

Napa Valley Transportation Authority

625 Burnell Street
Napa, CA 94559



Agenda - Final

**Wednesday, July 17, 2024
1:00 PM**

JoAnn Busenbark Board Room

NVRTA Board of Directors **and (County of Napa Board of Supervisors*)**

*This meeting is also being noticed as a Board of Supervisors' meeting due to having 2 current Board Members (Supervisors Pedroza and Gregory) and 1 Supervisor-Elect (Councilmember Alessio) at the NVTA-TA Board of Directors meeting.

All materials relating to an agenda item for an open session of a regular meeting of the NVTA Board of Directors are posted on the NVTA website at: <https://nctpa.legistar.com/Calendar.aspx>

This meeting will be conducted as an in-person meeting at the location noted above. Remote teleconference access is provided for the public's convenience and in the event a Board Member requests remote participation due to just cause or emergency circumstances pursuant to Government Code section 54953(f). Please be advised that if a Board Member is not participating in the meeting remotely, remote participation for members of the public is provided for convenience only and in the event that the Zoom teleconference connection malfunctions for any reason, the Board of Directors reserves the right to conduct the meeting without remote access and take action on any agenda item.

The public may participate telephonically or electronically via the methods below:

1) To join the meeting via Zoom video conference from your PC, Mac, iPad, iPhone or Android: go to <https://zoom.us/join> and enter meeting ID 864 1754 4351

2) To join the Zoom meeting by phone: dial 1-669-900-6833, enter meeting ID: 864 1754 4351 If asked for the participant ID or code, press #.

3) Watch live on YouTube: <https://www.youtube.com/channel/UCrplLcW9uRmA0EE6w-eKZyw?app=desktop>

The agenda will be posted 72 hours prior to the meeting and will be available for public inspection, on and after at the time of such distribution, in the office of the Secretary of the NVTA Board of Directors, 625 Burnell Street, Napa, California 94559, Monday through Friday, between the hours of 8:00 a.m. and 4:30 p.m., except for NVTA holidays. Should the office be closed or staff is working remotely due to a declared emergency, you may email info@nvta.ca.gov to request a copy of the agenda.

Public records related to an agenda item that are distributed less than 72 hours before this meeting are

available for public inspection during normal business hours at the NVTa office at 625 Burnell Street, Napa, CA 94559 and will be made available to the public on the NVTa website at nvta.ca.gov. 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 comment on matters within the subject matter of the Board's jurisdiction, that are not on the meeting agenda during the general Public Comment item at the beginning of the meeting. Comments related to a specific item on the agenda must be reserved until the time the agenda item is considered and the Chair invites public comment. While members of the public are welcome to address the Board, under the Brown Act, Board members may not deliberate or take action on items not on the agenda, and generally may only listen.

Members of the public may submit a public comment in writing by emailing info@nvta.ca.gov by 10:00 a.m. on the day of the meeting with PUBLIC COMMENT as the subject line (for comments related to an agenda item, please include the item number). All written comments should be 350 words or less, which corresponds to approximately 3 minutes or less of speaking time. Public comments emailed to info@nvta.ca.gov after 10 a.m. the day of the meeting will be entered into the record but not read out loud. If authors of the written correspondence would like to speak, they are free to do so and should raise their hand and the Chair will call upon them at the appropriate time.

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

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

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

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

Information on obtaining the agenda in an alternate format is noted below:

Americans with Disabilities Act (ADA): This Agenda shall be made available upon request in alternate formats to persons with a disability. Persons requesting a disability-related modification or accommodation should contact Laura Sanderlin, NVTa Board Secretary, at (707) 259-8633 during regular business hours, at least 48 hours prior to the time of the meeting.

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-TA 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. Pledge of Allegiance
3. Approval of Board Member Remote Participation
4. Roll Call
5. Adoption of the Agenda
6. Public Comment
7. Chairperson's, Board Members', Metropolitan Transportation Commissioner's, and Association of Bay Area Governments Update
8. Executive Director's Update
9. Caltrans' Update

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.

10. PRESENTATIONS

10.1 NVTA Project Update (Grant Bailey)

Recommendation: Information Only

Estimated Time: 1:20 p.m.

10.2 Transit-Oriented Development (TOD) (Kate Miller)

Recommendation: Information Only

Estimated Time: 1:35 p.m.

11. CONSENT AGENDA ITEMS

11.1 Meeting Minutes of June 26, 2024 (Laura Sanderlin) (Pages 9-12)

Recommendation: Board action will approve the minutes of the June 26th regular meeting.

Estimated Time: 1:55 p.m.

Attachments: [Draft Minutes](#)

11.2 Active Transportation Advisory Committee (ATAC) Member Appointments (Diana Meehan) (Pages 13-15)

Recommendation: That the Napa Valley Transportation Authority (NVTA) Board approve the reappointment of Michael Rabinowitz, representing the City of Napa and the appointment of Glenn Smith representing the City of St. Helena.

Estimated Time: 1:55 p.m.

Attachments: [Staff Report](#)

12. REGULAR AGENDA ITEMS**12.1 Agreement No. 23-OCE12-E05 with TYLin for Engineering Design Services for the Redwood Park and Ride Improvements Project (Grant Bailey) (Pages 16-24)**

Recommendation: That the Napa Valley Transportation Authority (NVTA) Board authorize the Executive Director, or designee, to execute and make minor modifications to Agreement No. 23-OCE12-E05 with TYLin for engineering design services associated with improvements to the Redwood Park and Ride in an amount not to exceed \$243,915.

Estimated Time: 2:00 p.m.

Attachments: [Staff Report](#)

12.2 Planning Consultant Services Agreement with GHD, Inc., for the work associated with the Napa Countywide Active Transportation Plan (Patrick Band) (Pages 25-37)

Recommendation: That the Napa Valley Transportation Authority (NVTA) Board authorize the Executive Director, or designee, to execute and make minor modifications to Project Work Order No. 21-OCP36-P05 with GHD, Inc. for the development and completion of the Napa Countywide Active Transportation Plan (AT Plan) in an amount not to exceed \$410,000.

Estimated Time: 2:15 p.m.

Attachments: [Staff Report](#)

12.3 Transportation Development Act Article 3 (TDA-3) Countywide Claim & Three-Year Program of Projects (Patrick Band) (Pages 38-46)

Recommendation: That the Napa Valley Transportation Authority (NVTA) Board 1) Approve Resolution No. 24-10, authorizing the submittal of a Countywide Coordinated Claim to the Metropolitan Transportation Commission (MTC) for allocation of Fiscal Year (FY) 2024-25 TDA-3 Program Funds to Claimants in Napa County, and 2) Adopt the FY 2024-25 through 2026-27 (3-Year Cycle) TDA-3 Program of Projects.

Estimated Time: 2:30 p.m.

Attachments: [Staff Report](#)

12.4 Transportation Fund for Clean Air (TFCA) 40% Fund Program Project List for Fiscal Years Ending (FYE) in 2025-27 (Diana Meehan) (Pages 47-86)

Recommendation: That the Napa Valley Transportation Authority (NVTA) Board approve the Transportation Fund for Clean Air (TFCA) 40% Fund Program Project List for Fiscal Years Ending (FYE) in 2025-27.

Estimated Time: 2:45 p.m.

Attachments: [Staff Report](#)

12.5 Vine Transit Update (Rebecca Schenck) (Pages 87-95)

Recommendation: That the Napa Valley Transportation Authority (NVTA) receive the fourth quarter Fiscal Year (FY) 2023-24 Vine Transit update.

Estimated Time: 3:00 p.m.

Attachments: [Staff Report](#)

12.6 Federal and State Legislative Update (Kate Miller) (Pages 96-123)

Recommendation: That the Napa Valley Transportation Authority (NVTA) Board receive the Federal Legislative update, State Legislative Update, and the State Bill Matrix.

Estimated Time: 3:20 p.m.

Attachments: [Staff Report](#)

13. CLOSED SESSION**13.1 PUBLIC EMPLOYEE PERFORMANCE EVALUATION (Government Code Section 54957(b)(1))**

Title: Executive Director

CONFERENCE WITH LABOR NEGOTIATORS (Government Code Section 54957.6))

Authority Designated Representative: Authority Chair

Unrepresented Employee: Executive Director

Report out of Closed Session.

14. FUTURE AGENDA ITEMS**15. ADJOURNMENT****15.1 The next Regular Meeting is September 18th.**

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



Laura Sanderlin, NVTA Board Secretary

Glossary of Acronyms

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

Glossary of Acronyms

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

*This meeting is also being noticed as a Board of Supervisors' meeting due to having 2 current Board Members (Supervisors Pedroza and Gregory) and 1 Supervisor-Elect (Councilmember Alessio) at the NVTB Board of Directors meeting.

Napa Valley Transportation Authority

625 Burnell Street

Napa, CA 94559

Meeting Minutes NVTB Board of Directors

Wednesday, June 26, 2024

1:00 PM

JoAnn Busenbark Board Room

1. Call to Order

Chair Alessio called the meeting to order at 1:13pm.

2. Approval of Board Member Remote Participation

None

3. Roll Call

Leon Garcia
Paul Dohring
Mark Joseph
Liz Alessio
Scott Sedgley
Margie Mohler
Kevin Eisenberg
Ryan Gregory
Robin McKee-Cant
Anna Chouteau
Non-Voting:
Devereaux Smith
Absent:
Alfredo Pedroza
Donald Williams

4. Adoption of the Agenda

Motion MOVED by CHOUTEAU, SECONDED by DOHRING to APPROVE Item 4 Adoption of the Agenda. Motion passed unanimously.

Aye: 21 - Garcia, Dohring, Joseph, Alessio, Sedgley, Mohler, Eisenberg, Gregory, McKee-Cant, and Chouteau

Absent: 3 - Pedroza, and Williams

5. Public Comment

None

6. Chairperson's, Board Members', Metropolitan Transportation

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Commissioner's, and Association of Bay Area Governments Update

Director Garcia reported recent ABAG activities.

Executive Director Miller reported recent BAHFA and MTC activities

7. Executive Director's Update

Executive Director Miller reported on her participation and topics from the recent meetings:

- Participation at the Transportation Revenue Measure Executive Group
- Transit Transportation Task Force
- SR37 Policy Committee Meeting
- Napa Forward Project Public meeting

Further report:

- Napa Vine Trail Month of Motion fundraising
- Transportation Needs Assessment Public Workshop on July 8th
- Ribbon Cutting for Vine Trail project on August 16th
- Bottlerock and La Onda ridership review
- Agency credit rating A-
- Staffing updates

8. Caltrans' Update

Report by Amani Meligy, Caltrans.

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.

