b>												<b>\$429,141,390</b>				

Transportation \$ 252,364,294  
 Transit \$176,777,096  
 TOTAL \$ 429,141,390

# Countywide Plan Revenue Projections 2015-2040



Source	TRANSPORTATION REVENUE	Amount (\$'000)
Federal		
	OBAG (STP/CMAQ Jurisdictions)	47,512
State		
	TDA Article 3 Bike/Pedestrian (TDA 3)	4,121
	Regional Transportation Improvement Program (RTIP)	75,405
	Gas Tax Subvention	90,662
	AB105 (Gas Tax Swap) Streets and Roads Funding	115,175
Local		
	Measure T (FY2018-19 to FY2039-40)	349,172
	Class I Measure T Equivalent Funds	23,290
	Transportation for Clean Air (TFCA)	4,862
	General Fund/ Traffic Impact Fees	149,927
	Private Contributions	6,500

<b>Transportation Total</b>	<b>\$866,626</b>
Total Costs - Highway and Roads	\$1,396,784
Total Shortfall - Highway and Roads	(\$530,158)

Source	TRANSIT REVENUE	Amount (\$'000)
Federal		
	FTA Transit Operating	\$54,425
	FTA Transit Capital	\$4,914
State		
	State Transit Assistance (STA Transit Funds)	28,264
	Transportation Development Act- Transit (NCTPA)	173,666
	Low Carbon Transit Operating Program	3,279
Local		
	Lifeline Transportation Program	7,799
	Passenger Fares	36,079
<b>Transit Total</b>	<b>\$308,426.34</b>	
Total Costs - Transit	\$508,465	
Total Shortfall - Transit	(\$200,039)	

<b>TOTAL FUNDING SHORTFALL</b>	<b>(\$730,197)</b>
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\*All figures are for planning purposes and subject to updates/revisions.

## **Investment Plan**

### **I. Overview**

The purpose of the investment plan is to summarize the efforts and policy considerations involved to identify transportation infrastructure priorities in the County over the next 25 years. Projects submitted by jurisdictions were assessed in context of the Board adopted goals. Project submittals were also evaluated based upon total revenues and the types of revenues (color of funds) available and discretionary revenues that are expected to become available within the 25 year time frame.

An evaluation of the project submittals also informed which alternate revenues should be pursued. A number of other issues were considered when evaluating projects, including traffic congestion relief, and weighing community and regional interests. The Solano-Napa Transportation Model was used to evaluate project performance in context of anticipated development and population growth in the county, and in particular, those projects near or in proximity to the County's two priority development areas (PDAs) in downtown Napa and along Highway 29 in American Canyon. The plan also discusses balancing maintenance needs with capacity and expansion needs. Finally, a major challenge is how to reconcile local interests with policies established at the federal, state, and regional levels.

### **II. Goals - Assessing Projects in Context of Goals**

The Board established 6 goals for prioritizing investments in the Vision 2040 Plan. These goals are reiterated below:

- I. Serve the transportation needs of the entire community regardless of age, income or physical ability.
- II. Improve system safety in order to support all modes and serve all users. [safety]
- III. Use taxpayer dollars efficiently.
- IV. Support Napa County's economic vitality.
- V. Minimize the energy and other resources required to move people and goods.
- VI. Prioritize the maintenance and rehabilitation of the existing system.

The Board further noted that the goals were equally important.

Projects were scored by NCTPA staff and scoring was based on a series of objectives (performance measures) developed with the NCTPA member jurisdictions. A complete list of objectives can be found in **the Appendix (page XXX)**. Between two and six objectives for each goal were established. A more finite list of definitions was established to define each objective to ensure that all projects would be fairly assessed. This was particularly important in light of the Board's directive to weigh all goals equally. Therefore, it should be emphasized that the scores for the projects reflect no priority but

rather reflect how many of the goals were met by a particular project. The project that met the most objectives scored 27.

In general, projects that scored more points were largely expansion projects that supported more than one mode. As an example, expanding SR 29 in American Canyon from four to six lanes scored high because the project includes bicycle, pedestrian and automobile capacity improvements. The project improves system safety, addresses infrastructure needs for many members of the community, and supports the economic vitality of Napa County. Expanding transit infrastructure also scored well for similar reasons. The City of Napa's Imola Improvements and the County of Napa's Devlin Road Extension projects also scored high due to their multi-modal nature, and because the projects addressed transportation needs for all members of the community and are expected to contribute to the County's economic vitality.

Projects that scored lower generally met fewer objectives; however, this does not mean that they have a lesser value to the community. Often lower scores were assigned to projects replacing an existing structure such as NCTPA's Soscol Junction project and City of Napa's Main Street Sidewalk Expansion. Other projects did not score as high because they responded to a singular mode, such as the Town of Yountville's South Veteran's Park Parking Improvements or the VINE Bus Signage project.

Only projects on the constrained list – those projects prioritized for submittal in the Regional Transportation Plan - were scored. Projects have been defined in the plan as having distinct start and stop dates and with a cost greater than \$250,000 or \$100,000 for large jurisdictions and small jurisdictions respectively. The unconstrained list of projects are projects deemed important for to the community in the next 25 years but are not a priority for this RTP period due to limited funding; however, if revenues become available, these projects will become higher priorities.

Programs require a continuous infusion capital over the 25 year period and have no specific start and stop dates. The six programs that were defined for the jurisdictions include: Local Streets & Road maintenance; Local Streets and Roads Enhancements, Bridge/Culvert Maintenance and Rehabilitation, Intelligent Transportation Systems (ITS), Bicycle Network Maintenance and Rehabilitation; and Pedestrian Network Maintenance and Rehabilitation. The City of Napa also included upgrading railroad crossings. The VINE programs include operations; preventive maintenance; Shelter and Stop upgrades and replacement.

#### **A. Serve the transportation needs of the entire community regardless of age, income or physical ability.**

In order to equitably serve all members of the community, NCTPA completed an extensive outreach effort. This effort included holding meetings in every jurisdiction. NCTPA focused its effort on a number of groups to ensure it heard from all members of the community. These groups included schools, organizations that serve Spanish speakers, organizations that serve the disabled, organizations that

serve seniors, civic groups, various non-profit organizations, and business groups. There was a general consensus from many participants that improved pedestrian and bicycle access was desired. Additional comments from the public suggested that the transit system operate more frequently and have later hours. Other comments received recommended improvements to roadway condition and/or provided various suggestions to reduce congestion.

In addition to the broad outreach efforts, NCTPA analyzed Napa’s changing demographics and evaluated trends around the country. Results from that analysis concluded that seniors are the fastest growing group in Napa and many seniors do not or cannot drive. The analysis also noted that Napa County will continue to create new jobs but many of these jobs will be low income. The analysis also showed that housing will be insufficient to house new and lower income workers due to both supply and relative housing costs to the jobs being created. The cost of commuting in automobiles is expensive and detrimental to the environment. Creating alternate modes to address commute needs such as van pooling and transit will be essential to support Napa County’s workforce, particularly its low income workers. Recent trends show that younger generations are interested in using non-auto modes to get around and that the demand for transit is growing.

Chart XX.XX below shows commute modes currently used by County residents, based on the most recent American Community Survey (U.S. Census) data. It should be noted that the data does not reflect all trips completed by members of the community during the course of a week – only commute trips. In fact, roughly 20% of total trips are commute trips. Commute trips tend to be longer than non-commute trips but the mode used to commute is a good indicator of the population’s general mode preference.

Chart XX.XX – Napa County Residents Commute Mode from 2006-2010 American Community Survey

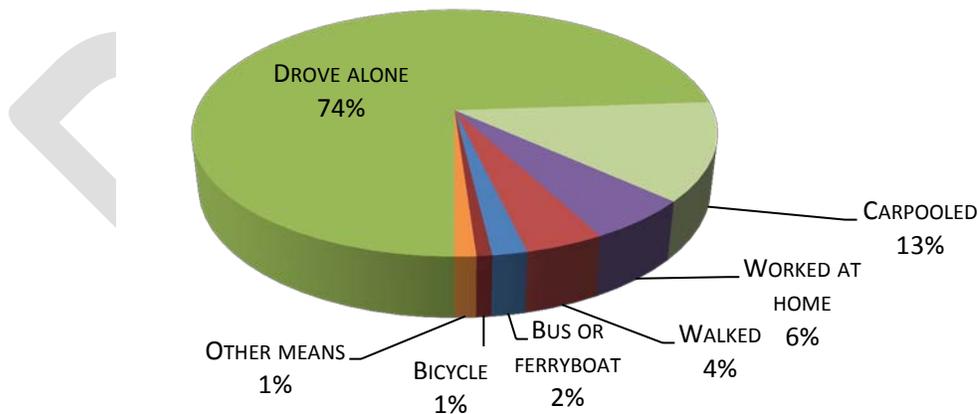
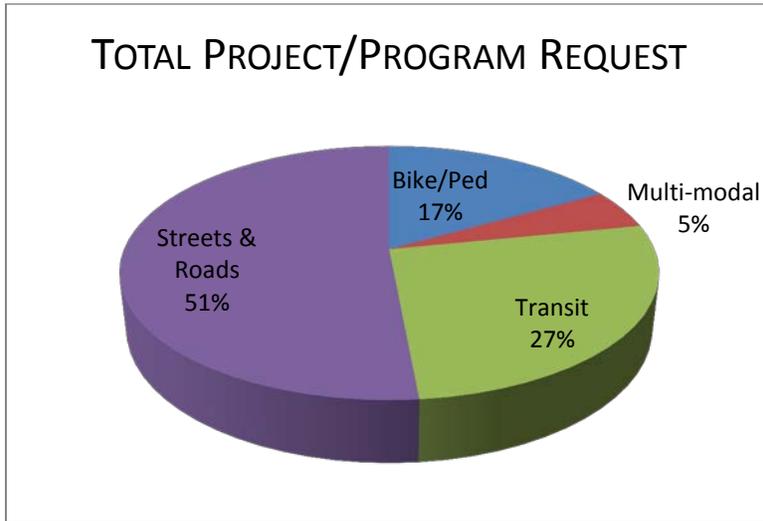


Chart XX.XX reflects the project submittals and shows that non-auto modes are disproportionately higher in relationship to Napa’s current commute behavior. This shows an effort to respond to community demand and also address AB 32 and SB 375 requirements to reduce greenhouse gas emissions.

Chart XX.XX: Proposed project and program submittals by mode (in project costs)



### **B. Improve system safety in order to support all modes and serve all users.**

A number of projects included in the plan will greatly improve the safety of the system. The segregation of bicyclists and pedestrians from traffic is a key theme for projects overall as is adequate maintenance of road and transit assets. The widening of SR 29 in American Canyon includes separated bike and pedestrian facilities which will significantly improve safety for all highway users. Policy discussions recommending lower speeds on the corridor will also reduce accidents and significantly reduce the impacts of auto accidents on congestion. The completion of the Vine Trail from the Vallejo Ferry Terminal to Calistoga will also keep automobiles traveling at high speeds away from bicyclists and pedestrians.

There are a number of projects that would upgrade corridor and intersection operations that are imperative for improving pedestrian crossings and reducing automobile accidents.

### **C. Use Taxpayer Dollars Efficiently**

Preparing a benefit-cost analysis on transportation projects is an essential first step to prioritizing projects. It means weighing the costs of a project against its benefits. A number of factors are considered in evaluating the efficacy of a project. These include reducing vehicles miles traveled,

emission reductions, improved safety and health factors, and reduced maintenance costs. A primary consideration is linking the benefits of a project to the economy and more specifically to the creation of jobs. This will be discussed in greater detail under paragraph D, Support Napa County's Economic Vitality.

Bike, pedestrian, and transit projects are often assessed based on the number of anticipated users. As part of the SR 29 Gateway Study, NCTPA considered adding a Bus Rapid Transit System (BRT) along SR 29 but the analysis showed that the number of riders would not support the investment. A full BRT system with dedicated bus lanes can cost over \$55 million per mile. The level of existing and projected transit ridership on the SR 29 corridor did not support that investment. Instead, NCTPA is prioritizing Rapid Bus (RB) – a BRT light. This will include bus signal pre-emption and passenger amenities to improve boarding and alighting times and enhance passenger experience. Capital investments required for these improvements can be accomplished for less than \$500,000 a mile. These improvements are expected to significantly reduce headways and encourage new riders.

Evaluating the cost effectiveness of roads is more complicated. Generally the number of users is less important than a project's improved performance, reduced congestion/emissions, and improved safety. Nevertheless, road and highway projects that reduce congestion, improve safety, and accomplish this through nominal investments are key objectives for the projects included in the plan.

#### **D. Support Napa County's economic vitality**

There are two key objectives for evaluating transportation investments in context of economic vitality – jobs and freight movement. Congestion and insufficient commute options undermine the County's ability to sustain its robust economy. Building capacity along the most traveled areas on SR 29 and SR 221 will not only improve freight movement, it will reduce congestion and reduce drive times. Alternative commute modes, such as transit, van and car pools, and even bicyclists, reduce the number of highway users and therefore also reduce congestion which also supports economic vitality.

#### **E. Minimize the energy and other resources required to move people and goods.**

Projects that reduce energy consumption include expansion and enhancements to the transit system, including expanded hours and rapid bus service on two corridors. The proposed expansion to the system reduces reliance on automobiles. The plan also includes investments in an alternative fueling (compressed natural gas) station and an electric bus demonstration project.

