

Napa Valley Transportation Authority

625 Burnell Street
Napa, CA 94559



Agenda - Final

Thursday, July 11, 2019
2:00 PM

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) are posted on the NVTA website at <https://nctpa.legistar.com/Calendar.aspx> at least 72 hours prior to the meeting and will be available for public inspection, on and after at the time of such distribution, in the office of the Secretary of the TAC, 625 Burnell Street, Napa, California 94559, Monday through Friday, between the hours of 8:00 a.m. and 4:30 p.m., except for NVTA holidays. Materials distributed to the present members of the 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 TAC Secretary 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 NVTA website at <https://nctpa.legistar.com/Calendar.aspx>

Acceso y el Título VI: La NVTa puede proveer asistencia/facilitar la comunicación a las personas discapacitadas y los individuos con conocimiento limitado del inglés quienes quieran dirigirse a la Autoridad. Para solicitar asistencia, por favor llame al número (707) 259-8633. Requerimos que solicite asistencia con tres días hábiles de anticipación para poderle proveer asistencia.

Ang Accessibility at Title VI: Ang NVTa ay nagkakaloob ng mga serbisyo/akomodasyon kung hilingin ang mga ito, ng mga taong may kapansanan at mga indibiduwal na may limitadong kaalaman sa wikang Ingles, na nais na matugunan ang mga bagay-bagay na may kinalaman sa NVTa Board. Para sa mga tulong sa akomodasyon o pagsasalin-wika, mangyari lang tumawag sa (707) 259-8633. Kakailanganin namin ng paunang abiso na tatlong araw na may pasok sa trabaho para matugunan ang inyong kahilingan.

1. Call To Order**2. Introductions****3. Public Comment****4. Committee Member and Staff Comments****5. STANDING AGENDA ITEMS****5.1 County Transportation Agency (CTA) Report (Danielle Schmitz)****5.2 Project Monitoring Funding Programs* (Alberto Esqueda)****5.3 Caltrans' Report* (Ahmad Rahimi)****5.4 Vine Trail Update (Erica Ahmann Smithies)****5.5 Transit Update (Matthew Wilcox)****5.6 Measure T Update (Alberto Esqueda)**

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.

6. PRESENTATIONS**6.1 Safe Routes to School (SRTS) Presentation (Patrick Band and Grant Dinsdale)**

Body: Napa County Bicycle Coalition (NCBC) and Napa County Office of Education (NCOE) staff will provide an update on the SRTS program efforts.

Recommendation: Information only.

Estimated Time: 2:20 p.m.

6.2 Phase II Implementing Revisions to the Vine Local Routes (Matthew Wilcox)

Body: Staff will provide an overview of the options for changing the Vine Transit system local routes.

Recommendation: Information only.

Estimated Time: 2:35 p.m.

5. CONSENT AGENDA**7.1 Meeting Minutes of June 6, 2019 TAC Meeting (Kathy Alexander)
(Pages 9-12)**

Body: TAC action will approve the June 6, 2019 meeting minutes.

Recommendation: Approval

Estimated Time: 2:45 p.m.

Attachments: [Draft Minutes.pdf](#)

8. REGULAR AGENDA ITEMS**8.1 Notice of Letter of Interest Submittal to the Transportation
Infrastructure Finance and Innovation Act (TIFIA)
Credit Program (Antonio Onorato) (Pages 13-35)**

Body: Staff will provide a review of the draft TIFIA Credit Program application documentation that will be presented to the NVTB Board at the July 17, 2019 Board meeting.

Recommendation: Information only.

Estimated Time: 2:45 p.m.

Attachments: [Staff Report.pdf](#)

**8.2 Independent Taxpayer Oversight Committee (ITOC) Meeting
Debrief (Alberto Esqueda) (Pages 36-39)**

Body: Staff will provide a summary and action items from the June 5, 2019 ITOC meeting.

Recommendation: Information only.

Estimated Time: 2:55 p.m.

Attachments: [Staff Report.pdf](#)

**8.3 Napa Travel Model Validation and Update (Alberto Esqueda)
(Pages 40-41)**

Body: That the Technical Advisory Body recommend the Napa Valley Transportation Authority Board approve the Napa Travel Model Validation Update in amount not to exceed \$85,000.

Recommendation: Action.

Estimated Time: 3:00 p.m.

Attachments: [Staff Report.pdf](#)

**8.4 Regional Measure 3 (RM3) Program Priorities (Danielle Schmitz)
(Pages 42-48)**

Body: Staff will review the RM3 priorities for Napa County.

Recommendation: Information only.

Estimated Time: 3:05 p.m.

Attachments: [Staff Report.pdf](#)

**8.5 Countywide Transportation Plan (CTP): Goals and Performance
Measures (Alberto Esqueda) (Pages 49-53)**

Body: Staff will review the CTP goals and performance measures.

Recommendation: Information only.

Estimated Time: 3:10 p.m.

Attachments: [Staff Report.pdf](#)

8.6 Legislative Update* (Kate Miller)

Body: Staff will review the state and federal legislative updates.

Recommendation: Information only.

Estimated Time: 3:20 p.m.

**8.7 July 17, 2019 NVTA Board Meeting and NVTA-TA Board Meeting
Draft Agendas* (Kate Miller)**

Body: Staff will review the July 17, 2019 NVTA Board and NVTA-TA Board meeting draft agendas.

Recommendation: Information only.

Estimated Time: 3:25 p.m.

9. FUTURE AGENDA ITEMS

10. ADJOURNMENT

10.1 Approval of Next Regular Meeting Date of September 5, 2019 and Adjournment.

I, Kathy Alexander, hereby certify that the agenda for the above stated meeting was posted at a location freely accessible to members of the public at the NVTa offices, 625 Burnell Street, Napa, CA by 5:00 p.m., on July 3, 2019.

Kathy Alexander (e-sign)

Kathy Alexander, Deputy Board Secretary

*Information will be available at the meeting

Glossary of Acronyms

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

Glossary of Acronyms

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

Napa Valley Transportation Authority

625 Burnell Street
Napa, CA 94559

July 11, 2019
TAC Agenda Item 7.1
Continued From: New
Requested Action: Approval

Meeting Minutes - Draft

Technical Advisory Committee

Thursday, June 6, 2019

2:00 PM

NVTA Conference Room

1. Call To Order

Chair Ahmann Smithies called the meeting to order at 2:05 p.m.

Present: 9 - Eric Whan
Joe Tagliaboschi
Dana Ayers
Lorien Clark
Chairperson Erica Ahmann Smithies
Aaron Hecock
Steve Lederer
Steve Hartwig
Daniel Gordon

Absent: 4 - Mike Kirn
Brent Cooper
Doug Weir
Ahmad Rahimi

2. Introductions

Chair Ahmann Smithies invited all in attendance to introduce themselves.

Also present:

Sandra Liston, Town of Yountville
Patrick Band, Napa County Bicycle Coalition

3. Public Comment

No public comment was received.

4. Committee Member and Staff Comments

Eric Whan, City of Napa - Construction on the SR29/California Boulevard/First Street Roundabouts project starts June 10th.

Steve Lederer, County of Napa - The county has six major road projects either underway or starting very soon. There are also three earthquake repair projects starting next week.

Joe Tagliaboschi, Town of Yountville - Finished Measure T paving project - Yount Street from Washington to Mount Street.

Erica Ahmann Smithies, City of St. Helena - The city has several Measure T overlay projects out to bid. Streetscape is in the works - should have preliminary plans in a few months.

Sandra Liston, Town of Yountville - Introduced Daniel Gordon, the town's new planning manager.

Alberto Esqueda, NVTa - provided the following updates from Caltrans:

- Launched a new SB1 "one stop shop" web portal.
- Released a new mandatory form for authorizations or amendments to Local Assistance non-emergency relief federal aid projects.
- Released updates to the indirect cost rate proposal forms.
- Better Utilizing Investments to Leverage Development (BUILD) Transportation Discretionary Grants program applications are due July 15th.
- Active Transportation Program Resource Center is offering workshops for non-infrastructure projects to regional agencies to help them customize their program.
- Made changes and added policies to the Highway Bridge Program Project Delivery policy that will impact the County of Napa and possibly St. Helena - Mr. Esqueda will forward the information to those jurisdictions.

5. STANDING AGENDA ITEMS

5.1 Congestion Management Agency (CMA) Report (Danielle Schmitz)

Report by Danielle Schmitz.

Ms. Schmitz provided updates on the following topics discussed at the May meeting:

- "Faster Bay Area" mega measure effort led by the Bay Area Council, focused on the Peninsula and Silicon Valley areas.
- Kate Miller was appointed as the Partnership Board Vice Chair for next year.
- Status of Regional Measure 3 program guidelines and Jarvis lawsuit.
- SB1376 - Proposed 5 cent fee on transportation network companies (TNCs) provided rides (i.e. Uber and Lyft) to fund TNC Access for All program.
- 2020 State Transportation Improvement Program (STIP) estimates will be released in June.
- SB 1 workshop in San Jose on June 7th, NVTa staff will attend.
- SAFE (Safer Affordable Fuel-Efficient) proposed rulemaking reducing vehicle emissions standards would render the CalEPA and regional models out of compliance. If approved in August as expected, all projects requiring federal action would not be able to move forward until all California air quality conformity models are recalibrated, which could take up to a year.
- Caltrans Director Laurie Berman announced her retirement.

5.2 Project Monitoring Funding Programs* (Alberto Esqueda)

Report by Alberto Esqueda.

Mr. Esqueda reviewed the changes to project monitoring reports.

5.3 Caltrans' Report* (Ahmad Rahimi)

No report - Mr. Rahimi was unable to attend the meeting.

City of St. Helena requested Caltrans provide a presentation on the Conn Creek Bridge project.

5.4 Vine Trail Update (Erica Ahmann Smithies)

Report by Rebecca Schenck.

Ms. Schenck provided updates on:

- Status of outstanding easements on the St. Helena to Calistoga alignment
- Status of the City of St. Helena agreement
- Sanjay Mishra provided an update on the environmental document request for proposal.

5.5 Transit Update (Matthew Wilcox)

Report by Rebecca Schenck.

Ms. Schenck provided the following updates:

- Several options for the local routes will be presented to the Board at the July meeting
- Transit service provided during BottleRock Music Festival

Member Clark requested that the five options be presented at the July TAC meeting.

5.6 Measure T Update (Alberto Esqueda)

Report by Alberto Esqueda.

- Provided a brief overview of the July 5, 2019 Independent Taxpayer Oversight Committee (ITOC) meeting
- Noted the City of American Canyon is scheduled to provide a presentation on its Measure T projects to the ITOC at the September 4th meeting
- Requested the jurisdictions send photos of all Measure T projects to him

6. PRESENTATIONS

6.1 Metropolitan Transportation Commission (MTC) Regional Growth Framework Presentation (Christy Leffall)

Christy Leffall of the MTC provided a presentation on the Regional Growth Framework that included:

- Changes to the Planned Development Area (PDA) definition and criteria
- No changes the Priority Conservation Area (PCA) definition and criteria
- An introduction of the Priority Production Areas (PPAs)
- Reviewed the next steps for aligning PDAs and for creating PCAs
- PDA planning requirements should be released soon
- New PDAs need to be at least 50% planned
- Transit service criteria for meeting transit rich requirements

6.2 Sonoma Marin Area Rail Transit (SMART) Marin to Suisun Feasibility Study Presentation (Danielle Schmitz)

Danielle Schmitz provided an overview of the SMART Marin to Suisun Feasibility Study that included:

- Infrastructure options, station opportunities and cost estimates
- Service options

7. CONSENT AGENDA

7.1 Meeting Minutes of May 2, 2019 TAC Meeting (Kathy Alexander) (Pages 8-11)

MOTION by WHAN, SECOND by HECOCK to APPROVE the Meeting Minutes of the May 2, 2019 Technical Advisory Committee meeting. Motion passed with Ayers abstaining (did not attend the May 2nd meeting).

8. REGULAR AGENDA ITEMS

8.1 Plan Bay Area 2050: Request for Regionally-Significant Projects (Alberto Esqueda) (Pages 12-30)

Alberto Esqueda reviewed the changes to the project list that were requested by the jurisdictions.

MOTION by HARTWIG, SECOND by WHAN to RECOMMEND that the NVTB Board of Directors approve the Plan Bay Area 2050 Project List. Motion passed unanimously.

8.2 Vision Zero Update (Diana Meehan) (Pages 31-35)

Diana Meehan provided a presentation on Vision Zero that included:

- An overview of the program and core elements
- The coordination necessary between system designers, planners, engineers, and policymakers
- Strategies for safer street design

8.3 California Transportation Commission (CTC) Allocation Plan (Danielle Schmitz) (Pages 36-58)

Report by Danielle Schmitz.

- Provided an overview of MTC's Resolution 3606 and its purpose
- Reviewed the project monitoring and tracking process outlined in the California Transportation Commission (CTC) Annual Allocation Plan as well as the deadlines.

8.4 Legislative Update* (Kate Miller)

Kate Miller reviewed the Legislative Update.