9. CONSENT AGENDA ITEMS

Motion MOVED by JOSEPH, SECONDED by GARCIA to APPROVE Item 9 Consent Agenda items 9.1-9.3. Motion passed unanimously.

Aye: 21 - Garcia, Dohring, Joseph, Alessio, Sedgley, Mohler, Eisenberg, Gregory, McKee-Cant, and Chouteau

Absent: 3 - Pedroza, and Williams

9.1 Meeting Minutes of May 22, 2024 (Laura Sanderlin) (Pages 8-12)

Attachments: [Draft Minutes](#)

9.2 Resolution No. 24-07 Authorizing the Destruction of Certain Agency Records (Laura Sanderlin) (Pages 13-29)

Attachments: [Staff Report](#)

9.3 Updates to Policies, Practices, and Procedures Manual: Personnel (Laura Sanderlin) (Pages 30-196)

Attachments: [Staff Report](#)

*This meeting is also being noticed as a Board of Supervisors' meeting due to having 2 current Board Members (Supervisors Pedroza and Gregory) and 1 Supervisor-Elect (Councilmember Alessio) at the NVTB Board of Directors meeting.

10. REGULAR AGENDA ITEMS

10.1 Professional Services Agreement No. 24-C17 with MIG, Inc. for work associated with the Community Based Transportation Plan (Libby Payan) (Pages 197-218)

Attachments: [Staff Report](#)

Directors requested staff to follow up on identifying areas in St. Helena and American Canyon.

Motion MOVED by GREGORY, SECONDED by CHOUTEAU to APPROVE Item 10.1 authorizing the Executive Director to execute a Professional Services Agreement with MIG, Inc. Motion passed unanimously.

Aye: 21 - Garcia, Dohring, Joseph, Alessio, Sedgley, Mohler, Eisenberg, Gregory, McKee-Cant, and Chouteau

Absent: 3 - Pedroza, and Williams

10.2 Napa Valley Travel Behavior Study Contract Award (Danielle Schmitz) (Pages 219-238)

Attachments: [Staff Report](#)

Directors requested staff to share data with Visit Napa Valley.

Motion MOVED by GARCIA, SECONDED by JOSEPH to APPROVE Item 10.2 authorizing the Executive Director to execute Agreement No. 24-C16 with RSG. Motion passed unanimously.

Aye: 21 - Garcia, Dohring, Joseph, Alessio, Sedgley, Mohler, Eisenberg, Gregory, McKee-Cant, and Chouteau

Absent: 3 - Pedroza, and Williams

10.3 Federal and State Legislative Update (Kate Miller) (Pages 239-263)

Attachments: [Staff Report](#)

Information only/No action taken

11. CLOSED SESSION

Board entered into Closed Session at 2:01pm.

11.1 CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION:

Peters v. Burnham, et al, Napa County Superior Court Case No. 23CV001586

11.2 CONFERENCE WITH REAL PROPERTY NEGOTIATORS (pursuant to Government Code section 54956.8)

Property APN: 006-195-001, 002 and 003

Agency Negotiator: Executive Director

Negotiating Parties: Paul Irwin, Stan Foltz, Bob Winchell, Walt Blackmon

Under Negotiation: Price and terms of payment

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11.3 PUBLIC EMPLOYEE PERFORMANCE EVALUATION (Government Code Section 54957(b)(1))

Title: Executive Director

CONFERENCE WITH LABOR NEGOTIATORS (Government Code Section 54957.6))

Authority Designated Representative: Authority Chair

Unrepresented Employee: Executive Director

Report out of Closed Session.

The Board met in closed session and there was no reportable action for Items 11.1, 11.2 or 11.3.

12. FUTURE AGENDA ITEMS

-Transit Oriented Developments

13. ADJOURNMENT

Chair Alessio adjourned the meeting at 3:07pm.

13.1 The next Regular Meeting is July 17th.

Laura M. Sanderlin, NVTB Board Secretary



NAPA VALLEY TRANSPORTATION AUTHORITY COVER MEMO

SUBJECT

Active Transportation Advisory Committee (ATAC) Member Appointments

STAFF RECOMMENDATION

That the Napa Valley Transportation Authority (NVTA) Board approve the reappointment of Michael Rabinowitz representing the City of Napa and the appointment of Glenn Smith representing the City of St. Helena.

EXECUTIVE SUMMARY

The Active Transportation Advisory Committee is made up of eleven members with representation that mirrors the voting structure of NVTA Board. Committee structure consists of four members from the City of Napa, two members from the County of Napa, two members from the City of American Canyon, one member from the Town of Yountville, one member from the City of St. Helena, and one member from the City of Calistoga.

This appointment fills one position representing the City of Napa and the position representing the City of St. Helena.

FISCAL IMPACT

None



NAPA VALLEY TRANSPORTATION AUTHORITY

Board Agenda Memo

TO: NVTA Board of Directors
FROM: Kate Miller, Executive Director
REPORT BY: Diana Meehan, Principal Planner
(707) 259-8327 / Email: dmeehan@nvta.ca.gov
SUBJECT: Active Transportation Advisory Committee Member Appointments

RECOMMENDATION

That the Napa Valley Transportation Authority (NVTA) Board approve the reappointment of Michael Rabinowitz, representing the City of Napa and the appointment of Glenn Smith representing the City of St. Helena.

COMMITTEE RECOMMENDATION

None

BACKGROUND

Active Transportation Advisory Committee (ATAC) member Michael Rabinowitz has reapplied to continue his service on the NVTA ATAC. His reappointment by the Napa City Council is scheduled for July 16, 2024. Mr. Rabinowitz is currently serving as the Vice Chair. Mr. Smith currently serves as a member of the St. Helena Active Transportation and Sustainability Committee and his appointment will fill the vacant position representing the City of St. Helena on the NVTA ATAC. Mr. Smith was appointed by the St. Helena City Council on June 25, 2024.

ATAC currently has 3 additional vacancies including members representing the County of Napa (1) and the City of Napa (1) and the City of American Canyon (1). NVTA staff is actively recruiting to fill these openings.

ALTERNATIVES

The Board could decide not to approve the appointments which would leave additional vacancies on the ATAC.

STRATEGIC GOALS MET BY THIS PROPOSAL

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

The NVTA ATAC committee advises the Board on matters pertaining to the active transportation needs of the community and supports efforts towards sustainable transportation goals in the Valley.

ATTACHMENTS

None



NAPA VALLEY TRANSPORTATION AUTHORITY COVER MEMO

SUBJECT

Agreement No. 23-OCE12-E05 with TYLin for Engineering Design Services for the Redwood Park and Ride Improvements Project

STAFF RECOMMENDATION

That the Napa Valley Transportation Authority (NVTA) Board authorize the Executive Director, or designee, to execute and make minor modifications to Agreement No. 23-OCE12-E05 with TYLin for engineering design services associated with improvements to the Redwood Park and Ride in an amount not to exceed \$243,915.

EXECUTIVE SUMMARY

Vine Transit operates a transit stop from the Redwood Park and Ride lot at the corner of Redwood Rd and Solano Ave in Napa, CA, serving as a multimodal transit hub. Because of its central location and significance to Vine operations, facility upgrades are necessary to improve its functionality. The facility currently lacks restrooms, causing safety, public health, and operational issues, for bus drivers and passengers. Additionally, outdated striping, signage, and wayfinding at the Park and Ride need modernization.

NVTA has secured \$600,000 in federal grant funds for construction these improvements, but NVTA first needs to obtain environmental clearance and design for the project. TYLin has provided a suitable design scope and fee proposal under NVTA's existing architectural and engineering on-call contract. Staff recommends the Board approve a project work order with TYLin for these services to improve infrastructure at the Redwood Park and Ride.

FISCAL IMPACT

Yes, this contract has a not to exceed amount of 243,915, which will be funded by Transportation Development Act funds for design and environmental clearance services.



NAPA VALLEY TRANSPORTATION AUTHORITY

Board Agenda Memo

TO: NVTA Board of Directors
FROM: Kate Miller, Executive Director
REPORT BY: Grant Bailey, Program Manager – Engineer
(707) 259-5951 / Email: gbailey@nvta.ca.gov
SUBJECT: Agreement No. 23-OCE12-E05 with TYLin for Engineering Design Services for the Redwood Park and Ride Improvements Project

RECOMMENDATION

That the Napa Valley Transportation Authority (NVTA) Board authorize the Executive Director, or designee, to execute and make minor modifications to Agreement No. 23-OCE12-E05 with TYLin for engineering design services associated with improvements to the Redwood Park and Ride in an amount not to exceed \$243,915.

COMMITTEE RECOMMENDATION

None

BACKGROUND

Vine Transit currently operates a multimodal station at the Redwood Park and Ride (PNR) on the corner of Redwood Rd and Solano Ave in Napa, adjacent to State Route 29. The PNR facility, owned by Caltrans and operated by NVTA under a mutual agreement, functions as a time point stop and a transit hub for local and region routes.

The facility lacks a restroom, posing safety, public health, and operational issue, particularly for Vine bus drivers, passengers, and those with disabilities. In addition to the restroom facilities, the striping, signage, and wayfinding at the site are outdated and in need of modernization to better guide carpoolers, bicyclists, and transit riders to and within the park and ride.

NVTA has secured \$600,000 in Transportation Performance Initiative program grant funds through the Federal Transit Administration to construct the proposed improvements. The initial step in this process is to obtain environmental clearance and

design. Due to project delivery timelines required by the grant funding, staff requested a proposal from TYLin for these services under the existing architectural and engineering on-call contract.

TYLin has supplied a design scope that fulfills the project needs and a fee proposal that is consistent with the pre-construction delivery budget. Staff recommends the Board approve a project work order with TYLin to provide design and environmental services associated with infrastructure improvements to the Redwood Park and Ride.

ALTERNATIVES

- 1) The Board can decide not to award this contract and maintain the current operation of the existing park and ride, resulting in diminished level of facility services at the park and ride and safety, public health, and operational issues.
- 2) The Board can decide not to award this contract to TYLin and solicit an independent request for proposals for engineering services for this project. This alternative would add approximately three months to the project schedule.

STRATEGIC GOALS MET BY THIS PROPOSAL

Goal 3: Use taxpayer dollars efficiently.

Hiring consultants for a short term with expertise in a variety of fields is more economically viable than hiring full time employees with the qualifications needed to design the improvements proposed by this project.

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

By investing in the Redwood Park and Ride Improvements project to create a better work environment, NVRTA is using taxpayer dollars efficiently by supporting Vine Transit employee satisfaction, retention, and productivity, which can lead to cost savings and improved services to the community.