The plan proposes to expand the electric car infrastructure and the construction of park and ride lots to encourage ridesharing and transit use. Finally, there are a number of investments to expand the bicycle and pedestrian network, including Class 1 (physically protected path) facilities to encourage using alternative modes of transportation.

## **F. Prioritize the maintenance and rehabilitation of the existing system.**

There is a significant cost associated with maintaining the County’s existing transportation infrastructure but there is a larger cost if it is ignored. Not maintaining infrastructure adds to costs over time, and if left unchecked, can also erode an agency’s ability to operate effectively.

The cost of operating a transit system is significant but costs associated with poor maintenance practices can have a devastating effect on operating costs. Poorly maintained vehicles breakdown more frequently, causing system performance and reliability issues that diminish operating revenues and discourages riders. Moreover, buses that are poorly maintained are generally retired prematurely adding additional, and generally, unnecessary capital costs. Effectively maintaining buses can add years to the average lifetime expectancy of a bus and over time reduce operating costs making the system perform more effectively and efficiently.

The same is true for road infrastructure. The cost of rehabilitating a poorly maintained road can cost as much as fourteen times more than a road that has been well-maintained according to the Association of American Highway and Transportation Officials (AASHTO).

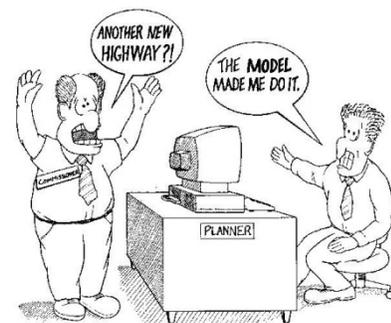
NCTPA partner jurisdictions included six to seven program categories that prioritize the maintenance of the existing system – including road and bridge/culvert maintenance, bike and pedestrian facility rehabilitation. The Transit maintenance program entails preventive maintenance (maintenance of vehicles and buildings) and vehicle replacement among other programs to ensure the effectiveness of the system over the next 25 years.

## **III. System Performance**

### **A. Modeling Results**

Projects are prioritized by jurisdictions using a number of factors. However, the constrained list is based on the ability to fund them. Projects are also evaluated based on system performance – specifically how well a project performs in context of projected land development and population growth.

The Solano Napa Travel Demand Model was developed by consultants in partnership with NCTPA and the Solano Transportation Authority (STA). The model evaluates proposed system performance based on trips generated, land use development and projected congestion in order to understand how projects considered under the constrained list affect capacity, congestion, and emissions.



Not all projects lend themselves well to modeling. A subset of projects were selected in order to determine how projects would improve capacity or impact speeds on major corridors and how traffic patterns might change. Projects that were not modeled were the transit projects, bicycle/pedestrian projects and the smaller highway-related projects. To compensate for the non-modelable projects, peak hour intra-Napa County AM & PM peak hour highway trips were reduced by three percent throughout the county. The reduction in peak hour vehicle trips was considered a sound objective of increased accessibilities for alternative transportation modes resulting in reduced auto travel within Napa County. The transit, bicycle and pedestrian projects would be expected to reduce auto travel within Napa County, but without being able to model travel demand changes, it was not possible to precisely quantify the impacts to highway travel. As such the three percent reduction in auto travel represents both a reasonable estimate of expected travel changes, as well as an aspirational CTP objective.

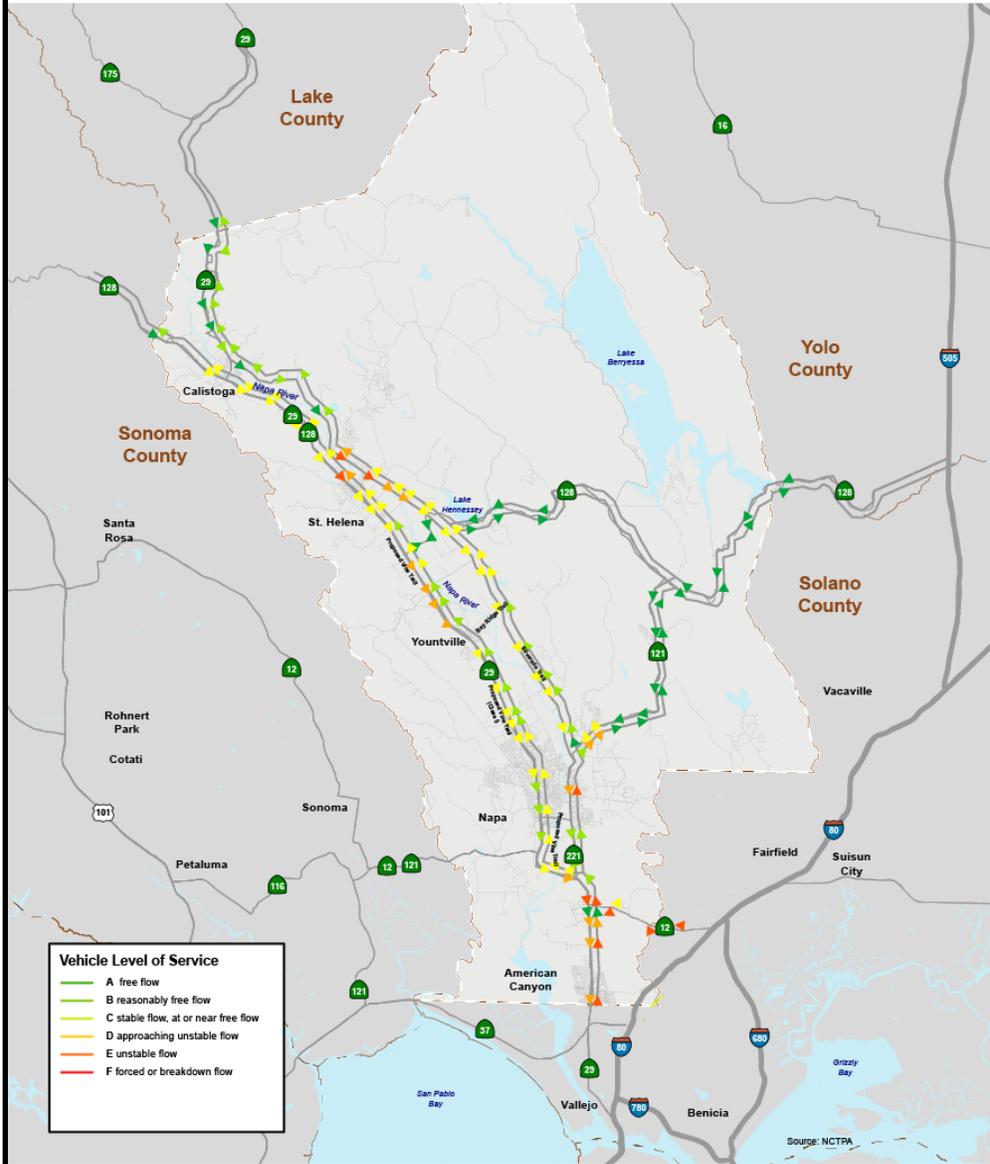
Key projects modeled included SR 29 Widening in American Canyon, SR 29 Intersection Improvements at Airport (SR 12), Soscol (SR 221), and Carneros (SR 121/12). Widening of 221 (City of Napa and County of Napa) was also modeled as were a number of more minor intersection and roadway extensions.

Overall, changes in travel between the 2040 No-Project and Financially Constrained CTP can be characterized as modest. The most significant roadway improvements were limited to relatively small areas, including the Napa-Vallejo highway (SR 221), SR 29 in American Canyon and other minor feeder routes. Some levels-of-service (LOS) changes were noted at specific locations. The main change was a three percent reduction in intra-county vehicle trips. The Financially Constrained CTP resulted in reduced volume-to-capacity (V/C) changes and some speed increases – but typically not enough to drive changes in LOS. A three percent change in volumes would roughly translate to a V/C change of roughly -0.03. However, changing a LOS designation (from A to F) requires a V/C change of -0.15. Therefore the Financially Constrained Scenario increased multimodal mobility, but did not appreciably change V/C ratios.

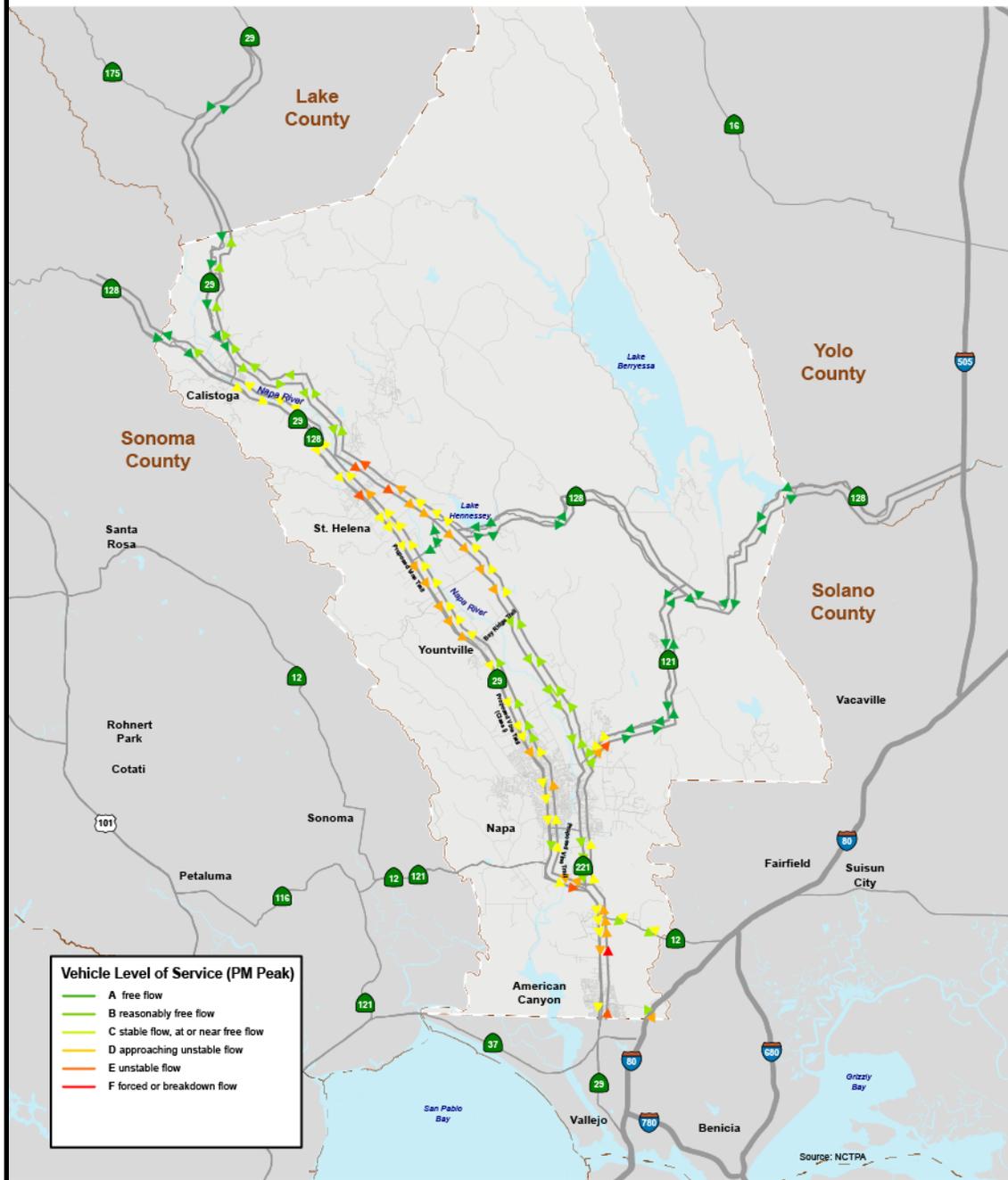
. Figures XX.XX, XX.XX (below) show how the proposed improvements in the plan distribute traffic volumes between the two major arterials in Napa County, SR 29 and Silverado Trail.

Figures XX.XX and XX shows changes in level of service under 2010 conditions and the 2040 build and no build scenarios.