8.5 June 19, 2019 NVTB Board Meeting and NVTB-TA Board Meeting Draft Agendas* (Kate Miller)

Kate Miller review the June NVTB Board meeting agenda, noting that due to quorum issues (California League of Cities) the June 19th meeting was cancelled and a Special Meeting was scheduled for June 12, 2019.

9. FUTURE AGENDA ITEMS

- Vine Transit local route options
- Measure T deadline schedule
- Calendar matrix for SB1

10. ADJOURNMENT

10.1 Approval of Next Regular Meeting Date of July 11, 2019 and Adjournment.

Meeting adjourned at 3:52 p.m.



NAPA VALLEY TRANSPORTATION AUTHORITY TAC Agenda Letter

TO: Technical Advisory Committee
FROM: Kate Miller, Executive Director
REPORT BY: Antonio Onorato, Director of Administration, Finance, and Policy
(707) 259-8779/Email: anonorato@nvta.ca.gov
SUBJECT: Notice of Letter of Interest Submittal to the Transportation Infrastructure Finance and Innovation Act (TIFIA) Credit Program

RECOMMENDATION

Information only

EXECUTIVE SUMMARY

At the July 17, 2019 Board meeting staff will recommend to the Board that they approve filing a Letter of Interest to pursue financing with the Transportation Infrastructure Finance and Innovation Act (TIFIA) to complete the Vine Transit Maintenance Facility and Soscol Junction, and Bus Electrification projects.

At the March 20, 2019 board meeting, staff presented funding options for the construction portion of the Maintenance Facility. The Board directed staff to proceed with a TIFIA application for the Maintenance Facility, adding Soscol Junction, and Bus Electrification projects. Submitting the Letter of Interest (LOI) begins the loan approval process administered by the Build America Bureau - a division of the U.S. Department of Transportation (U.S. DOT) which oversees the TIFIA program. The loan application is expected to be approved in 60-90 days from submittal. Staff will return with a complete debt financing package for Board consideration and formal approval upon receipt of the terms and tentative approval from the Build America Bureau.

FISCAL IMPACT

Is there a Fiscal Impact? Not for this action.

Consequences if not approved: Staff will halt further efforts to seek the TIFIA loan which would jeopardize and/or delay efforts to build the Maintenance Facility project and acquire

zero emission buses in advance of regulatory requirement, further disqualifying NVTa from receiving clean mobility grant funds for early acquisition of zero emission buses.

BACKGROUND AND DISCUSSION

Staff has explored numerous options to assemble a financing plan to construct the Maintenance Facility. Given the limited fund sources available for this purpose, it became clear early on in the process that a portion of the construction cost would need to be financed. Staff spoke with financial institutions such as the California State Infrastructure Bank, pursued Standard and Poor's and Moody ratings and contracted with Project Finance Advisory Limited (PFAL) to explore alternative financing solutions.

Working with the design and engineering consultants, the 100% design and cost estimate was completed in early 2019. The total cost of the project came in at \$37,780,000 of which \$32,180,000 is for construction. Table 1 summarizes the project expenditure plan.

Table 1: Vine Transit Maintenance Facility Expenditure Plan

	(Estimated) Cost
Preconstruction	
Preconstruction	\$5,600,000
Paid-to-Date	\$5,600,000
Remaining Balance	\$0
Construction	
Site Improvements	10,212,200
Admin/Maint/Bus Wash Buildings	14,687,800
CM/PV System /FF&E/Contingency	7,280,000
Construction- Total	\$32,180,000
Total Project Costs	\$37,780,000

Staff provided the board with different financing and funding scenarios for its consideration at the February and May Board meetings. At the May meeting, the Board tentatively approved a funding package to allow staff to move forward with a TIFIA application.

Table 2 presents the proposed funding plan which uses a combination of transit funds, State Transportation Improvement Program (STIP), Local Partnership Program (LPP) formula funds and competitive funds which may become available at a future date. The plan identifies available funds for the project, but does not create a financial commitment. Staff will continue to pursue funds for this project which can be exchanged for the grants

that have been proposed in the plan. The table also shows the loan amounts with and without the Federal Transit Administration (FTA) 5339b Bus and Bus Facilities competitive grant funds – a grant that has already been submitted to FTA for consideration of funding for the maintenance facility.

Table 2: Proposed Funding Plan

	With Competitive Grants	Without Competitive Grants
Grants		
TDA, STA, FTA	\$569,600	\$569,600
State Transportation Improvement Funds (STIP)	4,100,000	4,100,000
Local Partnership Program	1,100,000	1,100,000
Competitive Grants		
Regional Measure 3	7,898,400	7,898,400
FTA 5339b Bus and Bus Facilities	4,500,000	0
Total Grants	\$18,168,000	\$13,668,000
Loans		
TIFIA	\$14,012,200	\$18,512,000
Total Construction Costs	\$32,180,000	\$32,180,000

At the May meeting, the Board directed staff to maximize the agency's borrowing capacity in applying for a TIFIA loan for the Maintenance Facility by including the Soscol Junction and Bus Electrification projects. As a reminder, including Soscol Junction would allow payback of the STIP funds should other competitive funds not come to fruition. With the inclusion of the Bus Electrification Project the agency would be eligible for California Air Resources Board grants in advance of when NVTa is subject to the clean bus regulation. Table 3 shows the total borrowing capacity for all the projects included in the Letter of Interest (LOI).

Table 3: TIFIA application amounts (estimates) and borrowing capacity

Project	Total Project Costs	TIFIA Borrowing Capacity
Maintenance Facility	\$37,780,000	\$18,512,200
Soscol Junction	40,000,000	8,598,000
Bus Electrification	39,900,000	19,551,000
Totals	\$117,680,000	\$46,661,200

For a LOI to be approved, a full funding package must be secured. PFAL has been in regular communication with TIFIA's loan officers in the last few months. TIFIA officials have given NVTa a verbal conditional approval pending the submittal of a LOI, which is the final formal documentation for the loan application to be approved.

Notice of Application to Apply for Debt Financing

Per the Joint Powers Agreement (JPA), the submission of the Letter of Interest will trigger official notice to the City Managers and County Executive Officer. Formal notice via a letter to the City/Town Managers and County Executive Officer will be sent notifying the jurisdictions of NVTAs intent to apply for a loan so that City managers and the County Executive Officer may advise their respective councils/board. As a condition of debt approval, no member agency may withdraw from the JPA once loan documents have been executed thereby requiring agencies to remain in the JPA throughout the indebtedness period.

SUPPORTING DOCUMENTS

- Attachment (1) Letter of Interest
(2) Letter to City/Town County Executive Managers

All projects wishing to apply for Transportation Infrastructure Finance and Innovation Act (TIFIA) credit assistance must first submit a Letter of Interest using this revised form. Pursuant to the recently enacted Fixing America's Surface Transportation (FAST) Act, the application process, which includes the submission of Letters of Interest, will be conducted on a rolling basis by the Department of Transportation (DOT). Applicants for Federal credit assistance must complete an acceptable Letter of Interest and meet all eligibility criteria to be permitted to submit a formal application. In the context of a public-private partnership, where multiple bidders may be competing for a concession such that the obligor has not yet been identified, the procuring agency must submit the project's Letter of Interest on behalf of the eventual obligor. DOT will not consider Letters of Interest from entities that have not obtained the legal rights to develop the project.

This revised Letter of Interest form reflects initial changes made to the TIFIA program by the FAST Act. Additional changes may be forthcoming as DOT considers public comments it may receive while continuing to implement the program. To be considered for TIFIA assistance, projects must submit a Letter of Interest that: (i) describes the project and the location, purpose, and cost of the project, (ii) outlines the proposed financial plan, including the requested credit assistance and the proposed obligor, (iii) provides a status of environmental review, and (iv) provides information regarding satisfaction of other eligibility requirements of the TIFIA credit program. Please reference the Notice of Funding Availability posted on March 11, 2016 in the Federal Register. At this time, the TIFIA Program Guide is being updated. Please check the TIFIA website regularly to identify updated program guidance, Letter of Interest, and application materials. Applicants should refer to the TIFIA website often to ensure that the most up-to-date Letter of Interest form is used (file date is included in the footer).

DOT will review each Letter of Interest and may contact project sponsors for clarification of specific information included in the Letter of Interest. DOT will notify project sponsors if DOT determines that their projects are not eligible, or if DOT will not be able to continue reviewing their Letter of Interest until eligibility requirements are addressed. If DOT does not determine a project to be ineligible based on its initial review, DOT will request additional information to supplement the Letter of Interest and complete its eligibility determination. This information may include, among other things, more detailed descriptions of the project, applicant and its organizational structure, the project's readiness to proceed, the project's financial plan (including a financial model), revenue feasibility studies, and financial commitments to the project from sources other than TIFIA. DOT will also request that the applicant provide a preliminary rating opinion letter at this time and the project sponsor will be required to submit a fee to continue the evaluation process. Once the fees have been received, DOT will engage an independent financial advisor to prepare a report and recommendation acceptable in form and substance to DOT. DOT may also engage an independent legal advisor to help complete its evaluation of a project's eligibility.

Except under limited circumstances as described further, the increased demand on TIFIA's resources has led to the discontinuation of the practice of advancing the entire cost of financial and legal advisors engaged to assist DOT in determining a project's creditworthiness and overall eligibility and having those costs reimbursed to DOT after execution of a credit agreement. As such, upon request, project sponsors must pay fees in the amount of \$250,000 before DOT hires financial and/or legal advisors as part of the Letter of Interest review process. These fees are due upon request. Additional fees will be charged after the credit instrument is executed, including additional amounts required to fully cover TIFIA's financial and legal advisory services costs in connection with the evaluation and negotiation of the terms of TIFIA credit assistance for the project. By submitting this Letter of Interest, the applicant certifies that it will pay all required fees. However, for projects having eligible project costs that are reasonably anticipated to be \$75 million or less, the FAST Act provides for the reservation of not less than \$2 million of the TIFIA program's annual funding authority to be used in lieu of the third-party costs charged by DOT. Project sponsors wishing to be considered for this available funding should indicate such in their Letters of Interest.

After concluding its review of each Letter of Interest and related information submitted by the project, along with the independent financial analysis report from DOT's independent financial advisor, DOT will permit sponsors of eligible projects to submit complete applications. DOT will conduct a rolling application process where project sponsors may submit Letters of Interest at any time and DOT will permit project sponsors to apply once a favorable eligibility determination is made.

The boxes below expand as needed to facilitate provision of a sufficient amount of detail to demonstrate to DOT the project's satisfaction of all eligibility criteria. If you have questions regarding completing this form, please contact the TIFIA program office at (202) 366-1059. Please complete all applicable information using this Letter of Interest form and attach this request via email to TIFIACredit@dot.gov.

A) Describe the Project, Location, Purpose, and Cost of the Project.

1. Describe the project:

The Napa Valley Transportation Authority (“NVTA”) is seeking a **[\$27 million]** TIFIA loan to assist with delivery of two high priority projects:

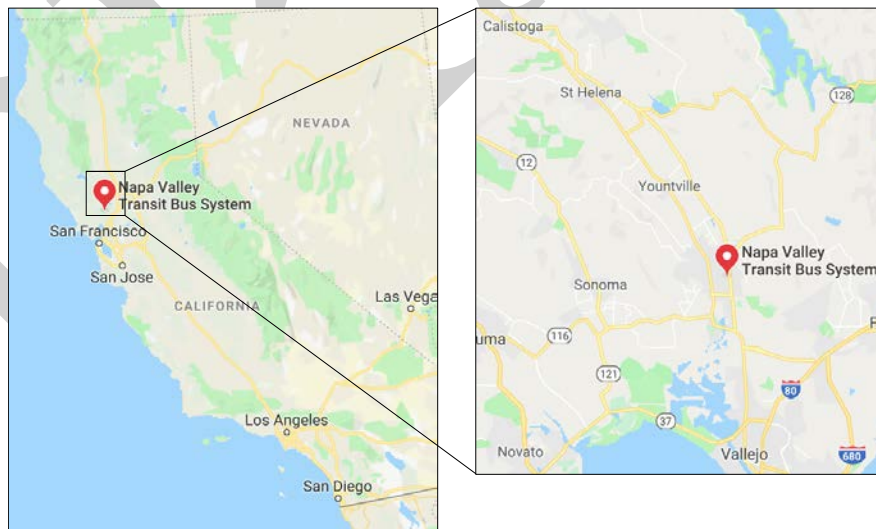
- (1) Vine Transit Bus Maintenance Facility **(\$32.2 million capital cost)**;
- (2) SR 29/SR 221 Soscol Junction Improvement Project **(\$40 million capital cost)**.

This application meets the criteria of the Rural Projects Initiative, so we are seeking 49% of the total capital cost of the two projects in credit assistance.