ATTACHMENTS

- (1) Draft Agreement No. 23-OCE12-E05 with TYLin

PROJECT WORK ORDER NO. 23-OCE12-E05
ON-CALL A/E & PROJECT DELIVERY SERVICES

PROJECT NAME: REDWOOD PARK AND RIDE CAPITAL IMPROVEMENTS

PROJECT MANAGER: Grant Bailey, PE, Program Manager – Engineer
E gbailey@nvta.ca.gov | T 707.259.5951

CONSULTANT DESIGNATED TEAM MEMBERS:

- T.Y. Lin International Staff – see EXHIBIT B attached

Consultant will independently and at its own discretion and liability enter into agreement with sub-consultant(s) listed in their proposal for any services required to complete the project as described in the scope of work.

SCOPE OF SERVICE: Provide engineering and design services, including construction support services, for the Redwood Park and Ride Capital Improvements Project as described in the scope of services attached hereto as EXHIBIT A

START DATE: August 1, 2024

COMPLETION DATE: DECEMBER 31, 2025

NOT-TO-EXCEED AMOUNT FOR THIS PROJECT: \$221,741

CHARGE NUMBER FOR PAYMENT: TDA

TERMS AND CONDITIONS: This Project Work Order is issued and entered into as of the last date written below in accordance with the terms and conditions set forth in the Master Agreement (23-OCE12) with CONTRACTOR, which terms are hereby incorporated and made part of this Project Work Order.

NVTA

By: _____
KATE MILLER, Executive Director

CONSULTANT
T.Y. Lin International

By: _____
MICHAEL PYRZ, PE
Principal-in-Charge

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

EXHIBIT A

SCOPE OF WORK

- I. **PROJECT.** The project will provide infrastructure improvements at the Redwood Park and Ride (PNR), located at the intersection of Redwood Rd and Solano Ave in the City of Napa, adjacent to State Route 29 (SR-29). The lack of public restroom facilities is a safety, public health, and operational issue, particularly for Vine drivers and passengers, including those with disabilities. The PNR serves as a multimodal transit hub for Vine Transit local and regional routes. Proposed improvements include pavement restriping and wayfinding signage to better direct transit users, replacement of outdated real-time information signs and installation of restroom facilities to enhance public health and safety.

II. **SCOPE OF SERVICES**

The CONSULTANT will conduct the following tasks:

TASK 1 Project Management

- CONSULTANT will be responsible for managing the project including coordination and approval, contract administration (i.e., monthly progress reports), monitoring the Project budget, maintaining and monitoring the Project schedule, document control, and leading meetings with stakeholders.
- CONSULTANT will coordinate with and obtain approval from all affected local agencies and companies, including but not limited to the City of Napa Departments of Community Development, Transportation and Public Works, Water, California Regional Water Quality Control Board, Pacific Gas and Electric Company, Comcast, and AT&T. Coordination shall include preparation and processing of all correspondences, check prints, forms, applications, permits, diagrams, and any other necessary items as determined by the NVTA Engineer. CONSULTANT will also assist the NVTA in obtaining review and approval from any affected County, State, and Federal agencies.

Deliverables: - Meeting Agendas, Action Item Log, Meeting Minutes.
- Monthly Progress Reports and Invoices
- Project Schedule

TASK 2 CEQA-Notice of Exemption and NEPA Categorical Exclusion

- The restroom facility proposed for the project is exempt from CEQA pursuant to California Code of Regulations (CCR) Section 15303, New Construction or Conversion of Small Structures and the wayfinding signage and striping are exempt from CEQA pursuant to CCR Section 15301, Existing Facilities. A draft Notice of Exemption (NOE) will be prepared for review by NVTa. The final NOE will be filed with the Napa County Clerk-Recorder.
- The proposed project qualifies as a Categorical Exclusion (CE) from NEPA pursuant to 23 Code of Federal Regulations Part 771.118(c) Subparts 5, 8, 10 and potentially others. A draft CE Form, using the Federal Transit Administration's template, will be prepared for review by NVTa. It will provide the information needed for probable exclusion. The final CE Form will be provided to the Federal Grant Representative.

Deliverables:

- Draft and Final CEQA NOE
- Draft and Final NEPA CE Form

TASK 3 Data Collection and Review

- CONSULTANT shall prepare a design memo summarizing project information and scope such as environmental concerns, required right of way, water quality impacts, any non-standard conditions, and additional scope items.
- CONSULTANT will assist NVTa in submitting Building Permit applications and coordinating with the City of Napa.
- A surveying subconsultant will perform conventional ground surveys on local streets within the project limits. The data will be processed and plotted in CAD.

Deliverables:

- Draft and Final Design Memo
- Building Permit Application
- ASCII Point file from surveying

TASK 4 Civil and Electrical Plans, Specifications and Estimate (PS&E)

- PS&E work shall consist of providing 75%, 95%, and 100% design for pavement restriping, signage, and tactile wayfinding in order to direct carpoolers, bicyclists, and transit riders to the PNR. Existing

real-time signs at the PNR will also be replaced.

- A distinct, lighted monument sign which will indicate the PNR's location shall also be designed. Design of the sign will be consistent with an existing monument sign located at the Soscol Gateway Transit Center.
- All final approved project plans shall be submitted in electronic AutoCAD format. All other documents will be submitted in MS Word, MS Excel, and PDF formats as appropriate.

Deliverables:

- 75% design submittal which will include: 75% project plans, draft Technical Specifications, and engineer's estimate.
- 95% design submittal which will include: 95% project plans, Technical Specifications, proposed edits to "front end" general specifications, and engineer's estimate.
- 100% design submittal which will include: final stamped and signed 100% project plans, final Technical Specifications in electronic MS Word format, stamped and signed Technical Specifications cover sheet in PDF format, an itemized Bid Sheet (MS Excel format), and proposed edits to "front end" general specifications.

TASK 5 PS&E for New "Off the Shelf" Public Restroom

- CONSULTANT will design a new "Off the Shelf" public restroom facility (including utility connections). Design of the public restroom shall include:
 - i. Structural design of restroom foundation
 - ii. Restroom typical sections and details
 - iii. Restroom Plumbing Plan
 - iv. Utility Plan and Profile for sanitary sewer connection (gravity flows to either Redwood or Solano Ave), storm drain connection if any, water connection(s), fire hydrants if any, and electric connection.
 - v. Irrigation and Landscape Plans, if needed.
 - vi. Construction details including connection to mains.

Deliverables:

- See Task 4 for listed Deliverables.

TASK 6 Design Services During Construction

- CONSULTANT shall provide the following services during Design Services during Construction (DSDC)
- Attend the pre-bid meeting and provide bidding support.

- Respond to RFIs (up to 10 RFIs)
- Review and respond to Submittals (up to 10)
- Prepare As-built Drawings
- Provide other technical assistance as needed to support construction efforts.

Deliverables:

- RFI responses
- Submittal responses
- As-Built drawings

OPTIONAL TASKS

1. Conduct geotechnical investigations and prepare a draft and final foundation report as authorized by NVTA with the issuance of an amendment.

ASSUMPTIONS

- The project will take eight (8) months to complete. There will be one (1) kick-off meeting followed by one (1) site visit. Subsequent design progress meetings will be held on a monthly basis (up to 8 virtual meetings). PDT meetings will be held on a bi-weekly basis.
- Independent Design Check will be done by a third party hired by NVTA.
- Gravity utilities (sewer and storm drain) will not require a lift station or pump to connect to the main.

CONSULTANT must obtain NVTA's approval for any additional services/task performance and their associated costs not listed in the scope of work prior to performance.

EXHIBIT B

COST SUMMARY SHEET

DESCRIPTION	AMOUNT
Task 1 - Project Management & Administration	\$ 35,848
Task 2 - CEQA - NOE and NEPA CE Form	\$ 17,898
Task 3 - Data Collection & Review	\$ 28,513
Task 4 - Civil and Electrical Plans, Specifications, and Estimate	\$ 68,734
Task 5 - Public Restroom Plans, Specifications, and Quantities	\$ 50,799
Task 6 - Design Services during Construction	\$ 19,948
TOTAL NTE AMOUNT	\$ 221,741

Detailed CONTRACTOR's cost sheet attached.

The total amount to be paid to the CONTRACTOR for the scope of work defined under EXHIBIT A shall not exceed the total amount of \$221,741.

Maximum payments under this Agreement shall not be construed as guaranteed sums.

CONTRACTOR shall be paid for actual services rendered.

Subject to Agreement, CONTRACTOR shall periodically invoice NVT A based on progress towards completion of tasks/deliverables listed above, amounts not to exceed tasks/deliverable totals.



NAPA VALLEY TRANSPORTATION AUTHORITY

COVER MEMO

SUBJECT

Planning Consultant Services Agreement with GHD, Inc., for work associated with the Napa Countywide Active Transportation Plan

STAFF RECOMMENDATION

That the Napa Valley Transportation Authority (NVTA) Board authorize the Executive Director, or designee, to execute and make minor modifications to Project Work Order No. 21-OCP36-P05 with GHD, Inc. for the development and completion of the Napa Countywide Active Transportation Plan (AT Plan) in an amount not to exceed \$410,000.

EXECUTIVE SUMMARY

Existing active transportation planning documents are out of date and do not reflect innovations around facility development, policy best practices, and other topics. This Agreement will support efforts to develop a new Countywide Active Transportation Plan, which will serve as a comprehensive update to the 2016 Countywide Pedestrian Plan and 2019 Countywide Bicycle Plan, as well as a roadmap for future infrastructure and programmatic efforts for those traveling on foot or by bike throughout our communities.

FISCAL IMPACT

Yes, \$410,000, which includes the contract amount of \$384,938 and a \$25,062 contingency to allow for minor scope changes. Transportation Development Act Funds will be used for this project.



NAPA VALLEY TRANSPORTATION AUTHORITY

Board Agenda Memo

TO: NVRTA Board of Directors
FROM: Kate Miller, Executive Director
REPORT BY: Patrick Band, Associate Planner/Administrator
(707) 259-8781 / Email: pband@nvta.ca.gov
SUBJECT: Planning Consultant Services Agreement with GHD, Inc., for work associated with the Napa Countywide Active Transportation Plan

RECOMMENDATION

That the Napa Valley Transportation Authority (NVRTA) Board authorize the Executive Director, or designee, to execute and make minor modifications to Project Work Order No. 21-OCP36-P05 with GHD, Inc., (Attachment 1) for the development and completion of the Napa Countywide Active Transportation Plan (AT) Plan in an amount not to exceed \$410,000.

COMMITTEE RECOMMENDATION

None

BACKGROUND

Active Transportation is generally defined as the movement of people or goods through self-propelled or non-vehicular means, such as walking, biking, and the use of human or battery-assisted scooters or other low-speed “micro mobility” devices.