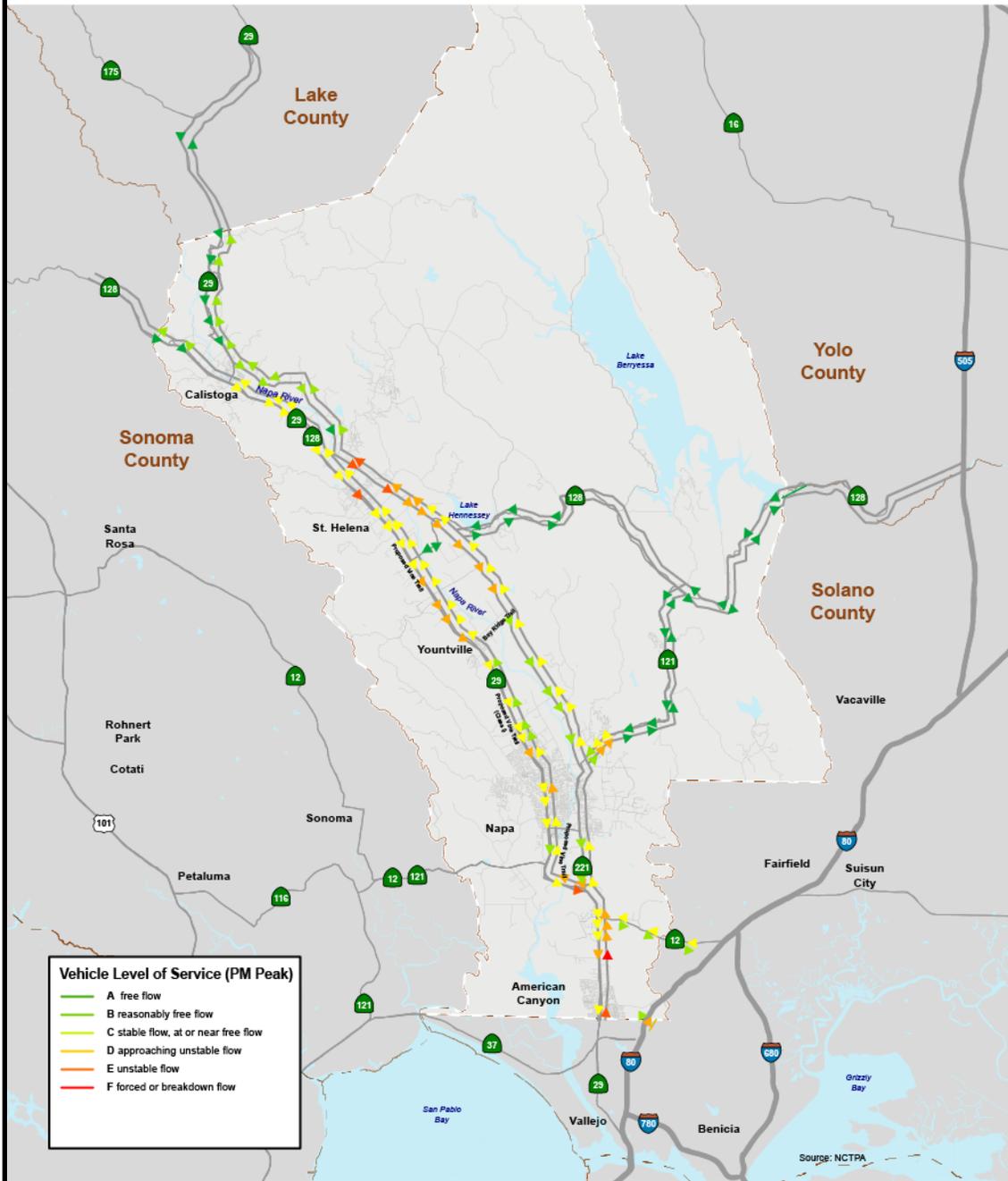
# 2010 PM Peak Level of Service



# 2040 No Project



# 2040 with Countywide Transportation Plan Projects



Most, if not all, of the projects on the constrained project list reduce emissions. Projects that reduce congestion can also contribute to reduced emissions. There are a number of factors that determine how successful a project is at reducing emissions. Corridor speeds, starts, and stops and even the condition of the roadway all play a role in emission levels. The optimum corridor would have moderate speeds with minimal stops and starts. Speed reductions are being considered in conjunction with the SR 29 Widening Project in American Canyon. Since road capacity is being added to reduce congestion, it will be a priority not to forfeit emission reductions gained in the construction through excessive road speeds.

Encouraging alternative modes potentially garners the most emission savings but it also requires people to change their behavior. In Napa, 74% of the population are drive alone commuters. As discussed in the Travel Demand white paper (pg. XX), travel demand management employs innovative and cost-effective ways to encourage and incentivize travel behavior changes. Behavior change can be incentivized by reducing transit and carpool costs, by increasing transit operations, by discouraging auto use through parking and toll fees. There are a number of transit and active transportation investments proposed over the 25-year period of the plan that supplement the current limited framework for alternative modes and afford opportunities to develop policies to improve Napa's commute score card.

## **IV. Revenue estimates**

### **1. Committed Revenues**

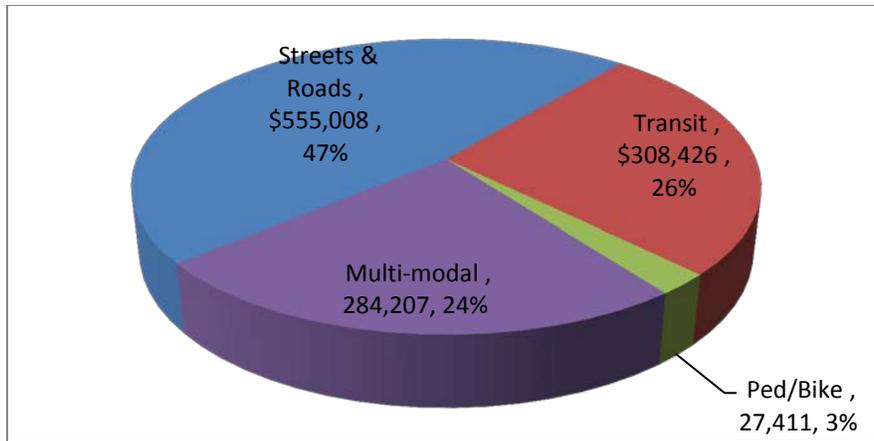
Committed revenues are characterized as funding that NCTPA and its member jurisdictions are mostly likely to receive over the next 25 years. They include federal, state, and local revenues that are generally formula programs or local tax programs such as Measure T and gas taxes.

Table XX.XX summarizes programs and related revenues. A more detailed list of revenues is included on page XX of the appendix.

<b>Table XX.XX Committed Revenues (in 1,000s)</b>		
<b>Source</b>	<b>Revenue</b>	<b>Estimated Amount (in 1,000s)</b>
<b>Highway, Local Streets &amp; Roads, Bike/Ped Funds</b>		
Federal	STP/CMAQ (Jurisdictions)	47,512
State	TDA Article 3 Bike/Pedestrian (TDA 3)	4,121
	Regional Improvement Program (RTIP)	75,405
	Gas Tax Subvention	90,662
	AB105 (Gas Tax Swap) Streets and Roads Funding	115,175
Local	Measure T (FY2018-19 to FY2039-40)	349,172
	Class I Measure T Equivalent Funds	23,290
	Transportation for Clean Air (TFCA)	4,862
	General Fund/ Traffic Impact Fees	149,927
	Private Contributions	6,500
		<b>\$866,626</b>
<b>TRANSPORTATION TOTAL</b>		
<b>Transit Funds</b>		
Federal	FTA Transit Funds Operating	\$54,043
	FTA Transit Funds Capital	\$4,914
State	State Transit Assistance (STA Transit Funds)	28,264
		173,666
	Transportation Development Act- Transit (NCTPA)	
	Low Carbon Transit Operating Program	3,279
Local	Fares	36,079
	Lifeline Transportation Program	7,799
<b>TRANSIT TOTAL</b>		<b>\$308,426</b>

Roughly 7% of the committed revenues summarized above can be used for multi-modal projects. Chart XX.XX below reflects revenues

Chart XX.XX shows committed revenues by mode (in 1,000s).



## 2. Discretionary Revenues

Discretionary revenues are competitive grant programs reasonably expected based on awards and funding trends. Table XX.XX summarizes programs and related revenues.

Source	Eligibility	Estimated Amount
Active Transportation Program (ATP)	Bicycle and Pedestrian	\$30,000
Transit & Intercity Rail Program (TIRCP)	Transit	1,590
5311f (New Projects)	Transit	1,500
FTA Small Starts	Transit	7,002
TIGER for SR29	Highway	87,250
ITIP for SR 29	Highway	37,500
SHOPP	Highway	32,900
Federal Highway Bridge Program	Bridge	5,000
CARB Emerging Technologies	Multi-Modal	3,750
TFCA Regional	Multi-Modal	3,960
FTA Section 5310	Transit	1,250
California CEC Solar	Multi-Modal	250
Affordable Housing/ SCS	Multi-Modal	9,765
Bridge Tolls	Multi-Modal	16,872
Regional Measure 3 (RM3) Operating	Multi-Modal	10,250
Regional Measure 3 (RM3) Capital	Multi-Modal	2,500
Parking Fees	Road	1,150
Low Carbon Bus Program (Calstart)	Transit	1,000
<b>TOTAL</b>		<b>\$ 253,739</b>

### 3. Blue Print Revenues

Blue Print revenues are revenues that have been considered potential new revenues that could be generated and administered locally. A larger discussion of potential “Blue Print” revenues is included in Chapter XX.XX Investment Blue Print. Table XX.XX summarizes the recommended Blue Print Revenues.

Table XX.XX Blue Print Revenues (in 1,000s)		
Fund Source	Eligibility	Total
Transportation Sales Tax (1/2 Cents)	To be determined	\$319,000
Vehicle Registration Fee	Multi-modal	40,000
Bike Facilities Vehicle Registration Fee	Bicycle	20,000
Parcel Tax	Multi-modal	56,750
<b>TOTAL</b>		<b>\$435,750</b>

## V. Balancing Interests and Needs

### A. Project/Program Total

Table XX.XX shows summary data by jurisdiction for the constrained project list, unconstrained project list, and programs.

Table XX.XX: Total Project/Program Submittals (in 1,000s)				
Jurisdiction	Constrained Project List Total	Unconstrained Project List Total	Program Total	Total Request
American Canyon	\$67,564	\$99,508	\$65,140	\$232,213
Calistoga	1,400	18,253	30,105	\$49,758
City of Napa	65,953	95,850	384,000	\$545,803
Napa County	32,968	3,300	289,660	\$325,928
St. Helena	15,978	15,468	26,955	\$58,402
Yountville	8,100	22,500	8,380	\$38,980
NCTPA	62,425	97,299	-	\$159,724
VINE	174,752	51,750	267,938	\$494,440
<b>TOTAL</b>	<b>\$429,141</b>	<b>\$403,929</b>	<b>\$1,072,178</b>	<b>\$1,905,414</b>

Table XX.XX shows the total projects (both committed and uncommitted) and program requests for all jurisdictions, NCTPA (including the VINE Bus System).

<b>Table XX.XX: Total Project and Program Requests (in 1,000s)</b>	
<b>Project and Program Mode</b>	<b>Total Request</b>
Bike/Ped	\$ 319,956
Multi-modal	96,000
	\$ 508,465
Transit	
Streets & Roads	980,828
<b>TOTAL</b>	<b>\$ 1,905,249</b>

Table XX.XX shows all program requests by mode.

<b>Table XX.XX: Total Program Requests by Mode in (1,000s)</b>	
<b>Program Mode</b>	<b>Request</b>
Bike/Ped	\$ 241,625
Multi-modal	-
Transit	267,938
Streets & Roads	562,615
<b>TOTAL</b>	<b>\$ 1,072,179</b>

Table XX.XX shows total constrained projects by mode.

<b>Table XX.XX: Total Constrained Projects by Mode (in 1,000s)</b>	
<b>Project Mode</b>	<b>Request</b>
Bike/Ped	\$ 38,132
Multi-modal	-
Transit	176,777
	\$ 214,233
Streets & Roads	
<b>TOTAL</b>	<b>\$ 429,141</b>

## **B. Balancing Regional/State Interests with Local Needs**

Regional agencies have been tasked to meet AB 32 and SB 375 requirements. AB 32 requires the reduction of greenhouse gas levels (GHGs) to 1990 levels by 2020. To support this effort, SB 375 requires that regional planning agencies include a Sustainable Community Strategies (SCS) in their planning efforts to meet state established emission targets. The Metropolitan Transportation Commission (MTC) and Association of Bay Area Government's (ABAG) SCS, One Bay Area Plan, in part met its SB 375 requirement by concentrating transportation revenues in Priority Development Areas (PDAs). Napa County has only two PDAs, one in the City of Napa and one in the City of American Canyon. The SCS analysis also recognizes that to meet the GHG targets, housing and jobs need to be more closely balanced. To incentivize corresponding land use development changes, the amount of highway funding a County receives is based on housing allocations and production. This has significantly reduced the amount of revenues that the County received in the last regional transportation plan and this is not expected to change in the current plan. The associated MTC/ABAG policies also limit how the funds can be spent.

What local jurisdictions need and want is often in conflict with the State and Regional policies exacerbating local funding shortfalls and putting greater onus on local governments to shoulder a greater share of the infrastructure costs. This is particularly problematic in Napa because its bucolic setting and burgeoning wine and hospitality industries draw significant visitors and revenues to the region, which puts a disproportionate burden on local infrastructure without providing the revenues to support it.

Over the last few funding cycles, transportation infrastructure funding provided by federal, state, and regional agencies has dwindled. Local funding is not sufficient to bridge gap of the growing infrastructure funding shortfall. The Revenue Blueprint provides ideas on how local funds could be raised address this.

## **C. Balancing Maintenance and Expansion Needs**

The total committed revenues available – those revenues we can reasonably expect to receive over the 25 year period – are insufficient to fund all of the infrastructure needs. One of the most significant questions that the NCTPA Board must contend with is whether key capacity projects need to be delayed or not constructed or how much maintenance should be deferred if discretionary and blue print revenues are not realized over the 25 year period.

Chart XX.XX shows committed projects and programs and “color of money” shortfall.