NVTA is a Congestion Management Agency formed in 1998 as a joint powers authority under California law, by the cities of American Canyon, Calistoga, Napa, St. Helena, the town of Yountville and the County of Napa in California. NVTA serves as the countywide transportation planning agency for the incorporated and unincorporated areas within Napa County and is responsible for programming State and Federal funding for transportation projects★ within the County. NVTA is responsible for coordinating short and long term planning and funding within an intermodal policy framework including highways, streets and roads, transit and paratransit, bicycle and pedestrian network improvements. NVTA’s activities are supported by a variety of funding sources which include:

- Federal Highway Administration Funds
- Federal Transit Administration Funds
- State Programming, Planning, and Monitoring (PPM) Funds
- Transportation Development Act Funds
- State Transit Assistance Funds
- Local Support from Member Agencies
- Various Special and One-Time Grants and Contributions
- Fare revenues collection

NVTA also provides fixed route and on-demand transit services in Napa County including Napa Vine, American Canyon Transit, Calistoga Shuttle, Yountville Trolley, St. Helena Shuttle, and Vine Go paratransit services (“Vine Transit”).



Vine Transit provides safe, affordable and accessible public transportation for all residents and visitors in Napa County. The existing fleet size is **[80]** vehicles. In 2012, NVTA redesigned the Vine Transit system to specifically make transit more responsive and accessible to Napa residents. The new system features more frequent service and more neighborhood routes designed to meet the needs of the average rider. Vine Transit has eight local routes (in the City of Napa), four regional routes

with two inter-county service routes with connections to Solano County, Bay Area Rapid Transit (BART) and the San Francisco ferry terminal in Vallejo.

Vine Transit Bus Maintenance Facility

The NVRTA is planning to construct a new Vine Transit Bus Maintenance Facility (“the BMF Project”), which has an expected capital cost of approximately **[\$32 million]** (2019\$). The BMF Project consists of (1) a new bus maintenance and storage facility, (2) an administration office and transit emergency operations building, and (3) a driver training facility. The purpose of the new bus maintenance and storage facility is to replace NVRTA’s currently leased facility in the city of Napa, which is deficient for the current needs of the system and does not have sufficient space for daily operation and maintenance of its transit fleet.

The BMF Project will be secured behind locked gates with access limited to Vine Transit and NVRTA employees and visitors. The administration office and operations building will be a one-story building up to 30 feet maximum height built to Americans with Disabilities Act (“ADA”) and California Building Code (“CBC”) standards.

Two proposed new parking lots will accommodate approximately 79 public transit vehicles as well as 93 employee and visitor vehicles respectively. Four of the 93 spaces for employee and visitor vehicles will be handicapped accessible spaces, as per Napa County code. Five parking spaces will be provided for electrical vehicle charging. Four spaces will be provided for short-term and six long-term bicycle parking. The new structures and parking lots will occupy approximately 4.86 acres of the project site, including approximately 3.8 acres of parking and circulation areas, 30,252 square feet of building footprint, and 15,880 square feet of landscaping.

The facility is planned to operate 24 hours a day seven days a week, and buses will be primarily operational between the hours of 5:00 AM and 8:00 PM with two routes that operate beyond 9:00 PM returning to the yard between 10:00 PM and 11:00 PM. The evening and late night activity that would occur at the facility would be limited to the maintenance, fueling, and washing of buses.

Below are architectural renderings of the proposed design.



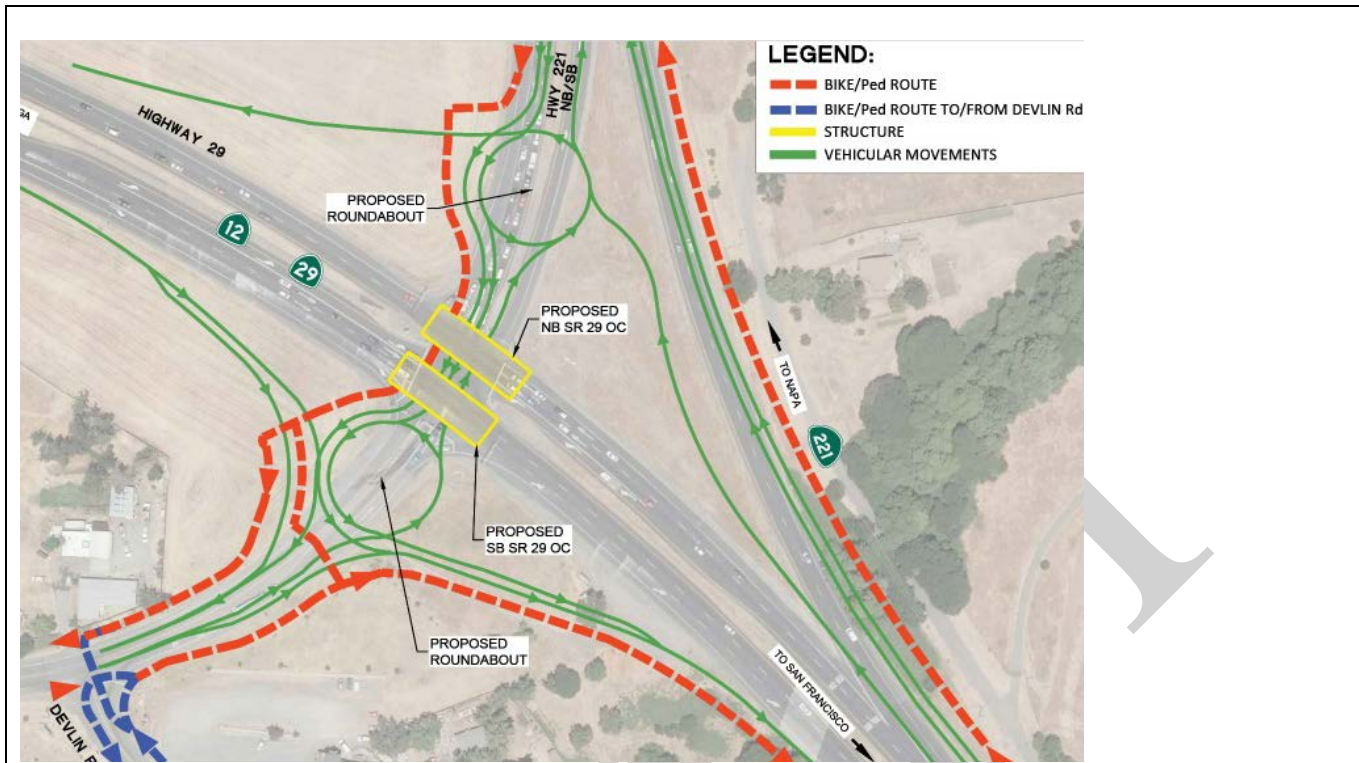
SR 29/SR 221 Soscol Junction Improvement Project

NVRTA, in partnership with the California Department of Transportation (“Caltrans”), is planning to reconfigure the existing signal interchange into a full diamond interchange with roundabout intersections located in Napa County, State Route (“SR”) 29 (“the Soscol Project”).

In order to reduce congestion, the Soscol Project will construct a tight diamond interchange with two, four-legged, multi-lane roundabouts, one on either side of the SR 29 freeway. SR 29 will be re-built as an overcrossing just north of the existing intersection with SR 221, minimizing right of way impacts and providing separation between the adjacent high speed SR 29 to SR 221 northbound ramp and the adjacent roundabout entry. The overcrossing ensures that no eastbound and westbound thru traffic on SR 29 is required to traverse the roundabout. The roundabouts will provide access to the following:

- North Roundabout - SR 221/SR 29 NB Ramps
- South Roundabout - SR 221/SR 29 Ramps & Soscol Ferry Road

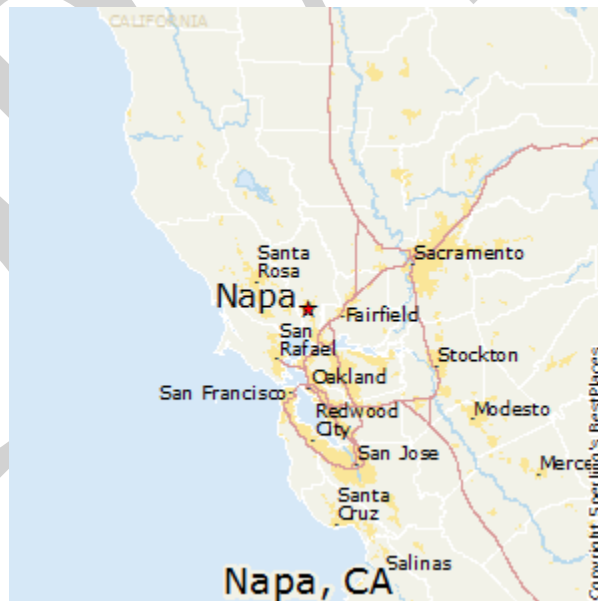
It is anticipated that the alternative will be built in seven stages, however this could change depending on the construction method chosen by the contractor, and take approximately two years. Generally, during all stages of construction, the existing number of lanes on SR 29 and SR 221 will be maintained.



2. Describe the project location:

Vine Transit Bus Maintenance Facility

Napa County is located in the northern San Francisco Bay Area. Refer to the regional map below.



The proposed Project site land is owned by NVT. It is located at the terminus of Sheehy Court, west of its intersection with Devlin Road and 0.7 mile northeast of the Napa County Airport, in the Napa Valley Gateway Business Park, a 300-acre business park which accommodates a combination of industrial, warehouse and service retail in Napa County, California. The Project site is a vacant unbuilt lot approximately 351,965 square feet (8.08 acres) in total land area, comprised of one

parcel to the north that is 257,004 square feet (5.9 acres) and a smaller parcel to the south that is 94,961 square feet (2.18 acres).

The site is about 15 miles south of the existing facility in the city of Napa. The site is regionally accessible from SR 12 and SR 29.



SR 29/SR 221 Soscol Junction Improvement Project

The existing intersection of SR 29/SR 221 is located within the agricultural context of rural Napa County, and provides primary access to major highways that provide circulation within Napa Valley, such as:

- SR 121 (Silverado Trail) which merges with SR 221 north of the intersection, and
- SR 12, which is combined with SR 29 from the Jameson Canyon intersection to the south, to the SR 12 junction north of the subject intersection.

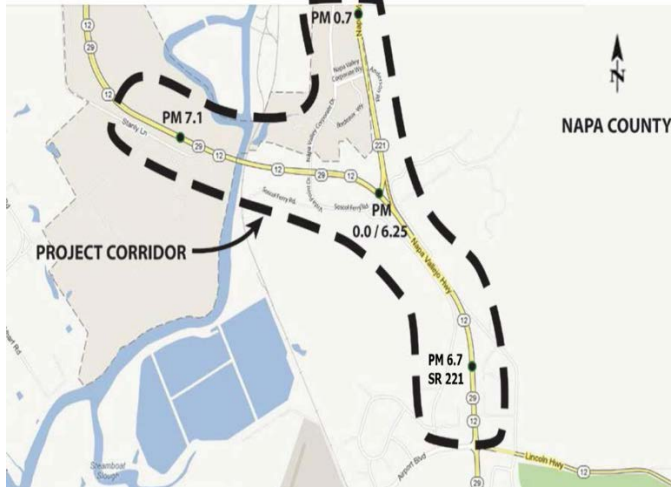
Roadways that provide the primary vehicle circulation within the general vicinity of the intersection of SR 29 and SR 221 include Soscol Ferry Road and Devlin Road. The following brief descriptions present characteristics unique to the roadways providing access to the intersection of SR 29 & SR 221.

SR 29 is a four-lane, divided rural throughway that traverses Napa Valley in the north-south direction between the limits of Interstate 80 (southern limit), and SR 20 in Upper Lake (northern limit). As a major rural highway, SR 29 provides circulation between the townships of Yountville, Oakville, Rutherford, St. Helena, and Calistoga, which are noteworthy destinations within Napa Valley's renowned Wine Country. Within the vicinity of the project intersection, SR 29 runs in the east-west direction and operates at a posted speed limit of 60 mph. SR 29 forms the east and west legs of the study intersection. SR 29 is a Terminal Access Route for Surface Transportation Assistance Act (STAA) trucks.

SR 221 is a four-lane, divided rural throughway that traverses Napa Valley in the north-south direction, between the limits of Imola Avenue (northern limit) and SR 29 (southern limit). As SR 221 runs parallel to the SR 29, this rural arterial provides an alternate route to obtaining direct access to the City of Napa. SR 221 forms the north leg of the study intersection, and operates at a posted speed limit of 55 mph. SR 221 is a Terminal Access Route for STAA trucks.

Soscol Ferry Road is a two-lane rural collector that traverses unincorporated Napa County in the east-west direction. This roadway provides circulation within the rural unincorporated community of Thompson. Soscol Ferry Road forms the south leg of the study intersection.

Devlin Road is a two-lane rural collector that traverses unincorporated Napa County primarily in the north-south direction. This roadway provides access to industrial and office land-use types located within the unincorporated communities of Thompson and Middleton. Devlin Road intersects Soscol Ferry Road approximately 500 feet south of the intersection of SR 29 & SR 221. Devlin Road also provides Class II bicycle facilities along both the easterly and westerly sides of the roadway. The purpose of the proposed project is to alleviate congestion, improve operations, and enhance safety for all modes at the SR 221 and SR 29 intersection.