Recent years have seen significant technological advances in battery-assisted mobility devices, reducing cost and expanding range for e-bikes and e-scooters, mirroring similar advances in the electric vehicle space. These advances, along with a surge in demand during the pandemic has resulted in a measurable increase in active transportation mode share in California and across the country.

Existing Countywide Bicycle and Pedestrian Plans were adopted in 2019 and 2016 respectively. These plans largely operate in silos, rather than recognizing the reality in which individual users may use a range of modes (walking, biking, driving, transit, etc.)

and facility types (sidewalks, informal pathways, bike lanes, etc.) to meet their travel demands over the course of any given day. The proposed Active Transportation Plan seeks to take a more holistic approach to non-vehicular transportation, while also addressing the significant changes in state & local policy and user preferences in the post-COVID landscape.

Request for Proposals (RFP) No. 24-R08 was released on April 5, 2024. Two (2) firms – Fehr & Peers and GHD – submitted proposals by the May 31, 2024 deadline. An evaluation committee comprised of NVTa and Napa County Open Space District staff reviewed proposals, secured revised proposals significantly reducing the cost of services, and conducted Zoom-based interviews with both firms. Staff are recommending awarding work to GHD due to their superior understanding of the project and alignment of their proposal and value provided to NVTa meeting the challenges associated with this Plan. Board approval will allow NVTa to enter into a contract with GHD for consulting services.

The Plan will clearly identify existing and proposed facilities, and provide guidance to jurisdictions on the design, funding, implementation, and maintenance of projects that will result in more walking and biking and a reduction in vehicle miles travelled (VMT) and greenhouse gas emissions.

The plan will be data-driven, including work to develop a comprehensive inventory of existing bicycle and pedestrian facilities. It will leverage priorities and strategies identified in Local Road Safety Plans and the recently adopted Vision Zero Plan, in addition to other plans, policies, and goals established by local jurisdictions. Development of the plan will necessitate equitable input and collaboration from a broad array of stakeholders including public agencies, stakeholder groups, employers, and existing facility users. The final Plan will include a chapter or sub-plan for each jurisdiction, which can then be adopted into their respective General Plan Circulation Elements, supporting integration into local planning and capital project investments, and rendering the jurisdictions' eligible for a number of grant programs

ALTERNATIVES

The Board may choose to forego approving the contract which will postpone development of a comprehensive Countywide Active Transportation Plan. Ultimately, the plans will need to be updated in order to be meet compliance with planning requirements and grant programs, and delaying the award will likely result in higher costs to complete the plan in the future.

STRATEGIC GOALS MET BY THIS PROPOSAL

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

This Agreement will support development of a Napa Countywide Active Transportation Plan to improve access and safety on streets & sidewalks.

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

This Agreement will support a Plan that prioritizes safety, recognizing that concerns about safety are one of the most widespread barriers to active transportation mode shift.

ATTACHMENT(S)

- 1) Draft Agreement No. 21-OCP36-P05 with GHD, Inc. – Napa Countywide Active Transportation Plan

PROJECT WORK ORDER NO. 21-OCP36-P05
ON-CALL PLANNING SERVICES

PROJECT NAME: NAPA COUNTYWIDE ACTIVE TRANSPORTATION (AT) PLAN

PROJECT MANAGER: Patrick Band, Associate Program Planner/Administrator
E pband@nvta.ca.gov | 707.259.8781

CONSULTANT DESIGNATED TEAM MEMBERS:

- GHD Inc. Staff - see EXHIBIT B attached

Consultant will independently and its own discretion and liability enter into agreement with sub-consultant(s) listed in their proposal for any services required to complete the project as described in the scope of work.

SCOPE OF SERVICE: Provide NVRTA with technical assistance in the development and completion of the Napa Countywide Active Transportation (AT) Plan. See Scope of Services (EXHIBIT A) and Fee Schedule (EXHIBIT B) attached.

START DATE: August 1, 2024

COMPLETION DATE: December 31, 2025

NOT-TO-EXCEED AMOUNT FOR THIS PROJECT: \$384,938

CHARGE NUMBER FOR PAYMENT: CMA/OBAG

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

NVRTA

By: _____
KATE MILLER, Executive Director

Date: _____

Contractor

By: _____
TODD TREGENZA, AICP
Principal-in-Charge

Date: _____

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

EXHIBIT A

SCOPE OF WORK

- I. **GENERAL.** CONTRACTOR shall provide technical assistance to NVTa in the development and completion of the Napa Countywide Active Transportation (AT) Plan. The Plan will include both projects and programmatic improvements to equitably meet the needs of active transportation users by providing a roadmap toward significant increases in active transportation mode share both countywide and in individual jurisdictions. It will clearly identify existing and proposed facilities, and provide guidance to jurisdictions on the design, funding, implementation, and maintenance of projects that will result in more walking and biking and a reduction in vehicle miles travelled (VMT). The Plan will be data-driven, integrating Local Road Safety Plans and the newly adopted Vision Zero Plan, in addition to other plans, policies, and priorities established by each jurisdiction.
- II. **TASKS AND DELIVERABLES.** CONTRACTOR shall provide, but not as to limit to, the following:

TASK 1 Project Kick-off and Local Landscape

- 1.1 *Kick-off meeting.* CONTRACTOR shall with NVTa staff to review and approve a final scope and determine a schedule for completing the project, including public outreach strategies. Project elements must be completed on a timely basis and data must be captured during specific intervals to understand seasonal and school travel patterns and impacts.

Deliverable: Review and finalize project Scope of Work and project completion timeline.

- 1.2 *Agency Introductions.* CONTRACTOR shall attend a meeting of the NVTa Technical Advisory Committee (TAC) and present the scope of work and schedule. CONTRACTOR will Ensure that agency staff have an identified point of contact for ongoing coordination.

Deliverable: Meeting presentation, establish communication protocol with jurisdiction staff and provide single point of contact.

- 1.3 *Project Webpage Development.* CONTRACTOR will ensure that members of the public have the opportunity to engage throughout the development of the Plan, develop a bilingual (English and Spanish) project webpage to serve as

the primary pathway for public comment and engagement. Webpage should be designed to accommodate posting of key project documents, solicit public comment, and ultimately serve as a resource for viewing the Plan and related materials post-Adoption.

Deliverable: *Develop and maintain a project microsite for public engagement and access to key documents throughout the plan development process.*

TASK 2 Existing Conditions Assessment

2.1 *Existing Plans, Programs, and Policies Screen.* CONTRACTOR will assist with Plan consistency, as well as understanding current programs, policies, and priorities of NVTa and local jurisdictions, perform a consistency screen of existing Plans and related documents, including identification of any inconsistencies in goals or policies. This will likely include the following:

- Local Agency General Plans, with focus on Circulation & Land Use Elements
- NVTa Countywide Transportation Plan- Advancing Mobility 2045 (2021)
- NVTa Community Based Transportation Plan (2020)
- NVTa Travel Behavior Study (2019)
- Caltrans D4 Active Transportation Plans Local Traffic Calming Plan(s)
- Local Roadway Safety Plans
- NVTa Vision Zero Plan (2023)
- Safe Routes to School Walk Audit Reports (site specific)

Deliverable: *Summary memo of Plan Review findings, with consistency screen for goals, policies, and programs/projects. Once the proposed network and associated goals/policies/programs are developed, this report and screen will be incorporated into the final plan under an Implementation section.*

2.2 *Existing Facilities Mapping & Assessment.* CONTRACTOR will conduct a countywide mapping and assessment process to identify existing active transportation facilities, including facilities that may provide mobility or access benefits but do not readily appear to meet minimum standards. CONTRACTOR may obtain portions of this data from NVTa and its local jurisdictions. Facilities mapping shall include non-mobility features, such as short/long term bicycle parking, public restrooms, and water fountains.), and a Level of Traffic Stress (LTS) overlay.

Deliverable: Provide ArcGIS geodatabase of all existing facilities, amenities, and LTS, with unique attributes as identified in coordination with NVTa staff.

- 2.3 **Evaluate Current Active Transportation Use.** CONTRACTOR shall collect data to assess current active transportation use throughout Napa County, including user counts at key locations (downtowns, school sites, retail centers, farmers markets, transit hubs) and select corridors. CONTRACTOR shall provide data with peak AM/PM user volumes while school is in session and exclude anomalous weather (wildfire, atmospheric river) or special events (i.e., BottleRock, Bike to Work Day). CONTRACTOR shall further develop a conceptual plan for biennial in-person and ongoing remote data collection to support future project funding and implementation efforts.

Deliverable: Provide direct count data for all sites, projections or estimates of total use by mode for each jurisdiction, and future data collection efforts. Provide a summary report of findings and recommendations.

TASK 3 Uniform Standards & Toolbox Development

- 3.1 **Treatment Toolbox.** CONTRACTOR shall develop a “toolbox” that identifies a wide range of active transportation improvements, including quick-build type projects, short- and long-term maintenance of existing facilities, as well as programmatic efforts to increase active transportation mode share. It shall include a brief description or definition of the treatment, any quantitative minimum standards as well as any best practices that may exceed those minimums. Toolbox should be balanced and responsive to different needs associated with urban and rural contexts.

Deliverable: Provide a Treatments Toolbox document.

TASK 4 Future Demand Assessment

- 4.1 **Countywide Origin and Destination Mapping.** CONTRACTOR shall utilize data from the NVTa Travel Behavior Study, as well as Census and/or commercially available data sources (Streetlight Data, AllTransit, Strava, etc.), verify key trip origins and destinations countywide. Develop maps that illustrate existing and potential higher-volume active transportation routes. Evaluate current and future demand for active transportation facilities and programs at a countywide level.

Deliverable: Provide a report and maps that details findings for future Active Transportation use.

- 4.2 GHG Emissions Estimate. CONTRACTOR shall utilize existing data and reports, and in coordination with the County of Napa's ongoing Regional Climate Action Plan (RCAP) process, evaluate the potential countywide GHG reduction associated with various potential short- and long-term mode shift and active transportation adoption thresholds.

Deliverable: Provide a report estimating potential GHG reductions associated with increased active transportation use countywide, and for select project/program types.

TASK 5 Public Outreach, Stakeholder Meetings, and Presentations

- 5.1 NVTA Board/Committee and Local Jurisdiction Engagement. Provide Plan updates to the NVTA Board and relevant Committees (estimated at 4 meetings). Provide Plan update materials for NVTA staff presentations to Active Transportation or alternate committees with interest for each local jurisdiction. Consultant may be requested to provide more technical presentations in person as needed.

Deliverable: Agenda memos. Presentation slides. Summary notes including participant details, specific comments received, and other relevant details. To be utilized as part of a Public Outreach chapter in the final Plan.