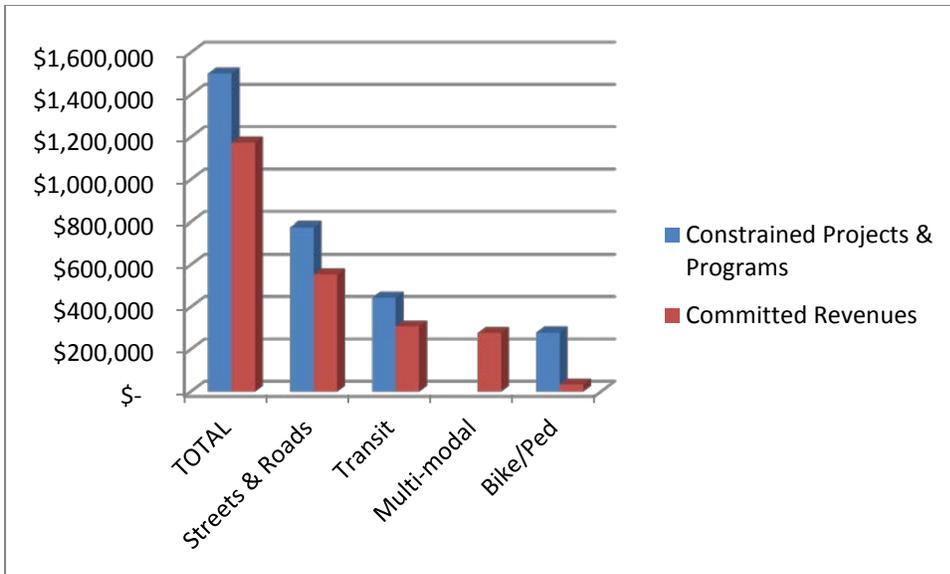
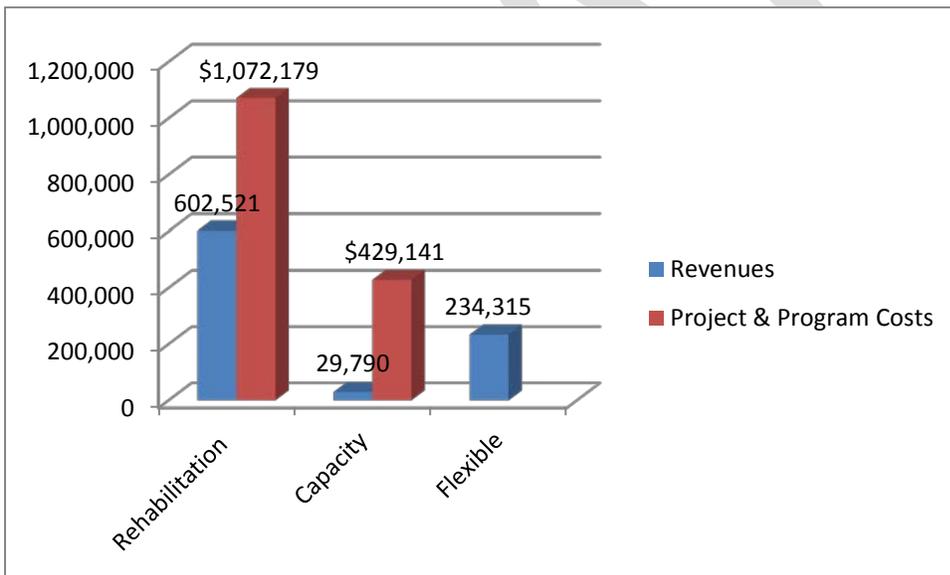


Chart XX.XX Shows Total Projects and Programs for Bike and Pedestrian and Local Street and Road Needs compared Total Eligible Revenues. Values are shown \$1,000s.



Some of the revenues, such as RTIP and General Fund revenues can be spent on either rehabilitation or capacity, however, much of the funding, such as Measure T and regional STP/CMAQ funds must be used to fund maintenance needs. Roughly 24% of the revenues are flexible and can be spent on capacity or maintenance projects. The limited availability of funds for capacity expansion presents a challenge, particularly because deferring maintenance leads to higher costs in the long run.

Anticipated discretionary revenues will support largely capacity projects, but there are also state efforts underway to raise revenues for maintenance needs. However, given that neither of these revenue sources are committed, additional concepts about project priorities must be considered.

## **D. Options for Addressing Revenue Shortfall**

### **1. Use General Fund Revenues for Rehabilitation and Traffic Mitigation (Developer Fees) for Expansion/Capacity**

Included in the flexible revenue source are the anticipated general fund and developer fee revenues that the jurisdictions have estimated that can be expected over the next 25 years.

### **2. Apportion all Flexible Revenues to Capacity Projects**

There are significant State efforts underway that would raise revenues. The efforts are focused on rehabilitation and maintenance needs.

### **3. Apportion all Flexible Revenues to Maintenance Projects**

Most of the discretionary revenues available will be to fund new, capacity projects.

### **4. Balance the Maintenance Needs with Capacity Needs**

Neither the discretionary revenues nor State fund raising efforts are certain. Balancing how funds are apportioned between Maintenance and Expansion may be the best proposal for an uncertain future.

#### **ITEMS TO BE ADDED TO APPENDIX**

- Objectives
- Project Scores
- Detailed Modeling Results
- Year of Expenditure Detail
- Revenues – detailed list by year and by fund source
  - Committed
  - Discretionary



July 9, 2015  
TAC Agenda Item 7.4  
Continued From: NEW

**Action Requested: Discussion/Action**

## NAPA COUNTY TRANSPORTATION AND PLANNING AGENCY TAC Agenda Letter

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**TO:** Technical Advisory Committee (TAC)  
**FROM:** Kate Miller, Executive Director  
**REPORT BY:** Danielle Schmitz, Planning Manager  
(707) 259-5968 / Email: [dschmitz@nctpa.net](mailto:dschmitz@nctpa.net)  
**SUBJECT:** Regional Transportation Improvement Program 2016 STIP Update  
and Policy Discussion

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### **RECOMMENDATION**

(1) That the TAC identify projects that are critical for moving forward, identify projects that could be delayed and consider projects that would be submitted if RTIP funds were to become available and to inform legislators (2) recommend the NCTPA Board adopt RTIP policy that would focus future RTIP funding on highway projects outlined in attachment 5.

### **EXECUTIVE SUMMARY**

The STIP is a multi-year capital improvement program comprised of transportation projects on and off the State Highway System, funded with revenues from the State Highway Account and other funding sources. The STIP is composed of two sub-elements: the Regional Transportation Improvement Program (RTIP) and the Interregional Transportation Improvement Program (ITIP).

As the Regional Transportation Planning Agency (RTPA) for the Bay Area, the Metropolitan Transportation Commission (MTC) is responsible for developing regional project priorities for the RTIP for the nine county-Bay Area. The biennial RTIP is then submitted to the California Transportation Commission (CTC) consideration for inclusion in the STIP.

MTC, in cooperation with NCTPA, the other Bay Area Congestion Management Agencies (CMA) and Caltrans, is currently preparing the 2016 Regional Transportation Improvement Program (RTIP).

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The 2016 STIP indicates there are negative program capacities for the Public Transportation Account (PTA) and a negligible amount of capacity in 2020-21 for the State Highway Account (STA). This means that the 2016 STIP is basically fully programmed, and projects currently programmed in the STIP may have to be delayed to the two outer years - 2019-20 and 2020-21.

Given the downward funding trend of the STIP and the heated competition for scarce transportation funding, NCTPA staff is recommending that the Board consider a policy that would prioritize STIP funds for highway projects. Prioritizing county STIP funds for highway projects will not only draw light on critical needs but also entice ITIP and State Highway Operations and Protection Program (SHOPP) funds to gap project shortfalls.

### **FISCAL IMPACT**

Is there a Fiscal Impact? Not with this action at this time

### **BACKGROUND AND DISCUSSION**

MTC, in cooperation with NCTPA, the other Bay Area Congestion Management Agencies (CMA) and Caltrans, is currently preparing the 2016 Regional Transportation Improvement Program (RTIP).

At the June 25<sup>th</sup> California Transportation Commission (CTC) meeting the draft 2016 STIP fund estimate (FE) was presented (but not adopted) by the CTC. The preliminary estimate indicated that only \$30 million would be available statewide. By comparison, the 2014 STIP had \$1.26 billion in new capacity statewide. This means that the 2016 STIP is essentially fully programmed, and projects currently programmed in the STIP may have to be delayed to the two outer years - 2019-20 and 2020-21.

STIP reductions are the direct result of lower gas tax revenues which is more specifically attributable to the 2010 Fuel Tax Swap and the diversion of the Truck Weight Fees to fund debt on transportation bonds. The revenues that fund the STIP come from an excise tax. The Fuel Tax Swap guaranteed that revenues would be equal to what was generated by a sales tax. Since gas prices have gone down, the adjustment results in lower revenue generations for the STIP. Truck weight fees, which may in part historically flowed to the STIP, have been diverted the last several years to fund debt repayment on Transportation related bonds.

MTC has requested the following information from jurisdictions to prepare for an allocation plan or in the event new STIP funds are realized and to inform legislators:

- 1) Current FY 2015-16 RTIP projects and when they plan to have allocation submitted (should be by November 1, 2015)

- 
- 2) A list of project priorities if RTIP funds were available (this will help MTC inform legislators about important projects not receiving funding due to reduction in STIP funds)
  - 3) Existing Projects in the STIP that would be negatively impacted if involuntarily delayed

The CTC is currently scheduled to hold a STIP Workshop on July 23<sup>rd</sup>, and adopt the FE and Guidelines at its August meeting. CTC may choose to delay the adoption of the FE and Guidelines until October in order to consider any potential legislation coming out of the Extraordinary Session of the Legislature to discuss transportation, as well as the federal DRIVE Act proposals. If that happens, MTC's RTIP schedule will also be delayed accordingly.

If RTIP funding becomes available, jurisdictions should have project submittals ready to go. New projects that jurisdictions wish to fund with RTIP funds should be submitted to NCTPA by Friday, August 7<sup>th</sup> with the following information:

- 1) Project Name
- 2) RTP ID Number
- 3) Project Description
- 4) RTIP Funding Request
- 5) Total Cost of the Project
- 6) Project Schedule

In the last RTIP (2014) the jurisdictions of Napa programmed approximately \$9 million in RTIP funds to various capacity increasing projects, including \$705,000 in reserve for the Jameson Canyon construction overages of which \$661,000 was used. Table 1 below summarizes projects programmed in the 2014 RTIP for Napa County.

Table 1: 2014 RTIP Projects for Napa County:

ID #	Project Name	Sponsor	RTIP Request
1	PPM	NCTPA	\$165,000
2	Silverado Five-Way Intersection Improvements	City of Napa	1,153,000
3	Devlin Road Extension	American Canyon	1,962,000
4	Eucalyptus Drive Extension	American Canyon	1,154,000
5	California Roundabouts	City of Napa	1,070,000
6	Improve Intersection at Petrified Forest Road and SR 128	Calistoga	580,000
7	Hopper Creek Pedestrian Path between Oak Circle and Mission	Yountville	500,000
8	Airport Boulevard Rehabilitation	Napa County	1,332,000
9	Highway 29/ Grayson Ave. Signal Construction	St. Helena	300,000
10	STIP Reserve	STIP Reserve	705,000
		Total	\$8,921,000

### **Policy Considerations**

Staff is recommending that consideration be given to committing the County RTIP to fund State Highway Projects only. Local jurisdictions receive limited Federal and State discretionary funds that can be used on highway projects. Critical highway projects such as the Soscol Junction, SR 29 Widening in American Canyon, Intersection Improvements on SR 29/12/121, have been identified locally as priorities. Moreover, other projects such as improvements at Trower, Wine Country Road, and highway intersection improvements in Calistoga are also being considered for improvements by jurisdictions. Because of the magnitude of need and because of the larger trend for the CTC to discourage funding rehabilitation projects using STIP funds, staff is recommending the NCTPA Board adopt a RTIP policy that make highway projects the priority. There are various other funding sources to address rehabilitation and roadways off the state highway and a number of efforts statewide to support generating new funding sources for that purpose. Moreover, dedicating county RTIP funds for highway projects will shed light on these projects and draw ITIP and SHOPP funds.

Additional information about the Regional Transportation Improvement Program (RTIP) can be found at <http://www.mtc.ca.gov/funding/STIP/>.

### **SUPPORTING DOCUMENTS**

Attachments:

- (1) Draft 2016 STIP Fund Estimate
- (2) Draft 2016 STIP Guidelines  
[http://www.catc.ca.gov/programs/STIP/2016\\_STIP/2016\\_STIP\\_Guidelines\\_draft\\_032615.pdf](http://www.catc.ca.gov/programs/STIP/2016_STIP/2016_STIP_Guidelines_draft_032615.pdf)
- (3) 2012 RTP Napa County Program Priority List
- (4) 2014 RTIP Projects for Napa County by funding year
- (5) Proposed RTIP Policy

## Tab 18

### County and Interregional Share Estimates

The STIP consists of two broad programs, the regional program funded from 75 percent of new STIP funding and the interregional program funded from 25 percent of new STIP funding. The 75 percent regional program is further subdivided by formula into County Shares. County Shares are available solely for projects nominated by regions in their Regional Transportation Improvement Programs (RTIP). A detailed explanation of this methodology is included in the County Share portion of this document.

The 2016 STIP Fund Estimate (FE) indicates that there are negative program capacities for the Public Transportation Account (PTA), and a negligible amount of capacity in 2020-21 for the State Highway Account (SHA). This means that the 2016 STIP is basically already fully programmed, and projects currently programmed in the STIP will have to be delayed to the two new years of the five-year period. **There are no programming targets in the 2016 STIP** due to the lack of new capacity.

The following table (Table 1 – Reconciliation to County and Interregional Shares) lists the net changes to program capacity from the 2016 STIP FE to the capacity used in the County and Interregional Shares. This table also separates the program capacity by PTA and non-PTA (the State Highway Account and Federal Trust Fund). The table is based on Commission actions through June 30, 2015.