3. Describe the project's purpose, including quantitative and qualitative details on public benefits the project will achieve:

Vine Transit Bus Maintenance Facility

The purpose of the Project is to replace the existing bus maintenance facility. The existing facility was designed as a city corporation yard and is unable to handle existing needs or future growth. The existing facility services [80] vehicles at present and takes up every square inch of the yard. Based on a one percent annual growth rate the fleet is expected to grow to 97 buses in 20 years, some of which will be stored in the smaller jurisdictions they serve. The existing facility has an insufficient number of service bays and has no parking for visitors or employees. The existing facility is significantly undersized for the fleet currently stored there leading to suboptimal practices and the 60 employees on-site at any given time driving the local streets in search of parking. The site services a mix of bus types: 40 foot, 35 foot and 28 foot fixed route vehicles, as well as a mix of smaller paratransit vehicles that serve 1.15 million passengers per year.

The administrative facilities are undersized and are housed in temporary trailers and no facilities that can accommodate driver meetings and trainings. There are too few service bays for the fleet. A list of major deficiencies are noted in the table below from the 2013 Kimley Horn consultant feasibility study.

In summary, the current overcrowding, lack of sufficient number of service bays and the recent expansion of transit service are compelling evidence of the need for a new facility.

Major Deficiencies	Issue	National Standards
Fleet Parking Patterns	Buses are backed out and parked nose-to-tail	Pull-through parking
Service Bay Ratio	Over 20 buses per Bay	12 buses per Bay
Number of Bays	2.5 existing	8 service bays and 2 optional bays
Fueling Lanes	Not on site: the fleet is fueled at retail vendors	50 buses per lane

A summary of the Project benefits is shown below:

- Supports and encourages the use of transit throughout Napa County
- Address the existing growing needs and add future transit fleet capacity to address year [2040] goals
- Provide parking for visitors and/or employees
- Provide more space for bus maintenance with easier access and egress
- Improve operational efficiencies and safety of fleet management
- Meet ADA requirements



FI-Provide 1MW photovoltaic system

-Incorporate environmentally sustainable materials using LEED principles

-Incorporate medium voltage electric service and conduit for future chargers for up to 87 electric vehicles

SR 29/SR 221 Soscol Junction Improvement Project

Napa County attracts more than five million visitors annually. Coupled with population growth in Solano and Sonoma counties, SR 29 and 221 have become major interregional highways serving residents, visitors, workers and freight. Annually commuters endure up to 225 hours of delay in the morning and 630 hours of delay in the evening at Soscol Junction due to congestion.

Congestion at Soscol Junction has worsened over time, fueled in part by tourism, population growth and economic development. Housing production is not keeping pace with the creation of new jobs in Napa. Consequently, Napa's workers commute in from adjacent counties contributing to the traffic issues.

The existing highway configuration cannot accommodate the current traffic volumes – volumes that are likely to grow in the future.

The signalized intersection of SR 29/SR 221 is currently experiencing traffic congestion during a.m. and p.m. peak periods and is operating at or near capacity. Peak hour traffic volumes in both the AM and PM on SR 29 and SR 221 are expected to increase by the year 2045. These traffic volumes will be significantly higher than the capacity of the existing intersection.

The Soscol Junction project is a crucial step in relieving future traffic congestion.

The Soscol Junction project will alleviate congestion and improve operations at the SR 29/221/Soscol Ferry Road intersection in south Napa County, as well as accommodate bicyclists along the busy corridor. The new corridor includes two roundabouts — one on SR 221 north of SR 29 and the other on Soscol Ferry Road south of SR 29. The roundabouts will accommodate turning movements on and off the highways.

4. Provide the estimated capital cost of the project:

Vine Transit Bus Maintenance Facility

The estimated capital construction cost for the BMF Project is **[\$32.2 million]**. The Capital cost estimates for the Project are based on 100% design. NVTa intends to procure the construction of the Project through a traditional design-bid-build public procurement approach. The land and right-of-way is owned by NVTa and the purchase is complete. To date \$5.6 million has been spent to pay for land cost, environmental review, preliminary and final design, and appraisal.

SR 29/SR 221 Soscol Junction Improvement Project

The estimated capital construction cost for the Soscol Project is **[\$40 million]**.

Since the project footprint will stay inside the existing right of way, no right of way acquisition will be needed, in addition no Temporary Construction Easements (TCE) are required from property owners.

Total estimated cost for both projects is **[\$72.2m]**.

5. Provide the design features, development schedule, and other relevant descriptions of the project:

Vine Transit Bus Maintenance Facility

Proposed design includes;

- Quality 28,000 sq. ft. facility with a **[40 year]** design life
- Includes six service bays, chassis wash, paint and body bay and a modern bus wash
- Driver training center and meeting space so that staff briefings occur efficiently

- Transit Emergency Operations Center, which includes back up power for essential services for 72 hours. This is essential given the recent evacuations performed by the Vine bus fleet during the October 2017 wildfires.
- Ample parking for transit vehicles, employees and visitors
- 1MW photovoltaic power generation system that will provide all of the buildings with power as well as charge up to three electric buses

Schedule

Feasibility Study	December 2013
Lot purchase	September 2016
Architecture/Engineering NTP	August 2017
CEQA Environmental Impact Report	January 2018
Construction Management NTP	November 2018
NEPA Categorical Exclusion	June 2018 (expected)
Project Bid	[August 2019]
Bid Responses Due	[October 2019]
Construction Bidder Selection	[October 2019]
Construction Start	[November 2019]
Construction Complete	[April 2021]
Facility In-Service	[Spring 2021]

SR 29/SR 221 Soscol Junction Improvement Project

In order to reduce congestion, the Soscol Project will construct a tight diamond interchange with two, four-legged, multi-lane roundabouts, one on either side of the SR 29 freeway. SR 29 will be re-built as an overcrossing just north of the existing intersection with SR 221, minimizing right of way impacts and providing separation between the adjacent high speed SR 29 to SR 221 northbound ramp and the adjacent roundabout entry.

To aid pedestrian and bicycle circulation in the vicinity of the roundabouts, a 10 foot minimum shared use path is provided along the northern side of SR 221/Soscol Ferry Road. The shared use path is separated from vehicular traffic by placing a minimum 5 foot wide landscape buffer and will be constructed to conform to a future shared use path constructed by the City of Napa with connection to Corporate Way along the western side of SR 221. Pedestrian crossings are shown a minimum of one car length from the circulatory roadway, and the pedestrian refuges at the splitter islands are at least 6 feet wide, which are consistent with National Cooperative Highway Research Program (NCHRP) Report 672 entitled "Roundabouts: An Information Guide, 2nd Edition". The shared-use path conveys both pedestrian and bicycle traffic through the intersection. The path provides the opportunity for cyclists to exit the bicycle lane via a bicycle ramp and navigate the intersection on the shared-use path and through the crosswalks. As an alternative to taking the shared-use path, cyclists are also given an option to exit the bicycle lane and entering the roadway to ride with vehicle traffic through the roundabout. Crosswalks are split into two separate crossings through the provision of pedestrian refuges at the splitter islands. These two-stage crossings reduce the amount of sustained time a pedestrian is in potential conflict with motorized vehicles by limiting the length of each crossing and limiting each crossing to one direction of vehicle travel at a time.

The roundabouts have also been designed to allow for STAA trucks to maneuver into and out of the new intersections. A mountable truck apron around the perimeter of the central island has also been provided to accommodate the additional width needed for trailer tracking. The passage of large emergency vehicles through the roundabouts is the same as for other large vehicles and may periodically require use of the mountable apron. Fire vehicles do not require preemption to navigate the roundabouts. The additional circulating road width also provides for by-pass of stopped or disabled traffic, simplifying passage by emergency vehicles.

Schedule

Design Start	Spring 2020
Design Complete	Spring 2021
Construction Start	September 2022
Construction Complete	September 2024
Facility In-Service	Fall 2024

B) Outline the Proposed Financial Plan, including the Requested Credit Assistance.

1. Detail the plan of finance in sufficient detail to assist the DOT in its creditworthiness assessment:

The NVTa's credit is rated A2/A- by Moody's and S&P, respectively. The justification for these good credit ratings includes: very low industry risk and competition; extremely strong economic fundamentals, stemming from good population growth and very strong employment growth in Napa County; strong market position with very strong ridership growth; strong history of support from the State of California.

NVTa is pledging its full faith and credit to repay debt service on the TIFIA loan. The NVTa's three largest sources of revenue available to make timely debt service payments include:

- (1) Transportation development act funds (TDA)
- (2) State Transit Assistance (STA) generated by the sales tax on diesel fuel
- (3) Membership contributions.

Currently we anticipate that the Projects will be funded from a combination of the following sources:

- *Federal funding:* FTA 5339 Formula, BUILD Grant, State Transportation Improvement Program;
- *State funding:* SB1 Local Partnership Program;
- *Local funding:* STA; Regional Measure 3, Developer fees;
- *TIFIA loan* - The share of requested TIFIA credit assistance for both projects will be approximately [38%] of eligible costs at the rural credit rate. The current estimated level of eligible costs is [\$72.2 million].

The table below summarizes the composition of the TIFIA eligible project costs considered for this project.

		Bus Maintenance Facility	Soscol Project	Total
Total Project Costs	\$000s	32,180	40,000	72,180

Combined TIFIA loan and other federal assistance amounts to [77%] of total eligible costs.

2. Detail the sources and uses of funds:

The table below provides an assumed capital structure based on the preliminary financial plan.

		Bus Maintenance Facility	Soscol Project	Total
Total Project Costs	\$000s	32,180	40,000	72,180
Funding Sources				
<u>Federal Funding</u>				
FTA: 5339(a) Formula	\$000s	526		526
FTA: 5339(b) Bus and Bus Facilities	\$000s	-		-
BUILD Grant			10,000	10,000
STIP	\$000s	4,100	13,881	17,981
<u>State Funding</u>				
SB1 Local Partnership Program	\$000s	1,100	-	1,100
<u>Local Funding</u>				
STA	\$000s	43		43
RM3	\$000s	7,899	5,340	13,239
Developer Fees	\$000s		2,181	2,181
<u>Financing</u>				
TIFIA Loan	\$000s	18,512	8,598	27,110
TOTAL		32,180	40,000	72,180
TIFIA Assistance	%	58%	21%	38%
Total Federal Assistance	%	72%	81%	77%

The requested TIFIA Loan amount of **\$27 million** is based on **[38%]** of total eligible costs for both projects.

Definitions of sources of funds:

FTA 5339 Formula: The Grants for Buses and Bus Facilities Program (49 U.S.C. 5339) makes federal resources available to states and direct recipients to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities including technological changes or innovations to modify low or no emission vehicles or facilities. Funding is provided through formula allocations and competitive grants.

BUILD Grant: The Better Utilizing Investments to Leverage Development, or BUILD Transportation Discretionary Grant program, provides a unique opportunity for the DOT to invest in road, rail, transit and port projects that promise to achieve national objectives. Previously known as Transportation Investment Generating Economic Recovery, or TIGER Discretionary Grants, Congress has dedicated nearly \$7.1 billion for ten rounds of National Infrastructure Investments to fund projects that have a significant local or regional impact.

SB1 Local Partnership Program: The Road Repair and Accountability Act of 2017 (Senate Bill 1) created the Local Partnership Program, which is modeled closely after the Proposition 1B State Local Partnership Program. The purpose of this program is to provide local and regional transportation agencies that have passed sales tax measures, developer fees, or other imposed transportation fees with a continuous appropriation of \$200 million annually from the Road Maintenance and Rehabilitation Account to fund road maintenance and rehabilitation, sound walls, and other transportation improvement projects.

STA funding: State Transit Assistance, or STA, funds are generated by the sales tax on diesel fuel. Operators have full discretion over the use of most of STA apportioned to them. Funds may be used by transit operators for both capital projects and transit operations.

RM3 funding: To help solve the Bay Area's growing congestion problems, MTC worked with the state Legislature to authorize a ballot measure that would finance a comprehensive suite of highway and transit improvements through an increase tolls on the region's seven state-owned toll bridges. Senate Bill 595 (authored by Sen. Jim Beall of San Jose) was passed by the Legislature and signed into law by Gov. Brown in fall 2017.

Toll revenues will be used to finance a \$4.45 billion slate of highway and transit improvements in the toll bridge corridors and their approach routes.

Fiscal Year 2016 Letter of Interest Form

Developer Fees: Funds from private developers to develop property adjacent to the Soscol project.

3. Type of credit assistance:

Borrower: NVTA

Issue: TIFIA Loan

Maximum principal amount: [\$27 million]

Closing Date: [December 2019]

Principal Payment Schedule: [Amortization to begin in 2030 - five years following substantial completion of both projects.]

Final Maturity: [2059]

4. Amount of credit assistance sought from DOT:

This Project is eligible for the Rural Project Initiative. NVTA is seeking 49% of eligible project costs and a fee assistance waiver.