- 5.2 Community and Stakeholder Engagement. CONTRACTOR shall conduct five (5) community and stakeholder outreach events. These events representing various user and demographic groups, as well as the public, to solicit feedback on draft elements. CONTRACTOR shall further provide an online, bilingual community survey with ArcGIS-based mapping functionality to the project webpage.

Deliverable: Online and printed survey and results memo. Graphics, maps, and posters for in-person outreach. Summary notes including participant details, specific comments received, and other relevant details. To be utilized as part of a Public Outreach chapter in the final Plan.

TASK 6 Policy Framework

- 6.1 Policy Framework Development. CONTRACTOR shall develop a policy framework for the plan, including specific goals, objectives, policies, and performance metrics. This task shall be informed by all prior tasks, with special attention to Tasks 3, 4, and 5, and allow for sufficient input and feedback from member agencies and previously identified stakeholder groups.

Deliverable: Draft policy framework for the Active Transportation Plan, with corresponding performance metrics for each goal and objective. Final deliverable is inclusive of three (3)

complete rounds of review by NVTa and jurisdiction staff as referenced under Task 9.

TASK 7 Proposed Facilities and Improvements

- 7.1 *Proposed Facilities.* CONTRACTOR shall utilize work performed in Tasks 1-6, develop proposed facility improvements as both a project-based list and within a set of GIS maps. Improvements should be categorized by primary mode, including pedestrian, bicycle, as well as multimodal on-road vehicles. Support facilities, such as bicycle parking, showers, restrooms, and rest stops are to be included. Each project will include project name, jurisdiction, project limits or location, existing conditions, and proposed improvements (including current and post-project LTS), major constraints, an estimated cost range and potential funding sources, number of users served annually, and potential for quick-build or pilot project implementation.

Deliverable: *Provide a proposed facilities summary report and associated project list, GIS layers with relevant project attributes, and print-ready maps of proposed facilities.*

- 7.2 *Proposed Programs.* CONTRACTOR shall utilize work performed in above Tasks, develop a list of proposed programs, including recommended current or historic programs that may be continued or re-initiated, along with any changes to scope, geographic extent, or engagement level. Programs are to be broadly defined to encompass work led by public agencies, private organizations, and/or nonprofit partners, that seek to advance the goals of the Active Transportation Plan. Each program should include program name, brief description, agency or organization lead(s), geographic extent, target population(s) served, existing or proposed status, number of individuals engaged annually, estimated cost range and funding plan.

Deliverable: *Provide a report and associated list of proposed programs.*

TASK 8 Implementation & Funding Plan

- 8.1 *Impact Assessment.* CONTRACTOR shall prepare a high-level project and program impact assessment matrix that evaluates each identified project or program type based on potential benefits to the community, including overall cost, improved user safety, improved or expanded mode share or mode shift, consistency with Plan goals, objectives, and policies, as well as benefits to identified high-needs or vulnerable user groups.

Deliverable: *Provide a report with matrix that outlines potential impact of each proposed project or program type.*

- 8.2 Implementation Plan. CONTRACTOR shall develop an implementation plan that builds on the overall Project and Program lists, incorporates the impact assessment matrix, and supports potential for efficiencies based on other planned work from local agency Capital Improvement Program, Measure T, and related infrastructure investment plans at the local and regional level. Structure the implementation plan to identify clear opportunities for low-cost and high-impact projects in the near term, while identifying preparatory or planning efforts (e.g. corridor studies) that may inform more long-term projects and strategies.

Deliverable: Provide a report that evaluates proposed projects and programs for potential implementation following Plan adoption.

- 8.3 Funding Plan. CONTRACTOR will coordinate with NVTa staff and local jurisdictions to understand current funding levels, and level of funding necessary to implement the projects and programs identified. CONTRACTOR shall further develop a list of existing and potential sources of funding for implementation of the projects and programs within the Plan and assess project eligibility and competitiveness for new funding.

Deliverable: Provide a summary report on funding opportunities with short-, medium-, and long-term projections for implementation.

TASK 9 Documents for Plan Approval and Adoption

- 9.1 Draft Plan for NVTa Review. CONTRACTOR shall incorporate all work and reports/deliverables into a single Draft Napa Countywide Active Transportation Plan for review. Include three (3) rounds of review. Separately, CONTRACTOR shall update the project microsite to serve as a repository of key report content, including graphical overview of Plan goals, maps of existing and proposed facilities, project and program lists, and implementation phases. CONTRACTOR shall develop a GIS-based Dashboard for tracking and reporting of projects, programs, and key metrics, to be updated annually.

Deliverable: Provide a draft plan that evaluates proposed projects and programs for potential implementation following Plan adoption. Create relevant online digital assets.

- 9.2 Agency Presentations, Resolutions and Final Plan Adoption. CONTRACTOR shall present the Draft Active Transportation Plan to the NVTa Board of Directors. Incorporate public comment following required timeframe and prepare a final draft of the Plan, adoption memoranda, Resolutions for local agency adoption, and related materials.

Deliverable: Presentation deck, public comment matrix, Final print- ready Plan, and related memos and resolutions.

VI. PROJECT TIMELINE. The Napa Countywide Active Transportation Plan shall be complete and published by September 2025.

Note: Project timeline may vary based on progress and delivery of services.

CONSULTANT must obtain NVTAs approval for any additional services/task performance and their associated costs not listed in the scope of work prior to performance.

COST SHEET / FEE SCHEDULE

DESCRIPTION	AMOUNT
TASK 1 Project Kick-off Meeting & Local Landscape	\$19,081
TASK 2 Existing Conditions Assessment	\$95,213
TASK 3 Uniform Standards & Toolbox Development	\$32,068
TASK 4 Future Demand Assessment	\$37,117
TASK 5 Public Outreach, Stakeholder Meetings & Presentations	\$73,698
TASK 6 Policy Framework	\$11,751
TASK 7 Proposed Facilities and Improvements	\$29,598
TASK 8 Implementation & Funding Plan	\$21,122
TASK 9 Documents for Plan Approval & Adoption	\$65,289
TOTAL NTE AMOUNT	\$384,938

Detailed CONTRACTOR's cost sheet attached.

The total amount to be paid to the CONTRACTOR for the scope of work defined under EXHIBIT A shall not exceed the total amount of \$384,938.

Maximum payments under this Agreement shall not be construed as guaranteed sums.

CONTRACTOR shall be paid for actual services rendered.

CONTRACTOR shall submit an invoice for payment (Net 30 Days) based on completion of task/deliverable performed.

CONTRACTOR must obtain NVTAs approval prior to performance for any additional services or task performances and their associated costs not listed in the scope of work.

Travel mileage and/or per diem reimbursement, if applicable, will be authorized at the current standard GSA IRS rate (www.irs.gov).



NAPA VALLEY TRANSPORTATION AUTHORITY

COVER MEMO

SUBJECT

Transportation Development Act Article 3 (TDA-3) Countywide Claim & Three-Year Program of Projects

STAFF RECOMMENDATION

That the Napa Valley Transportation Authority (NVTA) Board 1) Approve Resolution No. 24-10, authorizing the submittal of a Countywide Coordinated Claim to the Metropolitan Transportation Commission (MTC) for allocation of Fiscal Year (FY) 2024-25 TDA-3 Program Funds to Claimants in Napa County, and 2) Adopt the FY 2024-25 through 2026-27 (3-Year Cycle) TDA-3 Program of Projects.

EXECUTIVE SUMMARY

The TDA-3 program is funded by a 2% set-aside from the quarter-cent statewide sales tax. NVTA receives the share of eligible sales tax revenues that are generated in Napa County, which has historically been roughly \$165,000 per year. All jurisdictions in Napa County can apply for these funds, which can be used on eligible bicycle and pedestrian projects and programs. NVTA has established further local priorities for these funds, including a preference for “quick build” projects. Unused funds are accumulated and rolled over for programming in future cycles.

FISCAL IMPACT

None. TDA-3 funds are passed through to project sponsors, and are not retained by NVTA.



NAPA VALLEY TRANSPORTATION AUTHORITY

Board Agenda Memo

TO: NVTA Board of Directors
FROM: Kate Miller, Executive Director
REPORT BY: Patrick Band, Associate Planner/Administrator
(707) 259-8781 / Email: pband@nvta.ca.gov
SUBJECT: Transportation Development Act Article 3 (TDA-3) Countywide
Claim & Three-Year Program of Projects

RECOMMENDATION

That the Napa Valley Transportation Authority (NVTA) Board 1) Approve Resolution No. 24-10, authorizing the submittal of a Countywide Coordinated Claim to the Metropolitan Transportation Commission (MTC) for allocation of Fiscal Year (FY) 2024-25 TDA-3 Program Funds to Claimants in Napa County, and 2) Adopt the FY 2024-25 through 2026-27 (3-Year Cycle) TDA-3 Program of Projects.

COMMITTEE RECOMMENDATION

Consistent with the requirements of MTC Resolution 4108, at their June 17, 2024 meeting the NVTA Active Transportation Advisory Committee (ATAC) reviewed TDA-3 funding applications from local jurisdiction. The ATAC recommends that the NVTA Board of Directors approve the Program of Projects as outlined in Resolution No. 24-10 (Attachment 1).

BACKGROUND

The purpose of the TDA-3 program is to provide grants for local bicycle and pedestrian projects. The TDA-3 program is a grant program funded by approximately 2% of the ¼ cent Statewide Sales Tax. This generates approximately \$165,000 per year in revenue for Napa jurisdictions.

TDA-3 funds may be used for both capital infrastructure and maintenance purposes as well as limited safety education programs. In 2018, the NVTA Board requested a change to NVTA policy that prioritized infrastructure projects for TDA-3 funds. In

addition, a new infrastructure project category is allowed under TDA-3 for Quick Build project types.

The NVTB Board opened a Call for Projects at the April 17, 2024 meeting, with a deadline for applications of May 31, 2024. A total of three applications were received by the deadline. Subsequent to the application deadline, the Town of Yountville notified NVTB of a request to rescind (give-back) \$160,000 in funding allocated under a prior cycle. As outlined in Table 1, those funds are available for programming as part of the FY 2024-25 through 2026-27 cycle.

Table 1. Three-Year TDA-3 Fund Estimate

	FY 2024-25	FY 2025-26	FY 2026-27	TOTAL
REVENUE S	\$399,827*	\$165,000**	\$165,000**	\$729,827
	*This total includes \$239,827 from the March 2024 funding estimate, as well as \$160,000 in rescinded funds allocated to the Town of Yountville under a previous funding cycle. ** Revenues for these years are estimates for programming purposes only. When actual revenues are known, these estimates will be updated.			