**2016 STIP FUND ESTIMATE - DRAFT**  
**Table 1 - Reconciliation to County and Interregional Shares**  
(\$ millions)

	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	5-Year Total	6-Year Total
<b>Public Transportation Account (PTA)</b>								
2016 FE PTA Target Capacity	\$50	\$40	\$40	\$40	\$40	\$40	\$200	\$250
<b>Total 2016 STIP FE PTA Target Capacity</b>	<b>\$50</b>	<b>\$40</b>	<b>\$40</b>	<b>\$40</b>	<b>\$40</b>	<b>\$40</b>	<b>\$200</b>	<b>\$250</b>
2014 STIP Program <sup>1</sup>	\$86	\$97	\$129	\$118	\$0	\$0	\$345	\$431
<b>Net PTA STIP Program</b>	<b>\$86</b>	<b>\$97</b>	<b>\$129</b>	<b>\$118</b>	<b>\$0</b>	<b>\$0</b>	<b>\$345</b>	<b>\$431</b>
PTA Capacity for County Shares	(\$36)	(\$57)	(\$89)	(\$78)	\$40	\$40	(\$145)	(\$181)
<b>Cumulative</b>	<b>(\$36)</b>	<b>(\$94)</b>	<b>(\$183)</b>	<b>(\$261)</b>	<b>(\$221)</b>	<b>(\$181)</b>		
<b>State Highway Account (SHA)</b>								
2016 FE Non-PTA Target Capacity	\$328	\$365	\$380	\$430	\$500	\$500	\$2,175	\$2,503
<b>Total 2016 STIP FE Non-PTA Capacity</b>	<b>\$328</b>	<b>\$365</b>	<b>\$380</b>	<b>\$430</b>	<b>\$500</b>	<b>\$500</b>	<b>\$2,175</b>	<b>\$2,503</b>
2014 STIP Program - hwy <sup>1</sup>	\$451	\$685	\$539	\$550	\$0	\$0	\$1,774	\$2,225
2014 STIP Program - bike/ped <sup>1</sup>	\$16	\$30	\$14	\$5	\$0	\$0	\$48	\$65
<b>Net Non-PTA STIP Program</b>	<b>\$468</b>	<b>\$715</b>	<b>\$553</b>	<b>\$554</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,822</b>	<b>\$2,290</b>
Non-PTA Capacity for County Shares	(\$140)	(\$350)	(\$173)	(\$124)	\$500	\$500	\$353	\$213
<b>Cumulative</b>	<b>(\$140)</b>	<b>(\$490)</b>	<b>(\$663)</b>	<b>(\$787)</b>	<b>(\$287)</b>	<b>\$213</b>		
<b>Total Capacity</b>	<b>(\$176)</b>	<b>(\$408)</b>	<b>(\$262)</b>	<b>(\$203)</b>	<b>\$540</b>	<b>\$540</b>	<b>\$208</b>	<b>\$32</b>

**Notes:**

General note: Numbers may not add due to rounding.

<sup>1</sup> Draft 2015 Orange Book

DRAFT 6/24/2015

2012 Regional Transportation Plan (RTP) - Napa County Program Priority List

Project	RTP ID #	Programmatic Category	Total Cost (millions)
Countywide LSR rehab	230695	20, 24	\$110.21
Countywide SRTS	22417	2	6.17
Countywide Bike programs	230527, 240612	1	20.38
Countywide traffic signalization	22744	15	3.2
SR29 BRT project	240617		11.63
Soscol Flyover	94073		5.24
Airport Interchange	94075		4.39
29 South County Corridor Improvements	240057, 240120, 240122, 240138	25	26.32
1st St./Sr29 Intersection improvements	22746	15	14.77
St. Helena Downtown Access	230378		1.93
St. Helena Signalization	230381		1.42
Devlin Rd extension	230392		11.55
Yountville/Napa corridor (flooding mitigation)	230508		1.13
Madison street bypass (Yountville)	230510		1
Napa Creek/29 bike underpass	240083	1	1
Green Island Road Rehab	240123	20, 24	5.24
Napa Junction Intersection improvements	240136	15	3.47
St. Helena lighted crosswalks	240152		0.2
Lincoln Ave/SR29 Interchange improvements	240082		3.15
Napa "5-way intersection" improvements	240085	15	5.21
Petrified Forest interchange	230518	15	3.16
<b>TOTAL</b>			<b>240.77</b>

MTC alerted staff the projects were overbudget because of YOE dollar amounts. NCTPA had MTC use a 2% inflation rate instead of the default MTC rate of 3.3%. MTC calculated Napa's project list with a 14% reduction from YOE dollar amounts for each project. The TAC RTP subcommittee than instructed staff on what project's to supplement with the approximately \$750k remainder.

**2014 RTIP Projects - FY 14/15 to 18/19**

ID	Project Name	Sponsor	Description	Funding Type	FY 14/15	FY 15/16	FY 16/17	FY 17/18	FY 18/19	Total Request	Total Project Cost	Notes
1	Planning, Programming and Monitoring	NCTPA	PPM	STIP 2014				\$83,000	\$82,000	\$165,000		
2	Silverado Five-Way Intersection Improvements	City of Napa	Intersection geometry improvements, lane widening, travel lane reconfiguration, and signal modification	STIP 2014				\$1,153,000 (CON)		\$1,153,000	\$5,210,000	Needs completed PID before it can be amended into STIP
3	Devlin Road and Vine Trail Extension	American Canyon	Extending Devlin Rd. and Vine Trail approximately 2,500 feet to the south, connecting at Green Island Road	STIP 2014		\$297,000 (PS&E)		\$1,665,000 (CON)		\$1,962,000	\$2,881,800	Need to have PS&E authorization request in by November 1, 2015
4	Eucalyptus Drive Extension	American Canyon	Extending Eucalyptus Drive from Theresa Rd. to intersect with Hwy 29 and reconfiguring Eucalyptus and Theresa Road intersection.	STIP 2014					\$1,154,000 (CON)	\$1,154,000	\$4,524,000	
5	California Roundabouts	City of Napa	Roundabouts at First and California and Second and California	STIP 2014			\$1,070,000 (CON)			\$1,070,000	\$5,369,000	Construction funds pushed back to FY 16/17
6	Improve Intersection at Petrified Forest Road and SR 128	Calistoga	Intersection improvements to 4-way stop by adding signalization	STIP 2014		\$105,000 (PS&E)	\$50,000 (ROW)	\$425,000 (CON)		\$580,000	\$650,000	Need to have PS&E authorization request in by November 1, 2015
7	Hopper Creek Pedestrian Path Project between Oak Circle and Mission	Yountville	Construct pedestrian bridge across Hopper Creek and construction of park path leading up to the bridge on both sides of creek	STIP 2014			\$100,000 (PS&E)	\$400,000 (CON)		\$500,000	\$500,000	
8	Airport Boulevard Rehabilitation	Napa County	Rehabilitate Airport Blvd. between SR 29 and Napa County Airport, including AC pavement overlay and retrofit curb ramps.	STIP 2014				\$57,000 (PS&E)	\$1,275,000 (CON)	\$1,332,000	\$1,916,000	
9	Highway 29/ Grayson Ave Signal Construction	St. Helena	Install traffic signal at Hwy 29 and Grayson Ave in St. Helena	STIP 2014	\$300,000 (CON)					\$300,000	\$400,000	Rolled into Caltrans Channelization project / coop needed with Caltrans
10	STIP Reserve	NCTPA	STIP Reserve	STIP 2014	\$705,000					\$705,000		\$661k used for Jameson
<b>Total</b>										\$8,921,000	\$21,450,800	

**RESOLUTION No. 15-XX**

**A RESOLUTION OF THE  
NAPA COUNTY TRANSPORTATION AND PLANNING AGENCY (NCTPA)  
ADOPTING A POLICY PRIORITIZING STATE HIGHWAY PROJECTS  
IN THE NAPA COUNTY  
REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP)**

WHEREAS, NCTPA administers the Napa County Regional Transportation Improvement Program on behalf of Napa's jurisdictions; and

WHEREAS, Napa County has significant highway improvement needs; and

WHEREAS, Napa County has not identified other revenues to address these needs; and

NOW THEREFORE LET IT BE RESOLVED that NCTPA shall program projects in the Napa County RTIP that

1. Are consistent with the State and Regional State Transportation Improvement Program (STIP) Guidelines; and
2. Meet basic eligibility requirements; and
3. Have a completed Project Initiation Document (PID); and
4. Are consistent with the State and Regional State Transportation Improvement Program; and
5. Are located on the State Highway system and/or improve operations in support of the State Highway System.

Passed and Adopted the 15th day of July, 2015.

John F. Dunbar, NCTPA Chair

Ayes:

Nays:

Absent:

ATTEST:

Karalyn E. Sanderlin, NCTPA Board Secretary

APPROVED:

Janice Killion, NCTPA Legal Counsel



July 9, 2015  
TAC Agenda Item 7.5  
Continued From: June 4, 2015  
**Action Requested: INFORMATION**

## NAPA COUNTY TRANSPORTATION AND PLANNING AGENCY TAC Agenda Letter

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**TO:** Technical Advisory Committee (TAC)  
**FROM:** Kate Miller, Executive Director  
**REPORT BY:** Alberto Esqueda, Associate Planner  
(707) 259-5976 / Email: [aesqueda@nctpa.net](mailto:aesqueda@nctpa.net)  
**SUBJECT:** 2017 Regional Transportation Plan (RTP) Update

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### **RECOMMENDATION**

Information only

### **EXECUTIVE SUMMARY**

The Metropolitan Transportation Commission (MTC) has issued a “Call for Projects” (CFP) for the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The RTP/SCS is the 25-year Regional Strategic Transportation Plan that is revised every four (4) years. This RTP will promote policies to meet SB 375 requirements that mandate a companion “Sustainable Communities Strategy”, which must demonstrate how the RTP will achieve reductions in Greenhouse Gas emissions due to cars and light trucks and by linking transportation to new development.

TAC will evaluate RTP requirements in context of the Vision 2040: Moving Napa Forward draft constrained project list and refine it as necessary. MTC assigned each Bay Area county a target budget, intended as a general financial ceiling limit for projects and program submitted by each county. The target budget for Napa County is \$340 million over the next 25 years. It is staff’s recommendation for the jurisdictions to input all their constrained projects into the online database [projects.planbayarea.org](http://projects.planbayarea.org). Jurisdictions should have their projects entered by July 24, 2015. Final project submittals will be taken to the September 16, 2015 NCTPA Board meeting for approval. Final project submittals are due to MTC by September 30, 2015.

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**FISCAL IMPACT**

Is there a Fiscal Impact? Yes. TAC will work to develop recommendations for approximately \$496 million in projects over the next 25 years.

**BACKGROUND AND DISCUSSION**

The Regional Transportation Plan (RTP) is a 25-year plan that serves as framework for the regional planning process to establish consistent and sustainable planning goals throughout the nine-county Bay Area region. This long-range transportation and land use plan aims to link transportation and housing in future regional growth. The plan specifically addresses the requirements of SB 375 (the 2008 California Sustainable Communities and Climate Protection Act), to reduce greenhouse gas emissions implementing a Sustainable Community Strategy and advancing compact and mixed-use development. Integrating and promoting transportation linkages to new development to foster walkable communities and provide more access to schools, local jobs and retail and encourage the use of alternative transportation modes.

As part of this effort, the Association of Bay Area Governments (ABAG) and MTC are requesting 2015 land use data to update the 2010 database used in the previous 2013 RTP. Data requested from jurisdictions include growth and zoning policies that have impact on intensity of development, a listing of large development projects completed since 2010 and known future developments.

The RTP 25-year vision is supported by a similar 25-year Investment Plan drafted for the Countywide Transportation Plan (CTP), comprised of projects and programs submitted by jurisdictions based on needs of the community. In addition to identifying local projects and programs the Investment Plan determines the delivery order of identified projects. These projects and programs were collected through a Call for Projects in the fall of 2014. TAC will review and discuss projects submitted under the 2015 CTP and select projects from the Constrained Project list to submit to the RTP.

While a subset of projects from the CTP constrained list will be refined to submit to the RTP, those RTP projects will be subject to a budget. MTC assigned each county a target budget, intended as a general upper financial limit for the program of projects submitted by each county. For Napa County, the estimate is \$340 million for the next 25 years. The county target budgets were calculated based on the county population shares of estimated RTP/SCS discretionary funding plus an additional 75 percent. The county target budget is established for purposes of setting a reasonable limit on project submittals and is not to be construed as the budget used for allocating funds to projects in the RTP/SCS.

In addition to MTC's target budget of \$340 million Napa county jurisdictions identified estimated general fund contributions and Traffic Impact Fees (TIF) that would help fund projects in the RTP. We have added \$149 million identified in general fund/TIF

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revenues and an additional \$6.5 million in private contributions for the Napa Valley Vine Trail for a total of \$496 million to fund projects submitted to the RTP.

MTC issued a CFP on May 1, 2015 for the 2017 RTP update and launched a web-based application for the submittal of projects on May 18, 2015. Each jurisdiction should designate staff to submit projects and input detailed project information. Designated staff will need to access the Plan Bay Area (PBA) website at [projects.planbayarea.org](http://projects.planbayarea.org) and create an account to submit projects. NCTPA will coordinate and assist project sponsors with the application, as well as review project information prior to final submittal to MTC.