5. Provide a rationale for the amount of TIFIA credit assistance requested, as a percentage of reasonably anticipated eligible project costs (e.g., a project sponsor can demonstrate that traditional sources of financing are not available at feasible rates without the TIFIA assistance, or that the costs of traditional financing options would constrain the sponsor's ability to deliver the project, or that delivery of the project through traditional financing approaches would constrain the sponsor's ability to deliver a group of related projects, or a full capital program):

NVTA does not have an existing debt program, but it does have an Issuer Credit Ratings in 2018 of 'A2' and 'A-' from Moody's and S&P, respectively. TIFIA credit assistance provides the structural flexibility of a subordinated loan while providing cost effective and an efficient use of the capital structure for NVTA, rendering it critical in the overall capital structure that will be utilized to finance the Project. The TIFIA loan will be structured to receive an investment grade rating from rating agencies.

These Projects are not feasible without a TIFIA loan. The TIFIA loan allows NVTA to access a fixed rate, fully amortizing structure that eliminates refinancing risks at favorable rates, allows for the capitalization of interest during construction, and provides a flexible debt structuring as TIFIA loan payments can be split into scheduled and mandatory tranches. NVTA understands that U.S. DOT's policy for rural TIFIA credit assistance allows up to 49% of eligible project costs and provide a fee assistance waiver. Without TIFIA credit assistance, the affordability of the Projects to NVTA will be severely impaired and Project delivery will be significantly delayed.

6. Explain the flexibility in the financial plan to finance the project with a reduced percentage of TIFIA credit assistance:

As noted above, TIFIA credit assistance is irreplaceable in the plan of finance for the Projects, as it offers low cost borrowing, a long and flexible debt tenor, and debt service prepayment flexibility. As such, a reduced amount of TIFIA credit assistance would challenge the financial viability and affordability of the Projects. A reduced percentage of TIFIA credit assistance could also require reductions in the project scope or delay the Projects, which will jeopardize the Projects' viability and ability to deliver the benefits stated previously.

7. Description of revenue source(s) pledged to repayment:

NVTA, with a catchment area population of 142,417 as of 2016, has had good population and employment growth in recent years. Population growth from 2011 to 2016 was about 3.2%, while employment growth during the same period was 15.4%. The county's economy is famously concentrated in wine production and tourism, but the county is also well integrated into the large and diverse San Francisco Bay Area economy. Income levels are above average - county per capita personal income

in 2016 was \$65,805, 134% of the US average and 117% of the state average. The fires in late 2017 disrupted the tourism industry, but, by all indications, tourism has fully recovered and rebuilding of damaged property is having a positive economic impact.

NVTA is pledging its full faith and credit to repay debt service on the TIFIA loan. The NVTA's three largest sources of revenue available to make timely debt service payments include:

- (1) Transportation development act funds (TDA)
- (2) State Transit Assistance (STA) generated by the sales tax on diesel fuel
- (3) Membership contributions.

TDA Funds

TDA funds consist of the authority's share of a quarter-cent statewide sales tax. It is the authority's largest revenue source. In the period from 2013 to 2018 historical average committed to capital expenditure averaged **[\$2.45 million]**. TDA funds that are not spent within the fiscal year they are drawn must either be returned to the Napa County Local Transportation Fund (LTF; trust account for TDA) or designated as advances for a specific project. Funds returned to the LTF become available to NVTA again in the subsequent fiscal year.

STA Funds

STA funds are generated by the sales tax on diesel fuel. According to MTC Resolution No. 4360. FY 2019-20 Fund Estimate, **[\$1.8m]** of STA funds has been allocated to Napa County for fiscal year 2019-20.

There is no sunset date on this source of funding and it is assumed these revenues will flow in perpetuity.

Operators have full discretion over the use of TDA and most of STA apportioned to them. Funds may be used by transit operators for both capital projects and transit operations.

Membership contributions

Membership fees from NVTA's constituent governments are a new annual revenue stream which is scheduled to commence in **[July 2019]**. It is estimated to bring additional **[\$250,000]** annually which will be available for debt service payments.

Amortized over 30 year period, TIFIA annual debt service is estimated at approximately **[\$1.1 million]**. The amount of revenue (net of operating expenses) available for debt service in 2019 is estimated at approximately **[\$4 million]**. This provides sufficient funds with a healthy cushion to repay debt service on the TIFIA loan.

8. Address the status of any revenue feasibility studies:

Not applicable.

C) Status of Environmental Review.

1. Summarize the status of the project's environmental review:

Vine Transit Bus Maintenance Facility

The NVTA, as sub-grantee, and the Metropolitan Transportation Commission ("MTC") as grantee have received a NEPA Categorical Exclusion ("CE") for the project under 23 CFR 771.118(c)(9).

SR 29/SR 221 Soscol Junction Improvement Project

Environmental clearance for the Soscol Project is expected to be finalized in September 2019. Final design is scheduled to be approved in spring 2020.

2. Discuss whether the project has received a Categorical Exclusion, Finding of No Significant Impact, or Record of Decision or whether a draft Environmental Impact Statement has been circulated:

The CE for the BMF Project has been approved by FTA on June 19, 2019.

D) Information Regarding Satisfaction of TIFIA Eligibility Requirements.

Please demonstrate the following:

1. Creditworthiness:

a. Ability to satisfy applicable creditworthiness standards:

The TIFIA loan will be secured by funding sources and revenues controlled by NVTa. NVTa has Issuer Credit Ratings in 2018 of 'A2' and 'A-' from Moody's and S&P Global, respectively.

b. Rate covenant, if applicable:

Rate covenants consistent with other US transit systems transactions will be established to ensure revenues are sufficient to meet the Project's debt service obligations.

c. Adequate coverage requirements to ensure repayment:

The loan will be secured by revenues of the transit fund, which includes farebox revenue, and state and federal capital and operating subsidies. To ensure repayment of project debt, the proposed TIFIA loan will be sized and structured to produce adequate coverage of debt service payments.

d. Ability to obtain two investment grade ratings on senior debt; two ratings on the TIFIA debt (investment grade if senior); if project costs are less than \$75 million only one rating on the senior debt and the TIFIA debt are needed):

The following Issuer Ratings have been assigned to NVTa:

Moody's Investors Service 'A2' (April 30, 2018)
S&P Global Ratings 'A-' (May 30, 2018)

The issuer rating represents the rating that would be assigned to any bonds secured by the revenues of the NVTa.

2. Foster partnerships that attract public and private investment for the project:

Vine Transit Bus Maintenance Facility

NVTa has a long term contract and incentivized partnership with Transdev Service Inc., an independent private firm that operates the Vine Transit services on a turn-key basis and provides routine maintenance to the Project. NVTa had a successful track record with Transdev (known as Veolia until a recent merger) for 28 years before the formation of NVTa. The current contract term is for five years, with a two year extension option. The current contract commenced in 2016.

Transdev is one of the largest private providers of multiple modes of transportation in North America. Transdev is part of a global company operating in 20 countries on six continents.

Transdev is incentivized to provide innovative investments, such as technology not already owned and operated by NVTa and innovative dispatching methods which can enhance the quality and level of service for citizens, businesses, and visitors of Napa County, while focusing on maximizing ridership, coverage, and efficiencies. The services provided by Transdev are the local fixed route and regional commuter express bus routes, complementary paratransit, on-demand dial-a-ride service, customer service/ticket sales at the Soscol Gateway Transit Center (SGTC), vehicle maintenance, and routine facility

***Fiscal Year 2016 Letter of Interest Form***

maintenance at the SGTC, and operations and maintenance of the existing bus maintenance facility at 720 Jackson Street in the City of Napa, two (2) park and ride lots located in Napa and Yountville, and approximately 321 bus stops throughout Napa County.

For the BMF Project, Transdev or its successor will be responsible for the operation and maintenance of the facility. TransDev as the current NVRTA transit operating is contractually responsible for operations and maintenance of the existing transit maintenance facility and the Transdev or its successor will be contracted for these services at the new facility. [XXX].

SR 29/SR 221 Soscol Junction Improvement Project

[NVRTA to provide]

3. Enable the project to proceed at an earlier date or reduced lifecycle costs (including debt service costs):**Vine Transit Bus Maintenance Facility**

Without a TIFIA loan, this Project will be delayed by at least [5] years as NVRTA accumulates the funds necessary to pay for construction costs.

SR 29/SR 221 Soscol Junction Improvement Project

Without a TIFIA loan, this Project will be delayed by at least [5] years as NVRTA accumulates the funds necessary to pay for construction costs.

4. Reduce the Contribution of Federal Grant Assistance for the Project:

N/A.

5. Construction contracting process can commence no more than 90 days from execution of a TIFIA credit instrument:**Vine Transit Bus Maintenance Facility**

NVRTA has spent \$5.6 million so far to prepare and ready the Project to commence construction. Currently the design is at [90%] completion. Construction is scheduled to commence in Q2 2019.

SR 29/SR 221 Soscol Junction Improvement Project

The primary delay with this Project is in the availability of funding sources to pay construction costs. Once sufficient funding is available the Project's contractor will be procured.

E) Project Participants.***1. Name of Applicant/Borrower:***

Applicant: Napa Valley Transportation Authority

Borrower: Napa Valley Transportation Authority

2. Overall Organizational Structure:

NVRTA, formerly known as the Napa County Congestion Management Agency and Napa County Planning and Transportation Agency, was formed on September 3, 1998, under a Joint Powers Agreement to provide coordinated, continuous, and

Fiscal Year 2016 Letter of Interest Form

comprehensive transportation planning for the County of Napa (the County) and the cities of the County. NVTA consists of six member agencies with the voting power of each in parenthesis: the Cities of American Canyon (4), Calistoga (2), Napa (10), and St. Helena (2); the Town of Yountville (2); and the County (4). NVTA is charged with coordinating short and long-term planning and funding within an intermodal policy framework in the areas of highways, streets and roads, transit and paratransit, and bicycle path improvements.

The work program for the activities of NVTA is defined by the Board of Directors (“the Board”) made up of elected officials from the respective member agencies and a member of the Paratransit Coordinating Council (“PCC”). The PCC member is ex-officio and does not have a vote.

Congestion Management Agencies were created through the passage of Proposition 111 by California voters in 1990. Proposition 111 added 9¢ per gallon to the state fuel tax to fund local, regional and state transportation projects and services. It also required urban counties to designate a congestion management agency, whose primary responsibility is to coordinate transportation planning, funding and other activities in a congestion management program.

NVTA’s Joint Powers Agreement was amended effective January 1, 2001, to facilitate the consolidation of transit planning and to allow transfer of Transportation Development Act (TDA) funds directly to NVTA as claimant for transit use to the extent allowed by TDA regulations. The amendment enables NVTA to claim all TDA funds under Articles 4, 4.5, and/or 8 of Chapter 4 of the Public Utilities Code apportioned within the County by the Bay Area Metropolitan Transportation Commission. NVTA is authorized to claim all apportionments to transit services on behalf of the jurisdictions of the County.

In January 2007, the agreement was amended further to change NVTA’s name from Napa County Congestion Management Agency to Napa County Transportation and Planning Agency. In February 2016, the name was changed to the Napa Valley Transportation Authority.

Beginning July 1, 2001, NVTA began administering all transit-related activities on behalf of the Cities of Calistoga, Napa, and St. Helena; the Town of Yountville; and the County. Effective July 1, 2006, NVTA assumed direct management of American Canyon Transit.

The NVTA is considered a primary government since it has a separate governing body, is legally separate, and is fiscally independent of other state and local governments. NVTA is not subject to income tax.

The NVTA's goals, duties and composition make it easier for local governments to tackle the increasingly complex problem of traffic congestion.

3. If applicable, detail how the project meets the FAST Act’s definition of a rural infrastructure project (a surface transportation infrastructure project with eligible project costs greater than \$10,000,000, but not to exceed \$100,000,000, and located in an area that is outside of an urbanized area with a population greater than 150,000 individuals, as determined by the Bureau of the Census.):

The US Census Bureau Population estimates the population of Napa County, California as of July 1, 2017 to be 140,973 people, therefore, eligible for rural credit assistance.

4. What entity (i.e., public-sector agency/authority or private-sector company) will serve as the applicant?

Napa Valley Transportation Authority is the applicant.

5. Will the applicant and the borrower be the same entity? Who are the members of the project team?



Vine Transit Bus Maintenance Facility

The applicant is the Napa Valley Transportation Authority.

Architect.

Stantec

Civil and Structural Engineers.

Kimley Horn

Industrial Engineers.

MDG

Electrical Engineers.

Aurum

Mechanical and Plumbing Engineers.

Axion

Geotechnical Engineers

PARIKH

[Pending], Construction Team.

To be determined following RFP process in 2019.

Transdev Service Inc., Bus Service Providers & Building Operators.

Transdev is one of the largest private provider of multiple modes of transport in North America. Transdev is part of a global company operating in 20 countries on six continents.

Project Finance Advisory, Ltd., Financial Advisor to NVTa

Project Finance Advisory, Ltd. ("PFAL") is an independent financial advisory firm that specializes in developing and implementing financial solutions for infrastructure and real estate projects. The unique service that it provides to its public and private sector clients is agnostic financial advice that incorporates design, engineering, and construction considerations.

SR 29/SR 221 Soscol Junction Improvement Project

[NVTa to provide]

Financial Advisor to NVTa

Project Finance Advisory, Ltd.

6. Project Website or Applicant/Borrower Website:

<http://www.nvta.ca.gov/vtbmf>

<https://www.nvta.ca.gov/soscol-junction>

F) Other Information.