Project Summaries

The City of Calistoga is requesting \$150,000 for the Project Specifications & Estimates phase (PS&E) to support the \$1.7 million Oak Street Pedestrian Bridge & Community Facilities Access Improvements project. The project will construct a 189-foot multi-use bridge across the Napa River, connecting South Oak Street and North Oak Street, as well as provide 210 feet of off-street multi-use path, 600 feet of sidewalk gap closure, and 6 new curb ramps. The project is within 0.5 miles of two local schools (Calistoga Elementary and Calistoga Junior/Senior High).

The City of St. Helena is requesting \$50,000 for construction of Quick Build improvements at three locations within the City at 360 S. Crane Avenue, intersection of N. Crane and Spring Street, and the intersection of Pope & Edwards Street. Treatments at each location are context-specific, and include traffic calming, pedestrian crossing safety improvements, and curb extensions.

The Town of Yountville is requesting \$100,000 for PS&E and Construction as part of a \$140,000 extension to the existing Hopper Creek Trail, a multi-use path that currently terminates in an apartment complex parking lot. This project would extend the Trail to Washington Street, where existing bicycle and pedestrian facilities provide connectivity

to local destinations, thus avoiding potential conflicts with the existing parking lot. A private property easement would need to be secured from St. Joan of Arc Catholic Church, but would not be paid for through this funding program. TDA-3 Funds are requested for FY 2025-26.

Staff Recommendation

NVTA staff and ATAC have prioritized Quick Build projects in the first fiscal year of this three-year cycle, a criteria which is met by the City of St. Helena application. With applications below the total available funds, and all projects meeting preliminary screening criteria, staff recommends that all three applications be fully funded for FY 24-25, and that prioritization for Quick Build projects be continued through the remainder of the three-year funding cycle. A summary of each project, eligibility criteria, and staff recommendations are provided in Attachment 2.

Table 2. Requested vs Available Funds for Allocation by Program Year

	FY 2024-25*	FY 2025-26**	FY 2026-27**	TOTAL
Available	\$399,827	\$165,000	\$165,000	\$729,827
Requested	\$200,000	\$100,000	\$0	\$300,000
Remaining	\$199,827	\$65,000	\$165,000	\$429,827
*This total includes \$239,827 from the March 2024 funding estimate, as well as \$160,000 in rescinded funds allocated to the Town of Yountville under a previous funding cycle.				
** FY 2025-26 and FY 2026-27 revenues are estimates for programming purposes only. When actual revenues are known, these estimates will be updated.				

NVTA staff anticipate conducting an additional Call for Projects in Spring 2025 to solicit proposals from local jurisdictions for the roughly \$430,000 in additional funds available for the remainder of this 3-year programming cycle. Prioritization of Quick Build projects will be continued through the remaining years of the cycle.

ALTERNATIVES

The Board may choose not to approve the recommended program project list. As a result, local jurisdiction projects would be delayed and TDA-3 program funds would be rolled over to the anticipated Spring 2025 Call for Projects.

STRATEGIC GOALS MET BY THIS PROPOSAL

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

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

ATTACHMENT(S)

- 1) Resolution No. 24-10
- 2) TDA-3 Staff Recommendation Matrix

RESOLUTION NO. 24-10

**A RESOLUTION OF THE
NAPA VALLEY TRANSPORTATION AUTHORITY (NVTA)
AUTHORIZING THE SUBMITTAL OF
COUNTYWIDE COORDINATED CLAIM TO THE
METROPOLITAN TRANSPORTATION COMMISSION (MTC)
FOR THE ALLOCATION OF FISCAL YEAR (FY) 2024-25 THROUGH FY 2026-27
TRANSPORTATION DEVELOPMENT ACT ARTICLE 3 (TDA-3)
PEDESTRIAN/BICYCLE PROJECT FUNDS TO CLAIMANTS IN NAPA COUNTY**

WHEREAS, Article 3 of the Transportation Development Act (TDA), Public Utilities Code (PUC) Section 99200 et seq., authorizes the submission of claims to a regional transportation planning agency for the funding of projects exclusively for the benefit and/or use of pedestrians and bicyclists; and

WHEREAS, the Metropolitan Transportation Commission (MTC), as the regional transportation planning agency for the San Francisco Bay region, has adopted MTC Resolution No. 4108, which delineates procedures and criteria for submission of requests for the allocation of TDA Article 3 funds; and

WHEREAS, MTC Resolution No. 4108 requires that requests from eligible claimants for the allocation of TDA Article 3 funds be submitted as part of a single, countywide coordinated claim, composed of certain required documents; and

WHEREAS, the **Napa Valley Transportation Authority** has undertaken a process in compliance with MTC Resolution No. 4108 for consideration of project proposals submitted by eligible claimants of TDA Article 3 funds in **Napa County**, and a prioritized list of projects, included as Attachment A of this resolution, was developed as a result of this process; and

WHEREAS, each claimant in **Napa County** whose project or projects have been prioritized for inclusion in the fiscal year **2024-25 through 2026-27** TDA Article 3 countywide coordinated claim, has forwarded to the **Napa Valley Transportation Authority** a certified copy of its governing body resolution for submittal to MTC requesting an allocation of TDA Article 3 funds;

NOW THEREFORE BE IT RESOLVED, that the **Napa Valley Transportation Authority** approves the prioritized list of projects included as Attachment A to this resolution;

BE IT FURTHER RESOLVED that the **Napa Valley Transportation Authority** approves the submittal to MTC, of the **Napa County** fiscal year **2024-25 through 2026-27** TDA Article 3 countywide, coordinated claim, composed of the following required documents:

- A. transmittal letter
- B. a certified copy of this resolution, including Attachment A;
- C. one copy of the governing body resolution and required attachments, for each claimant whose project or projects are the subject of the coordinated claim;
- D. a description of the process for public and staff review of all proposed projects submitted by eligible claimants for prioritization and inclusion in the countywide, coordinated claim;

Passed and Adopted the 17th day of July 2024.

Mark Joseph, NVTA Chair

Ayes:

Nays:

Absent:

ATTEST:

Laura Sanderlin, NVTA Board Secretary

APPROVED:

Osman Mufti, NVTA Legal Counsel

ATTACHMENT A

Re: Submittal of Countywide Coordinated Claim to the Metropolitan Transportation Commission for the Allocation of **Fiscal Year (FY) 2021-22 through 2026-27** TDA Article 3 Pedestrian/Bicycle Project Funds to Claimants in **Napa County**

List of Projects (FY 2024-25 through 2026-27)

	Short Title Description of Project	TDA Article 3 Amount	Total Project Cost
1.	City of Calistoga – Oak Street River Crossing	\$150,000	\$1,737,950
2.	City of St. Helena – Quick Build Improvements	\$50,000	\$51,000
3.	Town of Yountville – Hopper Creek Path Extension	\$100,000	\$140,000
	TOTALS	\$300,000	\$1,928,950

Project Sponsor	Project Description	Total Requested	Available & Requested Funding by Year			NVTA Staff Recommendation	NVTA Staff Comments & Notes
			FY 2024-25*	FY 2025-26**	FY 2026-27**		
			\$399,827	\$165,000	\$165,000		
City of Calistoga	Fund PS&E for off-street Class I path connecting South Oak Street & North Oak Street across Napa River. Total project cost of \$1.7M	\$150,000	\$150,000			Fully Fund	This project is consistent with TDA-3 funding requirements, and is included in both locally and countywide adopted transportation plans. A Complete Streets Checklist is required for this project, as the total project cost exceeds \$250,000 prior to submission of the countywide claim. Staff recommend full funding.
City of St. Helena	Fund Quick Build improvements at three locations, including pedestrian refuge, crossing improvements, traffic calming and in-road warning signs. Total project cost of \$51,000	\$50,000	\$50,000			Fully Fund Contingent upon verification of relevant Locally Adopted Plan(s)	Projects are consistent with TDA-3 funding and local prioritization for "Quick Build" improvements. NVTA is coordinating with City staff to verify that proposed improvements are included in a locally adopted plan.
Town of Yountville	Fund PS&E and partial Construction of extension to existing Hopper Creek Class I path, addressing safety & user conflicts. Total project cost of \$140,000.	\$100,000		\$100,000		Fully Fund Contingent upon Acquisition of Easement	This project is generally consistent with TDA-3 funding requirements, and is included in a locally adopted plan. A public access easement across private property will be required to complete the project. Staff recommend full funding contingent upon resolution of required easment(s).
Total Requested		\$300,000	\$200,000	\$100,000	\$0		

* This total includes \$239,827 from the March 2024 funding estimate, as well as \$160,000 in rescinded funds allocated to the Town of Yountville under a previous funding cycle

** FY 2025-26 and FY 2026-27 revenues are estimates for programming purposes only. When actual revenues are known, these estimates will be updated.



NAPA VALLEY TRANSPORTATION AUTHORITY

COVER MEMO

SUBJECT

Transportation Fund for Clean Air (TFCA) 40% Fund Program Project List for Fiscal Years Ending (FYE) in 2025-27

STAFF RECOMMENDATION

That the Napa Valley Transportation Authority (NVTA) Board approve the Transportation Fund for Clean Air (TFCA) 40% Fund Program Project List for Fiscal Year Ending (FYE) in 2025-27.

EXECUTIVE SUMMARY

On February 21, 2024 the NVTA Board approved the expenditure plan for the TFCA 40% Program funds and opened the call for projects for Fiscal Years 2025-2027. The Napa Valley Transportation Authority submitted a project for FYE 2025. No other project applications were submitted for FYE 2026 and 2027 by the deadline of March 22, 2024. The deadline for project submission was extended through May 17th. Four additional applications were received from the City of Napa, the City of St. Helena, and the City of American Canyon.

Staff is proposing to fully fund all projects over fiscal years 2025-27. Projects have undergone a cost-effective analysis and are eligible to receive funds. Funds in the first program year, 2025 are established, the second two years, 2026 and 2027 are estimated. If the fund estimates are higher than expected, additional funds can be programmed to eligible projects. Approved projects must be submitted to the Bay Area Air Quality Management District (BAAQMD) by November 1 each year to meet the programming deadline. If funds are not programmed by the Air District deadline, funds may be reprogrammed to another county.

FISCAL IMPACT

TFCA eligible projects totaling approximately \$560,166 (including administrative costs) will be funded with FYE 2025-27 TFCA Program Manager Funds.



NAPA VALLEY TRANSPORTATION AUTHORITY Board Agenda Memo

TO: Board of Directors
FROM: Kate Miller, Executive Director
REPORT BY: Diana Meehan, Principal Planner
(707) 259-8327 / Email: dmeehan@nvta.ca.gov
SUBJECT: Transportation Fund for Clean Air (TFCA) 40% Fund Program Project List for Fiscal Years Ending (FYE) in 2025-27

RECOMMENDATION

That the Napa Valley Transportation Authority (NVTA) Board approve the Transportation Fund for Clean Air (TFCA) 40% Fund Program Project List for Fiscal Years Ending (FYE) in 2025-27.