Project sponsors will select eligible projects from the CTP constrained list for inclusion in the RTP project list. RTP submittals were vetted by the community in a series of public workshops on April 16<sup>th</sup>, 22<sup>nd</sup> and 23<sup>rd</sup> in American Canyon, Napa, and St. Helena, respectively. The project submittals will also be recommended and approved at NCTPA public meetings in September.

### **SUPPORTING DOCUMENTS**

#### Attachments:

- (1) Plan Bay Area 2040—Project Update, Call for Projects and Needs Assessment Guidance Memo
- (2) ABAG/MTC Existing Land Use Data Collection Strategy



April 29, 2015

*Dave Cortese, Chair*  
Santa Clara County

*Jake Mackenzie, Vice Chair*  
Sonoma County and Cities

*Alicia C. Aguirre*  
Cities of San Mateo County

*Tom Azumbrado*  
U.S. Department of Housing  
and Urban Development

*Jason Baker*  
Cities of Santa Clara County

*Tom Bates*  
Cities of Alameda County

*David Campos*  
City and County of San Francisco

*Dorene M. Giacomini*  
U.S. Department of Transportation

*Federal D. Glover*  
Contra Costa County

*Scott Haggerty*  
Alameda County

*Anne W. Halsted*  
San Francisco Bay Conservation  
and Development Commission

*Steve Kinsey*  
Marin County and Cities

*Sam Liccardo*  
San Jose Mayor's Appointee

*Mark Luce*  
Napa County and Cities

*Julie Pierce*  
Association of Bay Area Governments

*Bijan Sartipi*  
California State  
Transportation Agency

*Libby Schauf*  
Oakland Mayor's Appointee

*James P. Spering*  
Solano County and Cities

*Adrienne J. Tissier*  
San Mateo County

*Scott Wiener*  
San Francisco Mayor's Appointee

*Amy Rein Worth*  
Cities of Contra Costa County

*Steve Heminger*  
Executive Director

*Alix Bockelman*  
Deputy Executive Director, Policy

*Andrew B. Fremier*  
Deputy Executive Director, Operations

**RE: Plan Bay Area 2040 – Project Update, Call for Projects and Needs Assessments Guidance**

**To: Caltrans, Congestion Management Agencies, and Transit Operators**

As the Bay Area begins to develop Plan Bay Area 2040 (Plan), an update to the nine-county Regional Transportation Plan/Sustainable Communities Strategy, the Metropolitan Transportation Commission (MTC) requests the assistance of each of the nine Bay Area Congestion Management Agencies (CMAs) to coordinate project submittals for their county. Multi-county project sponsors (e.g. Caltrans, BART, Caltrain, WETA, etc.) may submit directly to MTC, but coordination with the appropriate CMA is encouraged. MTC is also seeking assistance of all of the region's transit operators in the development of the Transit Operating and Capital Needs Assessments for the Plan. Attached is the Project Update, Call for Projects and Needs Assessments Guidance that lays out the requirements for the county level calls for projects as well as the process for the needs assessments.

MTC requests all partner agencies to adhere to the following deadlines for the three processes:

- Project Update and Call for Projects: September 30, 2015 (agencies may submit evidence of governing board endorsement up to October 31, 2015)
- Transit Operating Needs Assessment: July 1, 2015
- Transit Capital Needs Assessment: July 1, 2015

MTC is developing a web-based application form for sponsors to submit their projects as a part of the Call for Projects process. Sponsors will be able to (a) remove projects in the current plan (Plan Bay Area) that are either now complete and open for service or no longer being pursued, (b) update projects in the current plan that should be carried forward in the Plan, and (c) add new projects. The web-based project application will be available in early May 2015. At that time, MTC will provide instructions to CMAs and multi-county sponsors on how to access and use the web-based form. MTC will also host a training session for local agency staff on the call for projects process on May 18, 2015, at 2:30 p.m. in the Auditorium of the Joseph P. Bort MetroCenter at MTC's offices in Oakland. Upon request, MTC staff can also provide a brief tutorial to CMA technical advisory committees.

Detailed information and guidance on the Transit Operating and Capital Needs Assessments will be released directly to transit operators on May 1, 2015.

MTC looks forward to receiving your project submittals and information on your operating and capital needs. If you have any questions about the Call for Projects or Needs Assessments processes, please contact the members of my staff listed in Attachment A for each of the three concurrent efforts. Thank you for your participation.

Sincerely,

A handwritten signature in blue ink that reads "Alix A. Bockelman". The signature is fluid and cursive, with a long horizontal line extending to the right.

Alix A. Bockelman  
Deputy Executive Director, Policy

AB:AN:WB

[https://metrotrans.sharepoint.com/teams/RTP/InternalDocuments/Call for Projects and Need Assessments Letter.docx](https://metrotrans.sharepoint.com/teams/RTP/InternalDocuments/Call%20for%20Projects%20and%20Need%20Assessments%20Letter.docx)

#### Attachments

- Attachment A: Project Update, Call for Projects and Needs Assessments Guidance
- Attachment B: Plan Bay Area Performance Targets
- Attachment C: Project Types and Programmatic Categories
- Attachment D: Web-Based Project Application Form Requirements

## Project Update, Call for Projects and Needs Assessments Guidance

The Metropolitan Transportation Commission (MTC) requests the assistance of the nine Bay Area Congestion Management Agencies (CMAs) and multi-county project sponsors (e.g., Caltrans, BART and Caltrain) to assist with the Project Update and Call for Projects for Plan Bay Area 2040. MTC is also seeking the assistance of the region's transit operators in the development of the Transit Operating and Capital Asset Needs Assessment for Plan Bay Area 2040.

### A. PROJECT UPDATE AND CALL FOR PROJECTS

CMAs played a key role in developing Plan Bay Area, and will in this subsequent update. MTC expects the CMAs and multi-county project sponsors to plan and execute an effective public outreach and local engagement process to update Plan Bay Area project information and identify new projects for consideration in Plan Bay Area 2040. Detailed schedule information is available in section C of this document.

Projects/programs seeking future regional, state or federal funding through the planning horizon for Plan Bay Area 2040 must be submitted for consideration in the adopted Plan. CMAs are asked to coordinate and lead the Project Update and Call for Projects with local project sponsors in their respective counties. Sponsors of multi-county projects are asked to submit projects directly to MTC, but communication and coordination with CMAs is encouraged.

CMAs and multi-county project sponsors are encouraged to submit projects/programs that meet one or more of the general criterion listed below:

- Supports Plan Bay Area's performance targets (see Attachment B).
- Supports Plan Bay Area's adopted forecasted land use, including Priority Development Areas (PDA) and Priority Conservation Areas (PCA).
- Derives from an adopted plan, corridor study, or project study report (e.g., community-based transportation plans, countywide transportation plan, regional bicycle plan and climate action plans).

CMAs will assist MTC with the Project Update and Call for Projects by carrying out the following activities:

#### 1. Public Involvement and Outreach

- ***Conduct countywide outreach to stakeholders and the public.*** CMAs, as well as multi-county transit operators and Caltrans, will be expected to implement their public outreach efforts in a manner consistent with MTC's Public Participation Plan (MTC Resolution No. 4174), which can be found at [http://files.mtc.ca.gov/pdf/ppp/Final\\_Draft\\_PPP\\_and\\_PBA\\_Apendix\\_A\\_1-30-15.pdf](http://files.mtc.ca.gov/pdf/ppp/Final_Draft_PPP_and_PBA_Apendix_A_1-30-15.pdf). CMAs are expected, at a minimum, to:
  - Execute effective and meaningful local engagement efforts during the Project Update and Call for Projects process by working closely with local jurisdictions, elected officials, transit agencies, community-based organizations and the public through the process.
  - Hold at least one public meeting providing opportunity for public comment on the candidate projects/programs for Plan Bay Area 2040 prior to submittal to MTC.

- Explain the local Project Update and Call for Projects process, informing stakeholders and the public about the opportunities for public comments on projects and when decisions will be made on the list of candidate projects/programs.
  - Post notices of public meetings on their agency website; include information on how to request language translation for individuals with limited English proficiency. If agency protocol has not been established, please refer to MTC's Plan for Assisting Limited English Proficient Populations.
  - CMA staff are encouraged to provide MTC with a link so the information can also be viewed on the website PlanBayArea.org.
  - To the extent possible, hold public meetings in central locations that are accessible for people with disabilities and by public transit.
  - Offer language translations and accommodations for people with disabilities, if requested at least three days in advance of the meeting.
- Document the outreach effort undertaken for the Project Update and Call for Projects process by including a list of all public meetings and comment opportunities, and information on how the process meets the requirements of MTC's Public Participation Plan.

## 2. Agency Coordination

- Work closely with local jurisdictions, transit agencies, MTC, Caltrans and stakeholders to update Plan Bay Area project information and identify new candidate projects for consideration in Plan Bay Area 2040. CMAs will assist with agency coordination by:
  - Communicating this Project Update and Call for Projects guidance to local jurisdictions, transit agencies, Caltrans and stakeholders and coordinate with them on completing the project application form, reviewing and verifying project information and submitting projects for review by MTC.
  - Developing freeway operations and capacity enhancement projects in coordination with MTC and Caltrans staff.
  - Developing transit improvement projects in coordination with MTC and transit agency staff.

## 3. Title VI Responsibilities

- Ensure the public involvement process provides underserved communities access to the project submittal process in compliance with Title VI of the Civil Rights Act of 1964.
  - Assist community-based organizations, communities of concern and any other underserved community interested in submitting projects.
  - Remove barriers for persons with limited English proficiency to have access to the project submittal process.
  - For additional Title VI outreach strategies, please refer to MTC's Public Participation Plan found at: [http://files.mtc.ca.gov/pdf/ppp/Final\\_Draft\\_PPP\\_and\\_PBA\\_Apendix\\_A\\_1-30-15.pdf](http://files.mtc.ca.gov/pdf/ppp/Final_Draft_PPP_and_PBA_Apendix_A_1-30-15.pdf).

## 4. Project Funding Plans

Project/programs must have a full funding plan for inclusion into Plan Bay Area 2040. These full funding plans may consist of both Committed and Discretionary funding sources. MTC Resolution No. 4182 establishes the Committed Projects and Funds Policy for Plan Bay Area 2040 by defining criteria to determine committed transportation projects and funding sources. The the Committed Projects and Funds Policy defines:

- **Committed** funding sources as -funds directed to a specific entity or for a specific purpose as mandated by statute or by the administering agency.
- **Discretionary** funding sources as:
  - Subject to MTC programming decisions.
  - Subject to compliance with Commission allocation conditions.
  - Subject to competitive state and federal funding programs often involving MTC advocacy.
- For additional information, please refer to the Committed Projects and Funds Policy at: [http://apps.mtc.ca.gov/meeting\\_packet\\_documents/agenda\\_2401/9a\\_Resolution\\_NO\\_4182.pdf](http://apps.mtc.ca.gov/meeting_packet_documents/agenda_2401/9a_Resolution_NO_4182.pdf)
- For the Call for Projects, CMAs and multi-county project sponsors must identify and confirm committed funds and make requests for consideration of discretionary funds, either as part of the County Target Budgets or as a direct request to MTC.

### A. County Target Budgets

- Ensure that the list of candidate project/programs fits within the county target budget identified by MTC.
  - County target budgets are intended to place a cap on project/program submittals by CMAs.
  - County target budgets are not to be construed as the financially constrained budget used for assigning funds to projects/programs in the preferred investment strategy for Plan Bay Area 2040.
  - County target budget revenue sources include Regional Transportation Improvement Program (RTIP) and OneBayArea Grant (OBAG) funds, which consists of Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Program (CMAQ) revenues. OBAG funds include STP and CMAQ funding for the period of FY 2017-18 to FY 2039-40 (23 years). All projects identified for the OBAG funding target in the Call for Projects must be eligible to receive OBAG funding; therefore, generally not road or transit expansion projects.
  - All committed funds sources (including existing county sales tax measures) are excluded from the county target budgets.
  - Anticipated local revenue refers to sales tax reauthorizations and new county revenue measures that are being considered for an election ballot prior to Plan Bay Area 2040 adoption (June 2017). Revenue from reauthorizations and new measures is included in the below table in column E.
    - Revenue from sales tax reauthorizations are included for the period from the expiration of existing committed and adopted county tax measures to FY

2039-40. Estimates are based on Plan Bay Area projections from county sales tax authorities. New county revenues are estimated for the period from FY 2017-18 to FY 2039-40, except for Sonoma County where revenues are forecasted only through FY 2018-19. These augmentation revenues are included to allow CMAs to submit candidate projects/programs that would be funded through a revenue augmentation in the Project Update and Call for Projects process. The inclusion of candidate augmentation projects/programs is necessary to allow for projects/programs that may be funded by local revenues secured over the course of the Plan development to be included in MTC's project-level performance assessments and air quality conformity analysis.

**County Target Budgets (in billions of Year-of-Expenditure \$)**

A	B	C	B + C = D	E
County	RTIP	OneBayArea Grant	Total Funds	Anticipated Local Revenue**
Alameda	\$2.03	\$0.62	\$2.65	n/a
Contra Costa	\$1.39	\$0.45	\$1.84	\$5.40
Marin	\$0.38	\$0.10	\$0.48	n/a
Napa	\$0.25	\$0.09	\$0.34	n/a
San Francisco	\$1.03	\$0.38	\$1.41	\$7.00
San Mateo	\$1.05	\$0.27	\$1.32	n/a
Santa Clara	\$2.41	\$0.87	\$3.28	\$5.80
Solano	\$0.63	\$0.19	\$0.82	\$1.60
Sonoma	\$0.77	\$0.24	\$1.01	\$1.60
<b>Total</b>	<b>\$9.92</b>	<b>\$3.21</b>	<b>\$13.13</b>	<b>\$21.40</b>

\*\*Numbers are based on most recent publicly available data, CMAs are requested to update as necessary.