Briefly discuss any other issues that may affect the development and financing of the project, such as community support, pending legislation or litigation:

None.

**Fiscal Year 2016 Letter of Interest Form****G) Inclusion in Transportation Plans and Programs.**

Is the project consistent with the State Transportation Plan and, if applicable, the metropolitan plan and is the requested TIFIA amount reflected in such plan?

☒ No

☐ Yes

☐ Not applicable

Please briefly elaborate:

[NVTa is in the process of including the Project in the STIP. This is expected to be finalized in 2019.]

H) Readiness to Apply.

Is the project prepared to submit an application within a short timeframe after receiving an invitation from DOT?

☐ No

☒ Yes

☐ Unsure

What factors could impact this timetable or the applicant's ability to provide all required information?

None.

I) Additional Information.

Please provide any other additional information necessary:

None.

J) Key Contact Person.

Identify a key contact person with whom all communication should flow:

Name: Victoria Taylor

Title: President & CEO

Street Address: 16a Funston Ave

City/State: San Francisco, CA 94129

Phone: (415) 580-5202

Fax: (866) 647-0864

E-mail: Victoria.taylor@pfalimited.com

K) Additional information requested.

DUNS:

Project Location:

State: California

County: Napa County

City: City of Napa

Congressional Districts Impacted by the Project: CA 5th District

Type of Jurisdiction (e.g., rural, urban): Rural

**Fiscal Year 2016 Letter of Interest Form**

Fees. Except under limited circumstances as described further, the increased demand on TIFIA's resources has led to the discontinuation of the practice of advancing the entire cost of financial and legal advisors engaged to assist DOT in determining a project's creditworthiness and overall eligibility and having those costs reimbursed to DOT after execution of a credit agreement. As such, upon request, project sponsors must pay fees in the amount of \$250,000 before DOT hires financial and/or legal advisors as part of the Letter of Interest review process. These fees are due upon request. Additional fees will be charged after the credit instrument is executed, including additional amounts required to fully cover TIFIA's financial and legal advisory services costs in connection with the evaluation and negotiation of the terms of TIFIA credit assistance for the project. For projects that enter credit negotiations, the undersigned further certifies a transaction fee will be paid at closing or, in the event no final credit agreement is reached, upon invoicing by the DOT, in the amount equal to the actual costs incurred by the DOT in procuring the assistance of outside financial advisors and legal counsel. This fee is due whether or not the loan closes.

*Note: For projects having eligible project costs that are reasonably anticipated to be \$75 million or less, the FAST Act provides for the reservation of not less than \$2 million of the TIFIA program's annual funding authority to be used in lieu of the third-party costs charged by DOT. Project sponsors wishing to be considered for this available funding should indicate this in their Letters of Interest, **though the undersigned further certifies its acknowledgment that DOT cannot guarantee that funds will be available to satisfy such a request.***

Debarment. The undersigned certifies that it is not currently, nor has it been in the preceding three years: 1) debarred, suspended or declared ineligible from participating in any Federal program; 2) formally proposed for debarment, with a final determination still pending; 3) voluntarily excluded from participation in a Federal transaction; or 4) indicted, convicted, or had a civil judgment rendered against it for any of the offenses listed in the Regulations Governing Debarment and Suspension (Governmentwide Nonprocurement Debarment & Suspension Regulations: 49 C.F.R. Part 29).

Default/Delinquency. The undersigned further certifies that neither it nor any of its subsidiaries or affiliates are currently in default or delinquent on any debt or loans provided or guaranteed by the Federal Government.

Signature: By submitting this Letter of Interest, the undersigned certifies that the facts stated herein are true, to the best of the applicant's knowledge and belief after due inquiry, and that the applicant has not omitted any material facts. The undersigned is an authorized representative of the applicant.

Submitted by:

Applicant/Borrower Name _____

Title _____

Organization _____

Date _____

Please attach any relevant documents (e.g., maps, organization charts, etc.).

July 17, 2019

[City/Town Manager/CEO]
[Address]
[City, CA, 94XXX]

DRAFT

RE: Notice of Transportation Infrastructure Finance and Innovation Act Letter of Interest Submittal to the Build America Bureau

Dear City/Town Managers and County Executive Officer,

As you are aware, the Napa Valley Transportation Authority (NVTa) has taken several steps in the last few months assembling a financial package for the construction of a new Vine Transit Maintenance, Operations, and Administration Facility. This letter is to provide official notice of NVTa's intent to submit an application for debt financing to the Transportation Infrastructure Finance and Innovation Act (TIFIA). Staff has been working diligently to assemble the funding for the \$32.18 million construction portion of the project. Since the project's inception, it was known that available grant fund sources would not cover the entire scope and a portion of the project cost would need to be financed.

At its July 17, 2019 meeting, the Board directed staff to submit a Letter of Interest (LOI) to the Build American Bureau - a division of the U.S. Department of Transportation which oversees the TIFIA credit program. Two additional projects will be added to the application: Soscol Junction and Bus Electrification. The purpose of this bundled loan arrangement is to ensure that there is a way to *reimburse* the highway projects funded with the State Transportation Improvement Program (STIP) funds should other fund sources not come to fruition for critical highway projects and to take advantage of clean energy grants that would not otherwise be available to NVTa when the Vine is subject to zero emission bus requirements.

The recently revised and updated Joint Powers Agreement (JPA) between NVTa and member agencies includes noticing of NVTa's intent to assume debt. Any acceptance and assumption of debt by NVTa from a third party provider compels the member jurisdictions to remain in the JPA throughout the life cycle of the debt instrument until all obligations have been paid in full.

If you would like to discuss this matter further, please contact me or NVTa Director of Finance, Antonio Onorato at 707-259-8779 or aonorato@nvta.ca.gov with any questions.

Sincerely,

Kate Miller
Executive Director



NAPA VALLEY TRANSPORTATION AUTHORITY
TAC Agenda Letter

TO: Technical Advisory Committee (TAC)
FROM: Kate Miller, Executive Director
REPORT BY: Alberto Esqueda, Senior Program Planner/Administrator
(707) 259-5976 | aesqueda@nvta.ca.gov
SUBJECT: ITOC Meeting Summary

RECOMMENDATION

Information only

EXECUTIVE SUMMARY

Voter adoption of the Napa Countywide Road Maintenance Act and Expenditure Plan (Measure T) created the Independent Taxpayer Oversight Committee (ITOC) to review fiscal and performance audits and verify project eligibility.

At the June 5, 2019 ITOC meeting, committee members received two presentations, the first presentation was by the City of Napa on progress made on their Measure T projects. The second presentation by NVRTA staff provided an overview of the public sector's project delivery process. Other items discussed were an overview of the committee's roles and responsibilities, Measure T Process and Procedures document, and the Measure T performance and compliance audit schedule.

The ITOC requested the following future items:

- A Measure T grievance tool. One member of the ITOC requested that an anonymous complaint method be established by the public and employees administering Measure T funds.
- ITOC meeting location. One member of the ITOC requested the ITOC consider moving its meetings to a separate location away from the NVRTA offices. The request also included that NVRTA staff not develop the agenda packet or lead the committee meetings. It should be noted that the Chair leads the committee meetings.

-
- 6.67% Equivalent Fund projects update. The ITOC requested that NVTA staff provide a process and progress on 6.67% Equivalent Fund projects. NVTA staff believes that the process has been established and will review that process with the Committee.
 - Meeting cancellation policy. Member Brauning also requested that a meeting cancellation policy be established detailing the guidelines that spell out what warrants a meeting cancellation. The process for canceling a meeting was included in the Committee bylaws which were adopted by the Committee at its first meeting. Staff will remind the Committee of the cancellation process.
 - Draft Measure T report template. The ITOC requested to review the draft template that NVTA will use to publish the Measure T annual report. NVTA staff will develop a draft concept which will be based on the Measure A Flood tax report.

The next ITOC meeting is on September 4, 2019. At this meeting the City of American Canyon will present its progress of the City's Measure T projects.

FISCAL IMPACT

Is there a fiscal impact? None.

BACKGROUND AND DISCUSSION

The Napa Countywide Road Maintenance Act and Expenditure Plan and Ordinance created the ITOC which is made up of seven committee members and residents of the County of Napa. Committee members possess knowledge of a certain field such as municipal audit, finance, and/or budgeting, civil engineering with focus on transportation or public accounting. There is also a representative of a Napa region Chamber of Commerce, member of a bona fide taxpayers' association and two members at-large.

Voter adoption of the Napa Countywide Road Maintenance Act (Measure T) resulted in creation of the Independent Taxpayer Oversight Committee ("ITOC"). The ITOC will remain in existence for as long as the tax exists. The ITOC reviews the fiscal and program performance of the Measure T program through a biennial performance audit to ensure that all transportation retail transactions and use tax revenues are spent by the NVTA-TA in accordance with the voter-approved Expenditure Plan and Ordinance. The ITOC's secondary mission is to provide positive, constructive advice to the Authority on how to improve implementation over the twenty-five year course of the program; this role includes consideration by the ITOC of the biennial project lists submitted by jurisdictions.

To keep the ITOC apprised of ongoing Measure T activities in each of the jurisdictions, jurisdictional staff will present updates to the ITOC on a regular basis. The ITOC has quarterly meetings and jurisdictions will provide a presentation on their Measure T projects on a rotating schedule:

Table 1 provides the schedule for the next 2 years of ITOC meetings:

Table 1

Meeting Date	Jurisdiction
September 4, 2019	City American Canyon
December 4, 2019	County of Napa
March 4, 2020	City of Calistoga, Town of Yountville, City of St. Helena
June 3, 2020	City of Napa
September 2, 2020	City of American Canyon
December 2, 2020	County of Napa
March 2, 2021	City of Calistoga, Town of Yountville, City of St. Helena
June 2, 2021	City of Napa

If a meeting is canceled due to lack of substantive agenda items or if a quorum of the committee cannot be met, the jurisdiction(s) scheduled to present at that meeting will be pushed to the next meeting and the schedule will be adjusted accordingly.

SUPPORTING DOCUMENTS

Attachment(s): (1) Measure T Deadline Schedule

Schedule	Action	Supporting Document
January 1st	Submit a resolution to certify that the jurisdiction met its MOE expenditures the previous fiscal year.	Resolution approved by the jurisdiction's governing body stating that the jurisdiction met its established MOE the previous fiscal year.
January 1st	Submit a copy of the Comprehensive Annual Financial Report (CAFR) and the State Controller's Street Report to NVTA.	A a copy of the Comprehensive Annual Financial Report (CAFR) and the State Controller's Street Report
March 31st	Submit a semi-annual update on projects and expenses for first period of current fiscal year July 1st- December 31st.	Completed report template (Exhibit E) of the Measure T Master Agreement between the jurisdictions and NVTA.
September 30th	Submit a semi-annual update on projects and expenses for 2nd half of past fiscal year January 1st -June 30th.	Completed report template (Exhibit E) of the Measure T Master Agreement between the jurisdictions and NVTA.
Fall of every odd calendar year	Submit updated Five-year Project List no later than January 1st of every even year.	Jurisdictions are to submit electronically a copy of their five-year list, a resolution from their governing board approving the five-year project list and demonstrating that a public hearing was held.
Fall of every odd calendar year	Submit updated Equivalent Fund Project List no later than January 1st of every even year.	Jurisdictions are to submit electronically a copy of their Equivalent Funds List, a resolution from their governing board approving the Equivalent Funds project list.



NAPA VALLEY TRANSPORTATION AUTHORITY TAC Agenda Letter

TO: Technical Advisory Committee (TAC)
FROM Kate Miller, Executive Director
REPORT BY: Alberto Esqueda, Senior Program Planner/ Administrator
(707) 259-5976 | aesqueda@nvta.ca.gov
SUBJECT: Napa Travel Model Validation and Update

RECOMMENDATION

That the Technical Advisory Body recommend the Napa Valley Transportation Authority Board approve the Napa Travel Model Validation Update in amount not to exceed \$85,000.

EXECUTIVE SUMMARY

The Napa Activity-Based Model was developed as a focused version of the Metropolitan Transportation Commission's (MTC's) Travel Model One. The base year was updated to 2015 conditions by Cambridge Systematics (CS) in February 2015-16. Recently TJKM updated the Peak Hour model validation. However, this work did not look into public transit ridership in Napa County. The model was not calibrated or validated to provide public transit ridership forecasts. Also, the model was developed using MTC's 2013 Plan Bay Area (PBA) Regional Transportation Plan (RTP) land use forecasts. To maintain a relevant model it needs to be updated using the latest 2019 RTP land use data.

BACKGROUND AND DISCUSSION

To conduct this work, TJKM will work with RSG Inc. to update the Napa Activity Model to use the model structure of MTC Travel Model 1.5. This model includes a number of enhancements including a new population synthesis software, inclusion of Transportation Network Companies (TNCs) and autonomous vehicles (this is optional in the model and can be turned on if desired) and better calibration to perform public transit forecasts.