COMMITTEE RECOMMENDATION

The Technical Advisory Committee (TAC) recommended that the NVTA Board adopt the TFCA 40% Fund Program Projects List for Fiscal Years Ending (FYE) 2025-27 at its July 11, 2024 meeting.

BACKGROUND

The Transportation Fund for Clean Air (TFCA) is a grant program, funded by a \$4 surcharge on motor vehicles registered in the Bay Area. This generates approximately \$22 million per year in revenues. The purpose of the TFCA program is to provide grants to implement the most cost-effective projects in the Bay Area that will decrease motor vehicle emissions, and thereby improve air quality. Forty percent of the DMV funds generated in Napa are returned to the NVTA for distribution to local projects. The remaining sixty percent is allocated by the BAAQMD under the Regional Program. Projects must have an air quality benefit and be cost effective. Air District rules and statutes only allow funds to be retained for two years unless an extension is requested.

NVTA adopts a list of projects annually to be funded by the TFCA 40% program funds. The Air District now allows for funding larger bikeways or trip reduction projects over a three-year period, provided cost-effectiveness can be met for the total amount requested. No larger project requests were submitted in this cycle. If TFCA funds are not programmed annually, Napa County may lose them to another county. Staff is proposing

to fully fund all projects over fiscal years 2025-2027 as shown in Table 1 below. If revenues come in higher than estimated, additional projects may be funded. Projects have undergone a cost-effective analysis and are deemed eligible to receive funds. Approved projects must be submitted to the BAAQMD by November 1 annually to meet the programming deadlines. If funds are not programmed by the BAAQMD deadline, funds may be reprogrammed to another county.

The TFCA program can fund a wide range of project types, including the construction of new bicycle lanes; shuttle and feeder bus services to mass transit stations; ridesharing programs to encourage carpool and transit use; bicycle facility improvements such as bicycle racks and lockers; electric vehicles and electric vehicle infrastructure projects. NVTa staff requests jurisdictions keep a list of potential projects that may qualify for TFCA funds in preparation for any additional revenues that become available.

Table 1: Proposed FYE 2025-2027 TFCA 40% Program Project List*

FYE 2025-2027 TFCA Revenues and Expenditures	Program Amount Year 1	Program Amount Year 2 (Est.)	Program Amount Year 3 (Est.)
Administration Costs for FYE 2025-27	\$10,166	\$11,000	\$12,000
40% Funds Available for Programming	\$196,000	\$175,000	\$175,000
Total Revenue	\$206,166	\$ 186,000	\$ 187,000
Projects			
NVTa Maintenance Facility Charging Stations	\$125,000		
City of St. Helena Charging Stations		\$75,000	
City of Napa SRTS Pedestrian Improvements	\$71,000		
City of American Canyon EV Charging Stations-Phase I		\$104,000	
City of American Canyon EV Charging Stations – Phase II			\$175,000
TOTAL	\$206,166	\$179,000	\$175,000

*FYE 2025-27 funds must be programmed no later than November 1, 2024-2026.

ALTERNATIVES

The Board could decide not to approve the FYE 2025-27 TFCA projects and Napa County funds may be lost to another county.

STRATEGIC GOALS MET BY THIS PROPOSAL

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

TFCA funding is intended to reduce harmful auto emissions. The projects funded by this program are intended to encourage non-auto modal transportation.

ATTACHMENT

- (1) FYE 2025-27 TFCA Applications

Project Information Form

- A. Project Number: 25NAP01
- B. Project Title: Vine Maint. Facility EV Chargers
- C. Project Category (project will be evaluated under this category): Alternative Fuel Infrastructure
- D. TFCA County Program Manager Funds Allocated: \$ 125,000
- E. TFCA Regional Funds Awarded (if applicable): \$0
- F. Total TFCA Funds Allocated (sum of C and D): \$ 125,000
- G. Total Project Cost: \$ 125,000
- H. Project Description:
Napa Valley Transportation Authority (NVTA) will utilize TFCA funds to purchase and install five (5) Level 2 ChargePoint electric vehicle charging stations, with a combined total of 8 ports, at the newly completed VINE Bus Maintenance Facility at 96 Sheehy Court, Napa, CA. Chargers will allow drivers, maintenance employees, and other users of the facility to charge personal electric vehicles. In anticipation of this project, significant electrical work including running of conduit to charging station locations was completed as part of the maintenance facility construction. We anticipate that pending award of funding, installation would be complete within 12 months.
- I. Final Report Content: Final Report form and final Cost Effectiveness Worksheet
Clean Air Vehicles
- J. Attach a completed Cost-Effectiveness Worksheet and any other information used to evaluate the proposed project.
Attached.
- K. Has or will this project receive any other TFCA funds, such as Regional Funds?
No.
- L. Confirm that the project is not required by regulation, contract, or policy.
Not Required.
- M. Comments (if any):
No Comments.
- N. Please indicate if the project is located in a SB535 Disadvantaged Community and/or AB1550 Low-income Community (Please use the map to find your project's location):
Project is not in a qualifying community/location.

Section 2. Project Category Specific Questions

- O. If a **ridesharing, first- and last-mile connections service, pilot trip reduction, transit information, telecommuting or infrastructure improvement project**, explain how the number of vehicle trips that will be reduced by the project was estimated, and provide supporting information and data to justify the estimate.
N/A

- P. If an **alternative fuel vehicle** project, provide the following information: N/A
- Vehicle type (e.g., plug-in hybrid-electric, fuel cell vehicles)
 - Gross Vehicle Weight Rating
 - New vehicle or replacement project? A project is a replacement project if the existing vehicle is operational and will be scrapped for the sole purpose of the project.
 - If this is a new vehicle project, explain how the anticipated usage (miles per year) for the vehicles were estimated.
- Q. If a **first- and last-mile connections service** project, confirm that the service will comply with all the following requirements:
- ☐ Service connects directly to a transit station and a distinct commercial or employment location.
 - ☐ Service schedule coordinates with the mass transit's schedule.
 - ☐ Service is available for use by all members of the public.
 - ☐ Service is at least 70% unique and operates where no other service was provided within the past three years.
- R. If a **pilot trip reduction** project, confirm that the project complies with all the following requirements:
- ☐ Project will reduce single-occupancy vehicle trips and result in a reduction in emissions of criteria pollutants.
 - ☐ Service is available for use by all members of the public.
 - ☐ Applicant provided a written plan showing how the service will be financed in the future and require minimal, if any, TFCA funds to maintain its operation by the end of the third year.
 - ☐ If the local transit provider is not a partner, the applicant demonstrated that they have attempted to have the service provided by the local transit agency. The transit provider was given the first right of refusal and determined that the proposed project does not conflict with existing service.
 - ☐ Applicant provided data and/or other evidence demonstrating the public's need for the service, such as a demand assessment survey and letters of support from potential users.
 - ☐ Service is at least 70% unique and operates where no other service was provided within the past three years.
- S. If a **bicycle parking** project, answer the following questions:
- What plan is the project referenced in?
 - Will the project be publicly accessible and available for use by all members of the public?
- T. If a **bikeway** project, answer the following questions:
- What plan is the project referenced in?
 - Will the project be publicly accessible and available for use by all members of the public?
 - If applicable, will the project be consistent with design standards published in the California Highway Design Manual or conform to the provisions of the Protected Bikeway Act of 2014?
 - Has the project completed all applicable environmental reviews and either have been deemed exempt by the lead agency or have been issued the applicable negative declaration or environmental impact report or statement?
- U. If a **bike share** project, confirm that the project complies with all the following requirements:
- ☐ Project either increases the fleet size of existing service areas or expands existing service areas to include new Bay Area communities.

- ☐ Project completed and approved an environmental plan and a suitability study demonstrating the viability of bicycle sharing.
 - Project has shared membership and/or is interoperable with the Bay Area Bike Share (BABS) project when they are placed into service. Please select the choice that best describes the project:
 - ☐ Interoperable with BABS
 - ☐ Exempt from requirement for the following reason(s):
 - ☐ i. Projects that do not require membership or any fees for use;
 - ☐ ii. Projects that were provided funding under MTC's Bike Share Capital Program to start a new or expand an existing bike share program; or
 - ☐ iii. Projects that attempted to coordinate with, but were refused by, the current BABS operator to have shared membership or be interoperable with BABS. Applicants must provide documentation showing proof of refusal.
- V. If an **infrastructure improvement for trip reduction** project, answer the following questions:
- a. What plan is the project referenced in?
 - b. Which transportation control measure from the most recently adopted [Air District plan](#) is the project implementing?
 - c. Has the project completed all applicable environmental reviews and either have been deemed exempt by the lead agency or have been issued the applicable negative declaration or environmental impact report or statement?
- W. If an **alternative fuel infrastructure** project, confirm that the project complies with all the following requirements:
- ☒ Project must be designed, installed, and maintained as required by the existing recognized codes and standards and as approved by the local/state authority.
 - ☒ Project funds awarded will not be used to pay for fuel, electricity operation, or maintenance costs.
 - Please clarify the infrastructure project's primary purpose (select all that apply):
 - ☒ charge vehicles 14,000 lbs and less
 - ☐ charge vehicles 14,001 lbs and more
 - ☐ serve private fleet
 - ☒ available for public use
 - ☐ other (please specify): _____

ELECTRIC VEHICLE (EV) INFRASTRUCTURE PROJECTS

FYE 2025 TFCA 40% Fund Worksheet

Version 2025, Updated 1/9/2024

General Information Tab: Complete areas shaded in yellow.