**B. Regional Discretionary Requests**

- Some projects, particularly regional capital intensive projects will not fit within the constraints of the County Target Budgets, and should make discretionary funding requests directly to MTC.
- Similarly, multi-county transit operators, Caltrans and other regional agencies should coordinate discretionary funding requests within the project/program's respective county, but may make discretionary funding requests directly to MTC.

**5. Cost Estimation Review**

- Project/program cost estimates should be developed using a reasonable basis, including guidelines produced by local, state or federal agencies. MTC has identified the following cost estimation guidelines available for use:
  - Federal: National Cooperative Highway Research Program's Guidance for Cost Estimation and Management for Highway Projects During Planning, Programming and Preconstruction, [http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp\\_w98.pdf](http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_w98.pdf).

- State: Caltrans' Project Development Procedures Manual Chapter 20, Project Development Cost Estimates, [http://www.dot.ca.gov/hq/oppd/pdpm/chap\\_pdf/chapt20.pdf](http://www.dot.ca.gov/hq/oppd/pdpm/chap_pdf/chapt20.pdf).

## 6. Programmatic Categories

- Bundle projects into programmatic categories, where possible. Programmatic categories are groups of similar projects/programs and strategies that are included under a single listing for simplicity in Plan Bay Area 2040. Rules for establishing programmatic categories are as follows:
  - Programmatic categories consist of projects/programs that are exempt from air quality conformity requirements (CFR 40 §93.126-128) and/or projects with categorical exclusions (CE) or documented categorical exclusions (DCE) from NEPA approvals by the FHWA or FTA (CFR 23 §771.117-8).
  - Regionally significant projects/programs are not included in programmatic categories; projects/programs that add or remove vehicular or fixed-guideway transit capacity are listed separately.
  - Programmatic categories are established around a set of similar project types, not necessarily funding types.
- Projects/programs that do not fit within programmatic categories are listed individually. See Attachment C for guidance on the programmatic categories.

## 7. Project Application

- Submit candidate projects/programs for Plan Bay Area 2040 via MTC's web-based application. Sponsors will be able to:
  - Update/modify Plan Bay Area project/program information.
  - Remove Plan Bay Area project/programs that are either complete or are no longer being pursued.
  - Add new projects/programs.
- Training for the web-based application form will be available during MTC's May Partnership Technical Advisory Committee (PTAC) meeting, 1:30 p.m., Monday, May 18, 2015, MetroCenter Auditorium.

## 8. Submittal Process

- Submit to MTC as part of the official project/program submittal:
  - Board resolution authorizing the submittal of the candidate projects/programs for Plan Bay Area 2040 prior to MTC's September 30, 2015, deadline.
  - Documentation that a public meeting was held allowing the public to comment on the candidate projects/programs for Plan Bay Area 2040.
  - Documentation of how the Project Update and Call for Projects process was conducted in compliance with Title VI of the Civil Rights Act of 1964.

Questions about Project Update and Call for Projects for Plan Bay Area 2040 should be directed to Adam Noelting ([anoelting@mtc.ca.gov](mailto:anoelting@mtc.ca.gov), 510.817.5966).

## **B. TRANSIT OPERATING, TRANSIT CAPITAL ASSET, AND LOCAL STREETS/ ROADS ASSET NEEDS ASSESSMENTS**

MTC will work directly with transit operators to update information on transit operators' operating needs and revenues, as well as transit operators' capital asset needs through the FY 2039-40 planning horizon. CMAs should expect to play a supporting role should transit operators serving their county call on the CMA for assistance. The Local Streets and Roads Needs Assessment will be completed using data from the 2014 California Statewide Local Streets and Roads Needs Assessment. Detailed schedule information is available in section C of this document.

MTC is conducting the Call for Projects and Needs Assessments data collection efforts simultaneously to create efficiencies for CMA, local agencies and transit operators. Data from the Needs Assessments will inform the investment strategy for Plan Bay Area 2040.

### **9. Transit Operating Needs Assessment**

- In order to accurately reflect the transit operating and maintenance levels, costs and revenues in Plan Bay Area 2040, MTC staff will be collecting information from transit operators for the period from Fiscal Year (FY) 2014-15 to FY 2039-40. In May, transit operators will receive an Excel template from MTC with detailed instructions for completing the Transit Operating Needs Assessment. Requested information includes:
  - Projected costs to operate at existing service levels over the period of the Plan.
  - Projected costs and service levels associated with planned, committed projects.
  - Projected revenue from local sources to be used for transit operations.
- MTC recognizes the difficulty and uncertainty inherent in developing long-range revenue, operations cost and service level projections. As always, we ask each operator to provide its best estimate of future needs based on current conditions and MTC will work with operators to make necessary refinements as economic and other conditions change prior to Plan Bay Area 2040 adoption (2017).
- Additional details and technical guidance for the Transit Operating Needs Assessment will be released on May 1, 2015.

Questions about the Transit Operating Needs Assessments for Plan Bay Area 2040 should be directed to William Bacon ([wbacon@mtc.ca.gov](mailto:wbacon@mtc.ca.gov), 510.817.5628).

### **10. Transit Capital Asset Needs Assessment**

- The Regional Transit Capital Inventory (RTCI) houses the information used for projecting the transit capital needs for the Plan and the state of good repair of the region's transit system.

The RTCI was last updated in 2011. Operators will be asked to submit updates to the RTCI via MTC’s new web-based application. Sponsors will be able to:

- Update/modify their existing transit capital asset information.
  - Remove assets that are no longer part of the inventory.
  - Add new assets or assets that have not previously been included in the RTCI.
- The web-based application form will be available May 1, 2015.
  - Additional details and guidance on the transit capital needs assessment, RTCI, and MTC’s web-based project application will be released on May 1, 2015.

Questions about the Transit Capital Needs Assessments for Plan Bay Area 2040 should be directed to Melanie Choy ([mchoy@mtc.ca.gov](mailto:mchoy@mtc.ca.gov), 510.817.5607).

### 11. Local Streets and Roads Needs Assessment

- Plan Bay Area 2040 will use data provided for the 2014 California Statewide Local Streets and Roads Needs Assessment, which is produced jointly by the state’s cities, counties and regional transportation planning agencies. MTC provided project management for the 2014 assessment.

Questions about the Local Streets and Roads Needs Assessments for Plan Bay Area 2040 should be directed to Theresa Romell ([tromell@mtc.ca.gov](mailto:tromell@mtc.ca.gov), 510.817.5772).

### C. CALL FOR PROJECTS AND NEEDS ASSESSMENTS GUIDANCE PROCESS TIMELINE

Task	Start	End
<b><i>Guidance</i></b>		
Release Call for Projects Guidance	April	N/A
Release Detailed Transit Operating and Capital Asset Needs Assessments Guidance	May	N/A
<b><i>Project Submittals</i></b>		
Transit Operating Needs Data Collection	May 1	July 1
Transit Capital Asset Data Collection	May 1	July 1
Development of Local Streets and Roads Needs Assessment by MTC	May	July
Update Plan Bay Area Project/Program Information	May 1	Sept’ 30
Submit New Projects/Programs	May 1	Sept’ 30
Submit Official Board Action Authorizing Submittal of Final Project List	N/A	Oct’ 31

Plan Bay Area is based on 10 performance targets against which we can measure and evaluate various land use scenarios and transportation investments and policies. Some of these targets were made by law, while others were added through consultation with experts, stakeholders and the public.

The first two targets are required by Senate Bill 375, "The California Sustainable Communities and Climate Protection Act of 2008" (Steinberg), and address the respective goals of climate protection and adequate housing:

- (1) Reduce per-capita carbon dioxide emissions from cars and light-duty trucks by 7 percent by 2020 and by 15 percent by 2035, if there is a feasible way to do so.
- (2) House by 2035, 100 percent of the region's projected 25-year growth by income level, *without displacing current low-income residents. (language in italics adopted by MTC and ABAG and not identified in SB 375)*

The remaining eight targets reflect voluntary goals in the following categories:

#### Healthy and Safe Communities

- (3) Reduce premature deaths from exposure to particulate emissions:
  - (a) Reduce premature deaths from exposure to fine particulates (PM 2.5) by 10 percent;
  - (b) Reduce coarse particulate emissions (PM 10) by 30 percent; and,
  - (c) Achieve greater reductions in highly impacted areas.
- (4) Reduce by 50 percent the number of injuries and fatalities from all collisions (including bike and pedestrian).
- (5) Increase the average daily time walking or biking per person for transportation by 60 percent (for an average of 15 minutes per person per day).

#### Open Space and Agricultural Preservation

- (6) Direct all non-agricultural development within the urban footprint (existing urban development and urban growth boundaries).

#### Equitable Access

- (7) Decrease by 10 percent the share of low-income and lower-middle income residents' household income consumed by transportation and housing.

#### Economic Vitality

- (8) Increase gross regional product (GRP) by 90 percent – an average annual growth rate of approximately 2 percent (in current dollars).

#### Transportation System Effectiveness

- (9) Increase non-auto mode share by 10 percent and decrease automobile vehicle miles traveled per capita by 10 percent.
- (10) Maintain the transportation system in a state of good repair:
  - (a) Increase local road pavement condition index (PCI) to 75 or better;
  - (b) Decrease distressed lane-miles of state highways to less than 10 percent of total lane-miles; and,
  - (c) Reduce average transit asset age to 50 percent of useful life.

The matrix below illustrates how a variety of project types will be categorized in Plan Bay Area 2040. All project types should fall within one of the categories below, based on the transportation system of the project and the project purpose. Further detail on programmatic categories is provided on the following page.

		PROJECT PURPOSE			
		Expansion	System Management	Preservation	Operations
TRANSPORTATION SYSTEM	Local Road	<ul style="list-style-type: none"> <li>• New bike/ped facilities</li> <li>• New/extended roadway (more than ¼ mile)</li> <li>• New lane on existing roadway (more than ¼ mile, includes auxiliary lanes)</li> <li>• New bridge or expanded bridge capacity</li> <li>• Road diet (more than ¼ mile)</li> </ul>	<ul style="list-style-type: none"> <li>• Intersection improvements (less than ¼ mile)</li> <li>• Management systems</li> <li>• Safety and security</li> <li>• Multimodal streetscape improvements (less than ¼ mile)</li> <li>• Travel demand management</li> <li>• Congestion pricing</li> </ul>	<ul style="list-style-type: none"> <li>• Preservation/rehabilitation</li> </ul>	<ul style="list-style-type: none"> <li>• Routine operations and maintenance</li> </ul>
	State Highway	<ul style="list-style-type: none"> <li>• New bike/ped facilities</li> <li>• New/extended highway (more than ¼ mile)</li> <li>• New lane on existing highway (more than ¼ mile, includes auxiliary lanes)</li> <li>• New bridge or expanded bridge capacity</li> <li>• New I/C, I/C modification (with added capacity)</li> </ul>	<ul style="list-style-type: none"> <li>• Management systems</li> <li>• Safety and Security</li> <li>• Minor Highway Improvements (less than ¼ mile)</li> <li>• Travel demand management</li> <li>• I/C modifications (no added capacity)</li> </ul>	<ul style="list-style-type: none"> <li>• Preservation/rehabilitation</li> </ul>	<ul style="list-style-type: none"> <li>• Routine operations and maintenance</li> </ul>
	Public Transit	<ul style="list-style-type: none"> <li>• New/extended fixed guideway (rail, BRT, ferry)</li> <li>• New/expanded station/terminal (including parking facilities)</li> <li>• Fleet/service expansion</li> </ul>	<ul style="list-style-type: none"> <li>• Management systems</li> <li>• Safety and security</li> <li>• Minor transit improvements</li> </ul>	<ul style="list-style-type: none"> <li>• Preservation/rehabilitation</li> </ul>	<ul style="list-style-type: none"> <li>• Routine operations and maintenance</li> </ul>
	Tollway	<ul style="list-style-type: none"> <li>• New/extended toll/express lanes</li> <li>• Lane conversion</li> <li>• New toll bridge</li> </ul>	<ul style="list-style-type: none"> <li>• Management systems</li> <li>• Safety and Security</li> </ul>	<ul style="list-style-type: none"> <li>• Preservation/rehabilitation</li> </ul>	<ul style="list-style-type: none"> <li>• Routine operations and maintenance</li> </ul>
	Freight	<ul style="list-style-type: none"> <li>• New/expanded terminal</li> <li>• New/extended truck lanes (in urban areas)</li> <li>• New trackage</li> </ul>	<ul style="list-style-type: none"> <li>• Minor freight improvements</li> <li>• Safety and security</li> <li>• Track reconfiguration</li> </ul>	<ul style="list-style-type: none"> <li>• Preservation/rehabilitation</li> </ul>	
	Other		<ul style="list-style-type: none"> <li>• Travel demand management</li> <li>• Land use</li> <li>• Planning</li> <li>• Emission reduction technologies</li> </ul>		

\*Project types highlighted in green must be submitted individually, while project types that are not highlighted must be grouped into programmatic categories.