The current version of the Napa Model uses a 15% sample rate, which is not a technically sound approach as it can result in under prediction or over prediction of mode split and travel in certain corridors. Based on the team's experience in implementing the model for Marin County, they will improve the sample rate in Solano, Napa and neighboring counties and reduce it for zones farther away from the county. This would ensure that the model uses more local data samples to estimate forecasts. It is expected that this methodology would better simulate travel in Solano / Napa Counties and help with transit and highway validation. This would make the model results more reasonable given changes in model inputs, particularly for traffic studies. The new population synthesis software also allows the user to make changes to specific zones impacted by a project and keep other data constant which is very useful for getting stable results for project impact studies.

Undertaking this model improvement study will ensure consistency with MTC's Travel Model 1.5 and give NVTa a tool that would provide reliable transit and highway forecasts for the next several years until MTC's Travel Model 2 is adopted and accepted.

NVTa staff needs to get the model work underway because the model will be used to gauge performance metrics of the Countywide Transportation Plan (CTP) update. The updated CTP, *Advancing Mobility 2045*, will include performance metrics tied to Board adopted goals and objectives and the model will be useful in measuring system-wide performance. Performance metrics were something that NVTa was scrutinized for not including in the current CTP, *Vision 2040 – Moving Napa Forward*, by the Grand Jury and it is also a requirement of the Metropolitan Transportation Commission.

SUPPORTING DOCUMENTS

Attachment(s): None



NAPA VALLEY TRANSPORTATION AUTHORITY
TAC Agenda Letter

TO: Technical Advisory Committee (TAC)
FROM: Kate Miller, Executive Director
REPORT BY: Danielle Schmitz, Director of Programs, Projects and Planning
(707) 259-5968 | dschmitz@nvta.ca.gov
SUBJECT: Regional Measure 3 Updated Priorities

RECOMMENDATION

That the Technical Advisory Committee (TAC) recommend the Napa Valley Transportation Authority (NVRTA) Board approve the modified Regional Measure (RM) 3 project priorities.

EXECUTIVE SUMMARY

On June 5, 2018 the voters of the Bay Area approved RM 3, a bridge toll increase to finance \$4.5 billion in highway and transit improvements along the toll bridge corridors and their approach routes. The list of RM 3 project categories for Napa County include:

Non-competitive:

- \$20 million for multi-modal improvements in South Napa County and along the State Route (SR) 29 corridor, including the Soscol Junction project.
- \$100 million for environmental work and near-term improvements on SR 37 to protect the highway from flooding and improve congestion.

Competitive:

- \$100 million for North Bay Transit Improvements
- \$150 million for San Francisco Bay Trail / Safe Routes to Transit

In November 2018 the NVRTA Board approved RM 3 project priorities for the non-competitive and competitive funding categories. Since that time, NVRTA staff has made modifications to RM 3 priorities outlined in Attachment 1. The majority of the changes are in the North Bay Transit Access Improvements and the San Francisco Bay Trail/Safe Routes to Transit competitive programs.

NVTA is actively pursuing competitive grant sources such as U.S. Better Utilizing Investments to Leverage Development (BUILD) funds and Senate Bill (SB) 1 Solutions for Congested Corridor funds for SR 29 improvements. Because it is uncertain whether competitive fund sources will be available, or how well NVTA projects will compete in such programs as BUILD, NVTA staff has developed two RM 3 funding scenarios for various projects along the SR 29 corridor in south county. Scenario 1 assumes that competitive fund sources will be received and prioritizes using RM 3 funds for improvements on SR 29 in American Canyon under the assumption that this project may not do as well in competitive funding programs as other projects along the corridor. Scenario 2 assumes that no competitive funds are received and prioritizes using RM 3 funds on Soscol Junction (SR 29/221/Soscol Ferry Road) and projects at SR 29/Airport and SR 29/Carneros.

The proposed funding scenarios are included in Table 1 below. Also included are draft funding distributions for the SR 37 \$100 million included in RM 3 (Table 2) and staff recommended priorities for the two competitive programs in RM 3, North Bay Transit Access Improvements and San Francisco Bay Trail/Safe Routes to Transit (Table 3).

FISCAL IMPACT

Is there a fiscal impact? No

BACKGROUND AND DISCUSSION

NVTA is the RM 3 project sponsor. Distribution of RM 3 funds will largely depend on NVTA's success in securing other competitive funding sources such as SB 1 and BUILD funds.

The NVTA Board has established Soscol Junction as a priority project for capital funding. It is also a priority for Caltrans District 4 and MTC. The amount of RM 3 funding that will be committed to Soscol Junction will depend on NVTA's success obtaining other fund sources. If NVTA is successful in securing additional funding sources for Soscol Junction it will free up RM 3 funds for other corridor priorities such as SR 29 American Canyon Multimodal and Operational Improvements. NVTA staff obtained board approval on the project priorities listed in Table 1 below. The only modification between Table 1 and what was approved in 2018 is the dollar amounts under Scenario 1. This update is reflective of the BUILD grant proposal staff is drafting for the South Napa County SR 29 Corridor Revitalization Project. The revised funding proposal commits a higher portion of RM 3 funds to SR 29 in American Canyon to be consistent with NVTA's BUILD application.

Table 1. RM3 SR 29 South County Priorities – Funding Proposal

Project	Description	Estimated Project Cost (\$1,000s)	Scenario 1 (Other Funds Received)	Proposal 2 (No Other Funds Received)
Soscol Junction	Interchange and operational improvements at SR 29/SR 221/Soscol Ferry Road	\$40,000	\$5,340	\$17,600
SR 29 American Canyon Multimodal Improvements	Intersection and operational improvements along SR 29 between Napa Junction and American Canyon Road including multimodal improvements	25,000	14,160	
SR 29/Carneros	Channelization of northbound SR 29 through lanes and intersection and operational improvements	3,000	0	1,400
SR 29/Airport	Operational and Intersection Improvements	3,000	500	1,000
Total		\$71,000	\$20,000	\$20,000

NVTA staff is working with the other three North Bay Area counties on an approach to distribute the \$100 million in SR 37 funds to both near term projects that will reduce congestion and impacts associated with sea level rise and to begin environmental studies and design on the ultimate project. Table 2 is the tentative approach discussed to date.

Table 2: RM 3 SR 37 Draft Project Priorities

Project	Description	Estimated Project Cost (\$1,000s)
Segment C Fairgrounds Interchange (STA)	Passenger facilities and ramp improvements at SR 37 and Fairgrounds Drive	\$15,000
Interim Improvements (SCTA and TAM)	Segment A & B Near Term Improvements and Studies	27,000
Segment A & B Improvements (SCTA and TAM)	Segment A & B Environmental Documents and Design/Mitigation	58,000
Total		\$100,000

RM 3 competitive funding program guidelines are still being developed by MTC. In the meantime, NVTa staff has modified the list of project priorities for the North Bay Transit Improvements and San Francisco Bay Trail/Safe Routes to Transit programs. While NVTa is the only eligible recipient of the RM 3 funds, NVTa staff have vetted proposed projects with local jurisdiction staff who have agreed to take the lead in delivering the Bay Trail/ Safe Routes to Transit improvements. These priorities are in Table 3 below.

Table 3: RM 3 Competitive Project Priorities

Project Sponsor	North Bay Transit Improvements	Estimated RM 3 Need (\$1,000s)
NVTa	SR 29 Imola Park and Ride Improvements	\$2,000
NVTa	SR 29 Transit Access Improvements	2,600
NVTa	Redwood Park and Ride Upgrades	1,450
NVTa	(20) 40' Express Bus (Expansion Bus Fleet)	5,000
NVTa	Vine Maintenance Facility	15,000
	Total	\$26,050
	Bay Trail/Safe Routes to Transit	
NVTa	Soscol Gateway Transit Center - Oxbow Bypass Connection	4,000
County of Napa	Vine Trail – Bay Trail – South Kelly Road to Napa Pipe	6,400
County of Napa/City of Napa/Caltrans	Imola Ridge Trail to Vine Trail/Bay Trail	4,000
City of Napa	Vine Trail-Bay Trail – Napa Pipe to Kennedy Park	2,400
	Total	\$16,800

SUPPORTING DOCUMENTS

Attachment(s): (1) Modifications to RM 3 Competitive Priorities
(2) South Napa County SR 29 Corridor Revitalization Project Fact Sheet

NVTA Regional Measure 3 Competitive Program Priorities

Program/Project		Operating Source	Total Project Cost	2019	2020	2021	RM 3 Total
				RM-3 Funding Request			
North Bay Transit Access Improvements							
	SR 29/Imola Park & Ride Improvements	TDA	5,000,000	2,000,000			2,000,000
	SR 29/California Stop Improvements		1,100,000				-
	SR 221/Napa Valley College Improvements		2,000,000				-
	SR 29/Transit Access Improvements	TDA	3,100,000		2,600,000		2,600,000
	Redwood Park & Ride Updgrades	TDA	1,500,000		1,450,000		1,450,000
	Soscol Gateway Transit Center Parking Garage-Wine Train Work Force Housing Connection		2,000,000				-
	(20) 40' Express Buses	TDA	16,000,000	5,000,000			5,000,000
	Maintenance Facility	TDA/FTA 5307	32,000,000	15,000,000			15,000,000
North Bay Transit Access Improvements-Total			\$ 62,700,000	\$ 22,000,000	\$ 4,050,000	\$ -	\$ 26,050,000
Safe Routes to Transit							
	Soscol Gateway Transit Center - Oxbow-By-Pass Connection	Napa City/GF	5,500,000		4,000,000		4,000,000
	Vine Trail-Bay Trail - So. Kelly Road to Napa Pipe	Napa City/County GF	8,000,000			6,400,000	6,400,000
	Vine Trail-Bay Trail - Napa Pipe to Kennedy Park	Napa City/GF	3,000,000			2,400,000	2,400,000
	Imola Ridge Trail to Bay Trail/Vine Trail	Napa City/County GF and Caltrans SHOPP	6,000,000		4,000,000		4,000,000
Safe Routes to Transit - Total			\$ 22,500,000	\$ -	\$ 8,000,000	\$ 8,800,000	\$ 16,800,000

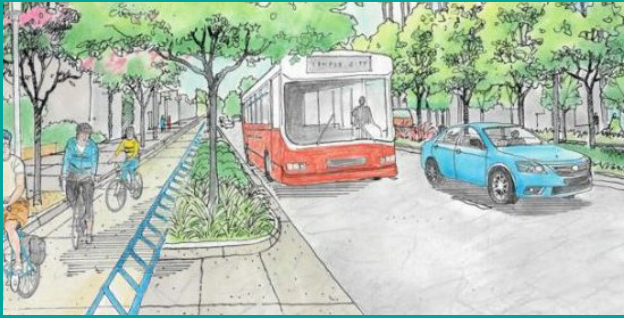
SOUTH NAPA COUNTY SR 29 CORRIDOR REVITALIZATION

ATTACHMENT 2

TAC Agenda Item 8.4

July 11, 2019

\$18 MILLION FEDERAL HIGHWAY ADMINISTRATION BUILD GRANT



Multi-modal corridor concept

Napa Valley is one of the most scenic areas in the San Francisco Bay Area. The Valley is a major tourist destination. It produces world-class wines in its 400+ wineries. It is also a world-class hospitality destination, hosting over 3 million visitors a year. Napa Valley's growing economy is generating thousands of new jobs in manufacturing, agriculture, hospitality, construction, medical, and government. Napa's cities and counties have worked diligently to conserve the Valley's natural biodiversity by preserving open space and restoring bay wetlands, rivers, and creeks. The Valley's visitors come for the Valley's great wines and restaurants, but also because of its natural beauty.

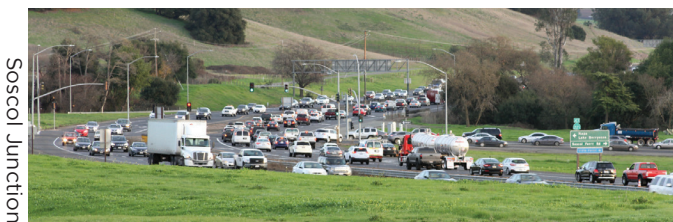
The southern portion of the Valley is rapidly transitioning from rural to urban, creating new industry and housing in its southern most city, American Canyon. The rapid growth has created both challenges and opportunities. The main

transportation artery in the Valley is California State Route 29 (SR 29), which traverses through Napa Valley from American Canyon to Calistoga, its northern most city.

The City of American Canyon, incorporated in 1992, is still in its infancy and is one of the fastest growing cities in California. The rapid pace of the City's housing and business development is placing substantial strain on the existing downtown infrastructure. The City is also isolated from the rest of the Valley because of the over-stressed and limited highway, bike and pedestrian connections.

The South Napa County SR 29 Corridor Revitalization Project will build a comprehensive multi-modal transportation network that will connect the City of American Canyon to the rest of the Valley creating a cohesive look and feel. The project responds to the City's Broadway Specific Plan, SR 29 Comprehensive Multi-modal Corridor Plan, and NVTa's Countywide Bike and Pedestrian Plans. The project will make operational improvements on SR 29 between Soscol Junction and American Canyon Road. The project will make structural improvements to the highway to create a comprehensive public space that will accommodate people as well as improve traffic operations.

THE PROJECT INCLUDES:



Soscol Junction

Soscol Junction – Soscol Junction will alleviate congestion and improve operations at SR 29/221/ Soscol Ferry Road intersection in south Napa County. The preferred complete streets alternative is an elevated overpass with a free-flowing north-south SR 29 and boasts two roundabouts north and south of SR 29 to facilitate turning movements on and off the highways.

American Canyon Multimodal and Operational Improvements Phase 1 – Bicycle, pedestrian and transit improvements along the SR 29 corridor between Napa Junction and American Canyon Road. Phase 1 will also include operational improvements at key intersections.

Airport Boulevard – At the intersection of SR 29/ SR 12/Airport Boulevard, the project would add southbound queue jumps for express bus service, extend left-hand turn pockets in all directions, include signal upgrades between the signals at North Kelly Road/SR 12 and SR 12/SR 29/ Airport Boulevard.

SOUTH NAPA COUNTY SR 29 CORRIDOR REVITALIZATION

CONTINUED...

	SOURCE	FUNDING SOURCES IN \$1,000'S
FEDERAL	BUILD	\$18,000
STATE	STIP	22,479
	RM 3	19,950
LOCAL	Developer	2,521
	CMA	50
TOTAL PROJECT COST		\$63,000



NAPA VALLEY TRANSPORTATION AUTHORITY TAC Agenda Letter

TO: Technical Advisory Committee
FROM: Kate Miller, Executive Director
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SUBJECT: Countywide Transportation Plan: Goals and Performance Measures

RECOMMENDATION

Information only.

EXECUTIVE SUMMARY

The Metropolitan Transportation Commission (MTC) requires that the Bay Area County Transportation Agencies (BACTA) complete a long-range plan – generally 25 years – called Countywide Transportation Plan (CTP). NVTA is proposing to include goals and objectives in the plan, similar to the past CTP, except in this plan, NVTA working with its member agencies will establish a certain number of measurable targets. The Goals and objectives will provide a framework for the plan, create a screening process for projects and establish targets.

The goals and objectives developed for the 2015 CTP were based on some key concepts that are still relevant today.

These assumptions are:

- Napa County has a number of constraints that prevent and/or limit expanding the highway and road system as a means to eliminate congestion.
- Peak travel in Napa County is compounded by visitors and commuters traveling through Napa to/from adjacent counties, but is largely attributable to Napa's employees traveling into the county from other locations or Napa's residents traveling to jobs outside the county.
- Approximately 1% of Napa County commuters bike to work, and approximately 4% walk to work, while 76% drive alone.

- Housing costs in Napa make it a challenge to provide sufficient housing stock for its growing workforce.

Attachment 1 lists the Board adopted Goals and Objectives from the previous CTP, *Vision 2040 - Moving Napa Forward*.

Staff has evaluated performance metrics and targets used by its partners in other counties and based on that assessment has developed a short list of performance metrics and targets that could be used in the current CTP. NVTA staff is recommending establishing two levels of performance metrics; one set that will evaluate the overall performance of the larger transportation network, the other set will serve as an evaluation tool for assessing project performance.

BACKGROUND AND DISCUSSION

MTC has adopted new guidelines for CTPs. The guidelines require that BACTAs include performance goals and measures in their CTPs. NVTA is also responding to comments made by the Napa County Civil Grand Jury which recommended that NVTA include performance metrics and targets in its long term planning process similar to those established by the Sonoma County Transportation Authority.

MTC requires that BACTA complete a CTP every four years. The last 25-year Countywide Transportation Plan was adopted in 2015 to inform Plan Bay Area 2040, MTC's long range plan adopted in 2017. The new CTP – *Advancing Mobility 2045* - will be completed before the next regional transportation plan which is scheduled for adoption in 2021. In preparation for the regional transportation plan, MTC generally solicits projects about a year before plan adoption. MTC is currently soliciting projects early for Plan Bay Area 2050. The first round of project solicitations for regionally significant projects occurred in June 2019. The second round for programmatic category projects will occur in fall 2019. NVTA will conduct a call for countywide plan projects, in late 2019.

SUPPORTING DOCUMENTS

Attachment: (1) 2015 CTP Goals and Objectives
 (2) Performance Metrics Examples

**Vision 2040 Goals and Objectives
Adopted by the Board**

Goal 1: Serve the transportation needs of the entire community regardless of age, income or ability.

Objectives:

1. Provide safe access to jobs, schools, recreation and other daily needs for Napa's residents and visitors.
2. Endeavor to serve the special transportation needs of seniors, children and the disabled.
3. Coordinate transportation services for disabled persons, seniors, children and other groups so each serves as many people as possible.
4. Provide affordable transportation solutions to ensure access to jobs, education, goods, and services for all members of the community.



Goal 2: Improve system safety in order to support all modes and serve all users.

Objectives:

1. Design roadways and other transportation facilities to enhance coexistence of users of all modes.
2. Educate all roadway users so they may safely coexist.

3. Work with Napa jurisdictions to adopt complete streets policies to meet the Metropolitan Transportation Commission's funding eligibility requirements.²
4. Ensure Measure T roadway funds are maximized to improve infrastructure, as allowed under the Ordinance, to benefit all transportation modes.
5. Prioritize projects that expand travel options for cyclists and pedestrians as well as those projects that improve operation and safety for vehicles, pedestrians, and cyclists



Goal 3: Use taxpayer dollars efficiently.

Objectives:

1. Continue to prioritize local streets and road maintenance, consistent with Measure T.
2. Invest in fast and reliable bus service and infrastructure, so public transit is an attractive alternative to driving alone.
3. Identify alternative solutions that minimize costs and maximize system performance.
4. Provide real-time traffic and transportation information via MTC's 511 or similar system by 2017.
5. Explore new transportation funding sources, including fees associated with new development.
6. Develop partnerships with Caltrans, California Transportation Commission (CTC), Metropolitan Transportation Commission (MTC) and Napa's state legislators to support expanded transportation funding for local mobility needs and to accommodate demand from regional traffic that travels through Napa County.



Goal 4: Support Napa County's economic vitality.

Objectives:

1. Identify and improve key goods movement routes.
2. Work with employers to improve access to employment centers, as well as dispersed agricultural employment sites.
3. Improve transportation services aimed at visitors, including alternatives to driving.
4. Use transportation demand management techniques to shift travel from peak to non-peak times.



Goal 5: Minimize the energy and other resources required to move people and goods.

Objectives:

1. Prioritize projects that reduce greenhouse gases.
2. Increase mode share for transit, walking, and bicycling to 10% by 2035.³
3. Reduce the growth of automobile vehicle miles traveled (VMT) by shifting trips to other modes.
4. Encourage the provision of alternative fuel infrastructure.
5. Invest in improvements to the transportation network that serve land use, consistent with SB 375.⁴
6. Identify revenues that support investments in Priority Development Areas (PDAs).



Goal 6: Prioritize the maintenance and rehabilitation of the existing system

Objectives:

1. Deliver Measure T projects effectively.
2. Focus funding on maintenance priorities.

Napa Countywide Transportation Plan Potential Performance Metrics

Category	Goals	Performance Measures	Source
Equity	Serve transportation needs of the entire community regardless of age, income or ability	Safe access to jobs, schools, recreation and other daily needs of the residents and visitors.	Napa Vision 2040 CTP
		Serve the special transportation needs of seniors, children and the disabled.	Napa Vision 2040 CTP
		Affordable transportation solutions to ensure access to employment, goods, and services for everyone	Napa Vision 2040 CTP
		Low income households within 0.25 miles of bus transit by off-peak period headway.	Alameda CTP
		Vehicle travel time for low-income and minority households, as compared to typical resident in the county as a whole.	Contra Costa CTP
		Mode shares for low-income and minority households, as compared to the typical resident in the county as a whole.	Contra Costa CTP
		Equity of funding distribution based on the percentage of funding expected to benefit minority and low-income households.	Contra Costa CTP
System Safety	Improve systems safety in order to support all modes and serve all users	Design roadways and other transportation facilities to enhance coexistence of users of all modes.	Napa Vision 2040 CTP
		Number of pedestrian access improvement projects implemented at public transit stations and stops.	Napa Vision 2040 CTP
		Number of bicycle access improvement projects implemented at public transit stations and stops.	Napa Vision 2040 CTP
		Educate all roadway users for safe coexistence.	Napa Vision 2040 CTP
		Adopt Complete Streets Policies to meet the MTC's funding eligibility requirements.	Napa Vision 2040 CTP
		Maximize Measure T roadway funds to improve infrastructure.	Napa Vision 2040 CTP
		Change in the number of bicycle facility miles in Napa County.	Alameda CTP
		Change in bus transit service miles in Napa County during off-peak periods.	Alameda CTP
		Annual traffic fatalities and injuries within Napa County.	San Mateo CTP
		Annual rate of traffic fatalities and serious injuries (per million vehicle miles and/or by roadway segment) within Napa County.	San Mateo CTP
		Annual rate of total traffic crashes within Napa County.	San Mateo CTP
		Number of intersections with enhanced pedestrian treatments added in Napa County.	San Mateo CTP
		Increase in percentage of people walking for all trip purposes in Napa County.	San Mateo CTP
		Linear feet of sidewalk added in Napa County.	San Mateo CTP
Taxes	Use taxpayer dollars efficiently	Number of pedestrian signal heads added in Napa County.	San Mateo CTP
		Number of bicycle and pedestrian projects that improve operation and safety for vehicles, pedestrians and cyclists.	Napa Vision 2040 CTP
		Prioritize local streets and road maintenance.	Napa Vision 2040 CTP
		Invest in fast and reliable bus service and infrastructure.	Napa Vision 2040 CTP
		Alternative solutions that minimize costs and maximize system performance.	Napa Vision 2040 CTP
		Real-time traffic and transportation information via MTC's 511 or similar system by 2017.	Napa Vision 2040 CTP
		Explore new transportation funding sources, including fees associated with new development.	Napa Vision 2040 CTP
Economic Vitality	Support Napa County's economic vitality	Develop partnerships with Caltrans, CTC, MTC and Napa's state legislators to support funding for local mobility needs and to accommodate regional traffic demand.	Napa Vision 2040 CTP
		Identify and improve key goods movement routes.	Napa Vision 2040 CTP
		Access to employment center and dispersed employment sites.	Napa Vision 2040 CTP
		Transportation services aimed at visitors, including alternatives to driving.	Napa Vision 2040 CTP
		Shift travel from peak to non-peak times using TDM.	Napa Vision 2040 CTP
		Number of shuttle bus service hours connecting work sites to public transit stations and stops.	San Mateo CTP
		Number of jobs within a 30-minute trip by auto or a 45-minute trip by transit, both for the county as a whole and for the minority and low income households.	Contra Costa CTP
Energy	Minimize the energy and other resources required to move people and goods.	Projects that reduce GHGs.	Napa Vision 2040 CTP
		Increase mode share for transit, walking and bicycling to 10% by 2035.	Napa Vision 2040 CTP
		Reduce the growth of automobile VMT by mode shift.	Napa Vision 2040 CTP
		Provision of alternative fuel infrastructure.	Napa Vision 2040 CTP
		Transportation network improvements that serve land use, consistent with SB 375.	Napa Vision 2040 CTP
		Identify revenues that support investments in Priority Development Areas (PDAs).	Napa Vision 2040 CTP
		Daily particulate matter (PM 2.5) per 1,000 population for autos and light duty truck travel within Napa County.	Alameda CTP
Maintenance and Rehabilitation	Prioritize the maintenance and rehabilitation of the existing system.	Number of solar panel installation projects above parking facilities in Napa County.	San Mateo CTP
		Deliver Measure T projects effectively.	Napa Vision 2040 CTP
		Focus funding on maintenance priorities.	Napa Vision 2040 CTP
		Percentage of funding designated for local streets and roads maintenance.	Contra Costa CTP
		Percentage of roadway miles at acceptable level of maintenance.	San Mateo CTP
System Performance	Evaluation of system performance for the county as a whole	Achieve a pavement condition index of 70.	San Francisco CTP
		Mode share and total transit trips.	Contra Costa CTP
		Average peak period delay as a percent of total peak period travel time.	Contra Costa CTP
		Percent of peak period travel at a level of service D or better.	Contra Costa CTP
		Total VMT or VMT per capita.	Contra Costa CTP
		Total Vehicle Hours Traveled (VHT) or VHT per capita.	Contra Costa CTP
		Total vehicle hours of delay (VHD).	Contra Costa CTP
		Average speeds on freeways and on expressways/major arterials.	Contra Costa CTP
		Percentage lane miles with moderate to severe congestion.	Alameda CTP
		Daily public transit ridership that begin or end in Napa County.	Alameda CTP
		Transit speeds.	San Francisco CTP
		Congested VMT for household-generated travel by community type.	Sacramento CTP
		Underutilized, optimally utilized, over-utilized roadways by roadway type.	Sacramento CTP
		Motor freight travel delay.	San Mateo CTP
Goods Movement	Improve motor freight operations on the Napa County roadway network	Number of crashes involving motor freight haulers.	San Mateo CTP