## Attachment C

# Project Types and Programmatic Categories Description

## A. PROGRAMMATIC CATEGORIES

Programmatic categories are groups of similar projects, programs, and strategies that are included under a single group for ease of listing in the RTP/SCS. Rules for establishing programmatic categories are as follows:

- Programmatic categories consist of projects that are exempt from air quality conformity requirements (CFR 40 §93.126-128) and/or projects with categorical exclusions (CE) or documented categorical exclusions (DCE) from NEPA approvals by the FHWA or FTA (CFR 23 §771.117-8).
- Regionally significant projects are not included in programmatic categories; projects that add or remove vehicular or fixed-guideway transit capacity are listed separately.
- Programmatic categories are established around a set of similar project types, not necessarily funding types.
- Projects that do not fit into the programmatic categories are listed as individual projects.

Proposed programmatic categories are listed below:

### Expansion

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#### 1. New Bicycle and Pedestrian Facilities

Systems: Local Road, State Highway

Types: New and extended bike and pedestrian facilities (less than ¼ mile)

### System Management

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#### 2. Management Systems

Systems: Local Road, State Highway, Public Transit, Tollway

Types: Incident management; signal coordination; ITS; TOS/CMS; ramp metering; transit management systems; automatic passenger counters; CAD-AVL; fare media; Transit Sustainability Project; construction or renovation of power, signal, and communications systems; toll management systems; toll media

#### 3. Safety and Security

Systems: Local Road, State Highway, Public Transit, Freight

Types: Railroad/highway crossings and warning devices; hazardous location or feature; shoulder improvements; sight distance; Highway Safety Improvement Program implementation; Safe Routes to Schools projects and programs; traffic control devices other than signalization; guardrails, median barriers, crash cushions; pavement marking; fencing; skid treatments; lighting improvements; widening narrow pavements with no added capacity; changes in vertical and horizontal alignment; transit safety and communications and surveillance systems; rail sight distance and realignments for safety; safety roadside rest areas; truck climbing lanes outside urban area; emergency truck pullovers

#### 4. Travel Demand Management

Systems: Local Road, State Highway, Other

Types: Car and bike share; alternative fuel vehicles and facilities; parking programs; carpool/vanpool, ridesharing activities; information, marketing and outreach; traveler information

**5. Intersection Improvements**

Systems: Local Road

Types: Intersection channelization; intersection signalization at individual intersections; minor road extension or new lanes (less than ¼ mile)

**6. Multimodal Streetscape Improvements**

Systems: Local Road

Types: Minor bicycle and/or pedestrian facility gap closure; ADA compliance; landscaping; lighting; streetscape improvements; minor road diet (less than ¼ mile)

**7. Minor Highway Improvements**

Systems: State Highway

Types: Noise attenuation; landscaping; scenic easements; sign removal; directional and informational signs; minor highway extension or new lane (less than ¼ mile)

**8. Minor Transit Improvements**

Systems: Public Transit

Types: Minor/routine expansions to fleet and service; purchase of ferry vessels (that can be accommodated by existing facilities or new CE facilities); construction of small passenger shelters and information kiosks; small-scale/CE bus terminals and transfer points; public transit-human services projects and programs (including many Lifeline Transportation Program projects); ADA compliance; noise mitigation; landscaping; associated transit improvements (including bike/pedestrian access improvements); alternative fuel vehicles and facilities

**9. Minor Freight Improvements**

Systems: Freight

Types: Construction of new, or improvements to existing, rest areas and truck weigh stations; improvements to existing freight terminals (not expansion)

**10. Land Use**

Systems: Other

Types: Land conservation projects; TOD housing projects

**11. Planning**

Systems: Other

Types: Planning and research that does not lead directly to construction

**12. Emission Reduction Technologies**

Systems: Other

## Preservation

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### 13. Preservation/Rehabilitation

Systems: Local Road, State Highway, Public Transit, Tollway, Freight

Types: Pavement resurfacing and/or rehabilitation; bike/pedestrian facilities rehabilitation; non-pavement rehabilitation; preventive maintenance; emergency repair; bridge rehabilitation, replacement or retrofit with no new capacity; transit vehicle rehabilitation or replacement; reconstruction or renovation of transit buildings and structures; rehabilitation or reconstruction of track structures, track, and trackbed in existing rights-of-way; construction of new bus or rail storage/maintenance facilities (in industrial locations with adequate transportation capacity); modernization or minor expansions of transit structures and facilities outside existing right-of-way, such as bridges, stations, or rail yards; purchase of office and shop and operating equipment for existing facilities; purchase of operating equipment for vehicles, such as farebox, lifts, radios; purchase of support vehicles; toll bridge rehabilitation, replacement, or retrofit with no new capacity; freight track and terminal rehabilitation

## Operations

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### 14. Routine Operations and Maintenance

Systems: Local Road, State Highway, Public Transit, Tollway

Types: Routine patching and pothole repair; litter control, sweeping and cleaning; signal operations; communications; lighting; transit operations and fare collection; transit preventive maintenance; toll operations & fare collection

## B. INDIVIDUALLY LISTED PROJECTS

Projects that do not fit into a programmatic category must be listed individually in the RTP-SCS. Project types that must be included individually are listed below:\*

## Expansion

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1. New or extended roadway or highway (length greater than ¼ mile)
2. New lane on existing roadway or highway (length greater than ¼ mile, includes auxiliary lanes)
3. New bridge or expanded bridge capacity
4. Road diet (length greater than ¼ mile)
5. New interchange or interchange modification (with added capacity)
6. New or extended fixed guideway (rail, BRT, ferry)
7. New or expanded station or terminal (including parking facilities)
8. Fleet/service expansion
9. New or extended toll/express lane
10. Lane conversion
11. New toll bridge
12. New or expanded freight terminal
13. New or extended truck lanes (within urban areas)
14. New trackage

## System Management

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15. Pricing program

16. Interchange modification (no additional capacity)
17. Freight track reconfiguration

\*This list of project types is not necessarily exhaustive; any project that does not fall within a programmatic category must be identified individually in the RTP-SCS.

**1. PROJECT TYPE & PROGRAM CATEGORIES MATRIX**

Field	Description	Requirements
Project/Program Type	Please select the primary project/program type, which can be considered as the primary mode, such as state highway or public transit.	

**2. COMMITTED STATUS**

1. Is this project/program 100% funded through Local Funds?
2. Does this project/program have a full funding plan?
3. Will this project/program have a certified Environmental Impact Report (EIR) or Record of Decision for Environmental Impact Statement (EIS) by September 30, 2015?  
If yes to Question 1, project is "Committed." If yes to Questions 2 and 3, project is "Committed."

**3. BASIC INFORMATION**

Field	Description	Requirements
Project Title	Please provide a brief title of the project/program. The title should indicate what the project/program is and NOT what the project/program does.  <i>(i.e. Main Street Bus Rapid Transit (NOT Implement Bus Rapid Transit on Main Street))</i>	Text
Project/Program Description	Please provide a brief description of the project/program, including location, limits and scope of work. This is where you can describe what the project/program does.  <i>(i.e., This project will implement BRT from City A to City B. The project will operate along Main Street from Point A to Point B)</i>  Note: large expansion projects will be asked to provide additional information to enable MTC staff to model the project.	Text, 255 characters max
County	Please select the county in which the project/program is located. If the project/program is located in more than one county, please select "Regional."	Text
Sponsor Agency	Please identify the agency that is serving as project/program sponsor.	Text
Operating Agency	Please identify the agency that will operate the facility once construction/procurement is complete.	Text
Implementing Agency	Please identify the agency that will implement/construct the project/program.	Text

#### 4. COST

Field	Description	Requirements
Capital Cost (2017\$)	Please provide the estimated total cost of construction, including all phases leading up to construction. For non-construction project/programs, please provide the total cost of the project/program here.	\$, rounded up to the nearest \$100,000
<i>Environmental / Design (2017\$)</i>		
<i>Right-of-Way (ROW) (2017\$)</i>		
<i>Construction (2017\$)</i>		
<i>Rolling Stock (2017\$)</i>		
Operations & Maintenance Start (2017\$)	Please provide the estimated cost to operate and maintain the project/program from year of completion through 2040. Enter a total cost, not an annual cost. For non-construction project/programs, please enter \$0.	\$, rounded up to the nearest \$100,000
<i>Operations (2017\$)</i>		
<i>Maintenance (2017\$)</i>		

Notes:

1. Please contact the MTC staff if you have questions with how to convert your project/program's cost into 2017\$.
2. All 2017\$ cost values will be converted into the Year-of-Expenditure (YOE). MTC defines the YOE as the midpoint of construction.

*Example: YOE = [(Construction End – Construction Start) / 2 + Construction Start] or  
YOE = [(2025 – 2020) / 2 + 2020] = 2023*

#### 5. ESTIMATED BENEFIT BY MODE

Field	Description	Requirements
Auto	In addition to the primary project/program type, we would like to know if the project/program benefits other modes. For example, a new transit facility might also include bike paths. Please estimate the percentage of the project/program cost that can be attributed to each mode. This is a rough estimate and will only be used for summary purposes.	% of total cost
Transit		
Bike		
Pedestrian		
Freight		

## 6. SCHEDULE

Field	Description	Requirements
Certified Environmental Document Date	This is the date that the FEIR/FEIS was certified. This applies only to committed project/programs.	Month & Year
Capital Start Year	Please provide the first year of project/program construction (actual/estimated). For non-construction project/programs, please provide the first year the project/program will be implemented.	Year
<i>Environmental / Design</i>		
<i>Right-of-Way (ROW)</i>		
<i>Construction</i>		
<i>Rolling Stock</i>		
Operations & Maintenance Start Year	Please provide the first year of operations and maintenance costs (typically, the year after the construction is completed). For non-construction project/programs, please enter "0000."	Year
<i>Operations</i>		
<i>Maintenance</i>		

## 7. MODELING

Field	Description	Requirements
Notes	<p>Please describe the project/program in greater detail than what you submitted in the Project/Program Description. For roadway project/programs, we are looking for project extents and the number of lanes by type of lane (general purpose, HOV, HOT) before and after the project. For transit project/programs, we are looking for project extents, frequency before and after the project, changes in parking, station location, and any transit priority infrastructure (such as dedicated lanes and signal priority) that would be implemented with the project. For roadway and transit project/programs, we would also need to know what changes to bus routes that use the facility or support the new transit project would occur with the project.</p> <p>We acknowledge that describing a project in words is difficult. Please upload supporting documentation, which might include maps, CAD drawings, or even model files in Cube format.</p>	Text
Upload	This input accepts zipped folders only. Within the zipped folder, you can place any file type.	

## 8. FUNDING

Field	Description	Requirements
Prior Funding	Please indicate the total amount of funding (including federal, state, regional and local funds) that have been obligated or will have been obligated to this project/program prior to 2017.	\$
Committed Funding by Source	Please input the amount of funding, by source (including federal, state, regional and local funds) from the drop down menu, that have been committed to this project/program subsequent to 2017.	\$
Discretionary Funding by Source	Please identify the potential fund sources and dollar amounts for any additional discretionary funds that are needed to complete the project/program's full funding plan.	
<i>OneBayArea Grant</i>	Please coordinate your requests with your CMA to identify the amount of funds that will be requested.	\$
<i>RTIP</i>	Anticipated Local Discretionary Funds refers to revenues from possible new local/county revenue measures under consideration for implementation before the adoption of the Plan in 2017.	\$
<i>Anticipated Local Discretionary Funds</i>		\$
<i>Regional Discretionary Funds</i>	Please identify your request for other regional discretionary funds.	\$

## 9. CONTACT

Field	Description	Requirements
First Name	Please identify the project/program manager and their contact information.	Text
Last Name		Text
Title		Text
Phone		Text
Agency		Text
Email		Text

## ABAG/MTC Existing Land Use Data Collection Strategy Call For Input

ABAG and MTC are beginning the process of updating our base year land use database for analysis and UrbanSim modeling for the 2017 Regional Transportation Plan and Sustainable Communities Strategy. We will be collecting new data and comments through December 2015 and would appreciate your help in ensuring we have comprehensive and up-to-date information for the region's cities and counties.

### Development Projects or Pipeline List

1. A list of buildings built or started between 2010 and 2015 to make sure we have recent construction fully captured
2. A list of (large) projects planned for construction in *future* years
3. The lists should cover key project info (address, building type, units, square footage, year built, entitlement status of the project and, if known, completion year)

### Zoning and Growth Policy Updates

1. Zoning or General Plan maps with allowed *uses* and *intensities* (e.g., FAR, DUA)
2. Urban growth boundaries
3. Development caps
4. Impact fees and applicable geographies, when they vary in the jurisdiction

Because each jurisdiction uses different approaches and formats to record its information, we aim to offer a flexible means of data collection. If a jurisdiction or agency is interested in contributing data updates please:

1. Email Tom Buckley at MTC (tbuckley@mtc.ca.gov)
2. Tom will provide you with access to an online folder in MTC's Box Drive
3. In this folder, we have placed
  - a. A table on where and when we collected information previously
  - b. A guide to the type of information and variables we are trying to collect
4. Participants can upload information in a range of formats including:
  - a. A shapefile or other GIS data
  - b. Microsoft office files
  - c. PDFs
  - d. A note simply stating that we should update our information for a particular jurisdiction with any known information on how to find the new data

If you already have the data in a map or database we would be happy to take it that way, but any format will do. Please do not spend a lot of time creating new data for this effort.

Thank you for helping ABAG and MTC to update our regional land use data.