Project Number (25XXXXYY)	25NAP01
Project Title	VINE Maint. Facility EV Chargers
Project Type Code (e.g., 7a)	12b
County (2-3 character abbreviation)	Nap
Worksheet Calculated By	Patrick Band
Date of Submission	3/22/2024
Project Sponsor	
Project Sponsor Organization	Napa Valley Transportation Authority
Public Agency? (Y or N)	Y
Contact Name	Rebecca Schenck
Email Address	RSchenck@nvta.ca.gov
Phone Number	(707) 259-8636
Mailing Address	625 Burnell St
City	Napa
State	CA
Zip	94559
Project Schedule	
Project Start Date	12/1/2024
Project Completion Date	7/31/2025
Final Report to CMA	9/31/2025

ELECTRIC VEHICLES (EV) INFRASTRUCTURE PROJECTS

FYE 2025 TFCA 40% Fund Worksheet
Updated 1/9/2024

Project Number	25NAP01
Project Description	VINE Maint. Facility EV Chargers

Cost-Effectiveness Inputs	
# Years Effective	3
Total TFCA Funding	\$ 125,000
Total Project Cost	\$ 125,000

Calculations Tab: Complete areas shaded in yellow only

Emissions Reduction Calculations																	
Step 1 - Emissions of displaced conventional vehicles																	
Charger Information								Emission Factors of plug-in hybrid or electric vehicle (g/mile)					Emission Factors of displaced vehicle (g/mile)				
Charger ID	Description	Type	Rate (KW)	Make	Model	Annual Usage (kWh)	Annual EV miles	ROG	NOx	PM10 Exhaust	PM10 Other	CO2	ROG	NOx	PM10 Exhaust	PM10 Other	CO2
Vine Maintenance A	Dual Port	Level 2 (high)	7.2	ChargePoint	4021	63,072	211,922	0.01	0.00	0.00	0.01	40.87	0.06	0.09	0.00	0.02	309.63
Vine Maintenance B	Dual Port	Level 2 (high)	7.2	ChargePoint	4021	63,072	211,922	0.01	0.00	0.00	0.01	40.87	0.06	0.09	0.00	0.02	309.63
Vine Maintenance C	Dual Port	Level 2 (high)	7.2	ChargePoint	4021	63,072	211,922	0.01	0.00	0.00	0.01	40.87	0.06	0.09	0.00	0.02	309.63
Vine Maintenance D	Single Port	Level 2 (high)	7.2	ChargePoint	4011	31,536	105,961	0.01	0.00	0.00	0.01	40.87	0.06	0.09	0.00	0.02	309.63
Vine Maintenance E	Single Port	Level 2 (high)	7.2	ChargePoint	4011	31,536	105,961	0.01	0.00	0.00	0.01	40.87	0.06	0.09	0.00	0.02	309.63
						-	-	0.01	0.00	0.00	0.01	40.87	0.06	0.09	0.00	0.02	309.63
						-	-	0.01	0.00	0.00	0.01	40.87	0.06	0.09	0.00	0.02	309.63
						-	-	0.01	0.00	0.00	0.01	40.87	0.06	0.09	0.00	0.02	309.63
						-	-	0.01	0.00	0.00	0.01	40.87	0.06	0.09	0.00	0.02	309.63
						-	-	0.01	0.00	0.00	0.01	40.87	0.06	0.09	0.00	0.02	309.63
TOTALS						252,288	847,688										
Cost-Effectiveness Results																	
						Annual	Lifetime										
1. ROG Emissions Reduced						0.0489	0.1468	Tons									
2. NOx Emissions Reduced						0.0830	0.2489	Tons									
3. PM Emissions Reduced						0.0060	0.0180	Tons									
4. Weighted PM Emissions Reduced						0.0313	0.0938	Weighted Tons									
5. CO2 Emissions Reduced						251.1385	753.4154	Tons									
6. Total Criteria Emission Reductions						0.1379	0.4137	Tons									
7. TFCA Unweighted Cost Effectiveness							\$ 302.140	/ton									
8. TFCA Weighted Cost Effectiveness							\$ 255,373	/weighted ton									

Continued from above table

Emissions Reduction Calculations					
Step 1 - Emissions of displaced conventional vehicles					
Emission Reductions (g/yr)					
ROG	NOx	PM10 Exhaust	PM10 Other	CO2	
11,099.82	18,815.18	301.46	1,059.94	56,957.261	
11,099.82	18,815.18	301.46	1,059.94	56,957.261	
11,099.82	18,815.18	301.46	1,059.94	56,957.261	
5,549.91	9,407.59	150.73	529.97	28,478.631	
5,549.91	9,407.59	150.73	529.97	28,478.631	
-	-	-	-	-	-
-	-	-	-	-	-
-	-	-	-	-	-
-	-	-	-	-	-
-	-	-	-	-	-
44,399	75,261	1,206	4,240	227,829,045	

Notes & Assumptions

Provide all assumptions, rationales, and references for figures used in calculations.

Conversion Factors

Grams per Ton	907185 grams/ton'
Miles / kWh	3.36 miles/kWh
ROG split	86% From EMFAC 2014 CY2017 MDYR2017 vehicles, split of ROG and NOx emissions
NOx split	14%

Charging Station Type

Charging Station: Also known as electric vehicle supply equipment (EVSE), consists of the conductors, including the ungrounded, grounded, and equipment grounding conductors and the electric vehicle connectors, attachment plugs, and all other fittings, devices, power outlets, or apparatus installed specifically for the purpose of delivering energy from the premises wiring to the electric vehicle. (http://www.psrc.org/assets/3729/A_NEC_625_2008.pdf). Charging stations fall into one of these three types:

- Level 1** : A charging station that supplies electricity to a EV's onboard charger in the form of alternating current. Level 1 charging stations use a 120V AC connection
- Level 2** : A charging station that supplies electricity to a EV's onboard charger in the form of alternating current. Level 2 charging stations require a 208/240V AC connection.
- DC Fast** : A charging station that uses an external charger, and supplies electricity in the form of direct current, typically at a rate of 40KW or higher.

Inputs	Assumptions
Cost Effectiveness Inputs, # Years Effectiveness	3 years is recommended - Not to exceed 4 years
Charger ID (Column A)	Five Chargers to be installed, identified as A through E, at the VINE Maintenance Facility, located at 96 Sheehy Court, Napa, CA.
Description (Column B)	Napa Valley Transportation Authority (NVTA) will utilize TFCA funds to purchase and install five (5) Level 2 ChargePoint electric vehicle charging stations, with a combined total of 8 ports, at the newly completed VINE Bus Maintenance Facility at 96 Sheehy Court, Napa, CA. Chargers will allow drivers, maintenance employees, and other users of the facility to charge personal electric vehicles. In anticipation of this project, significant electrical work
Type (Column C)	All chargers will be Level 2.
Rate (kW) (Column D)	7.2
Total TFCA Funding (O3)	Total TFCA funds requested are \$125,000. Requested amount for charger purchase alone (excluding installation and related costs) are \$36,000, consistent with Guidelines of \$6,000 for single-port and \$8,000 for double-port chargers.
Annual Usage (kWh) (Column G)	(Rate kW) x (charger's estimated hours of usage per day) x (365 days per year) x (quantity of chargers).

ELECTRIC VEHICLE (EV) INFRASTRUCTURE PROJECTS

FYE 2025 TFCA 40% Fund Worksheet

Version 2025, Updated 1/9/2024

General Information Tab: Complete areas shaded in yellow.

Project Number (25XXXXY)	26NAP01
Project Title	City of St. Helena EV Chargers at City Hall
Project Type Code (e.g., 7a)	12b
County (2-3 character abbreviation)	Nap
Worksheet Calculated By	Andrew Bradley
Date of Submission	5/3/2024
Project Sponsor	
Project Sponsor Organization	City of St. Helena
Public Agency? (Y or N)	Y
Contact Name	Andrew Bradley
Email Address	abradley@cityofsthlena.org
Phone Number	(707) 968-2635
Mailing Address	1088 College Ave
City	St. Helena
State	CA
Zip	94574
Project Schedule	
Project Start Date	12/1/2025
Project Completion Date	7/31/2026
Final Report to CMA	9/31/2026

ELECTRIC VEHICLES (EV) INFRASTRUCTURE PROJECTS

FYE 2025 TFCA 40% Fund Worksheet
Updated 1/9/2024

Project Number	26NAP01
Project Description	City of St. Helena EV Chargers at City Hall

Cost-Effectiveness Inputs	
# Years Effective	3
Total TFCA Funding	\$ 75,000
Total Project Cost	\$ 115,300

Calculations Tab: Complete areas shaded in yellow only

Emissions Reduction Calculations																	
Step 1 - Emissions of displaced conventional vehicles																	
Charger Information								Emission Factors of plug-in hybrid or electric vehicle (g/mile)					Emission Factors of displaced vehicle (g/mile)				
Charger ID	Description	Type	Rate (KW)	Make	Model	Annual Usage (kWh)	Annual EV miles	ROG	NOx	PM10 Exhaust	PM10 Other	CO2	ROG	NOx	PM10 Exhaust	PM10 Other	CO2
St. Helena City Hall 1 and 2	Dual Port	Level 2 (high)	7.2	TBD	TBD	62,400	209,664	0.01	0.00	0.00	0.01	40.87	0.06	0.09	0.00	0.02	309.63
St. Helena City Hall 3 and 4	Dual Port	Level 2 (high)	7.2	TBD	TBD	62,400	209,664	0.01	0.00	0.00	0.01	40.87	0.06	0.09	0.00	0.02	309.63
St. Helena City Hall 5 and 6	Dual Port	Level 2 (high)	7.2	TBD	TBD	62,400	209,664	0.01	0.00	0.00	0.01	40.87	0.06	0.09	0.00	0.02	309.63
St. Helena City Hall 7	Single Port	Level 2 (high)	7.2	TBD	TBD	31,200	104,832	0.01	0.00	0.00	0.01	40.87	0.06	0.09	0.00	0.02	309.63
St. Helena City Hall 8	Single Port	Level 2 (high)	7.2	TBD	TBD	31,200	104,832	0.01	0.00	0.00	0.01	40.87	0.06	0.09	0.00	0.02	309.63
St. Helena City Hall 9	Single Port	Level 2 (high)	7.2	TBD	TBD	31,200	104,832	0.01	0.00	0.00	0.01	40.87	0.06	0.09	0.00	0.02	309.63
St. Helena City Hall 10	Single Port	Level 2 (high)	7.2	TBD	TBD	31,200	104,832	0.01	0.00	0.00	0.01	40.87	0.06	0.09	0.00	0.02	309.63
						-	-	0.01	0.00	0.00	0.01	40.87	0.06	0.09	0.00	0.02	309.63
						-	-	0.01	0.00	0.00	0.01	40.87	0.06	0.09	0.00	0.02	309.63
						-	-	0.01	0.00	0.00	0.01	40.87	0.06	0.09	0.00	0.02	309.63
TOTALS						312,000	1,048,320										

Cost-Effectiveness Results			
	Annual	Lifetime	
1. ROG Emissions Reduced	0.0605	0.1816	Tons
2. NOx Emissions Reduced	0.0026	0.3078	Tons
3. PM Emissions Reduced	0.0074	0.0223	Tons
4. Weighted PM Emissions Reduced	0.0387	0.1160	Weighted Tons
5. CO2 Emissions Reduced	310.5784	931.7352	Tons
6. Total Criteria Emission Reductions	0.1705	0.5116	Tons
7. TFCA Unweighted Cost Effectiveness		\$	146,589 /ton
8. TFCA Weighted Cost Effectiveness		\$	123,899 /weighted ton

Continued from above table

Emissions Reduction Calculations					
Step 1 - Emissions of displaced conventional vehicles					
Emission Reductions (g/yr)					
ROG	NOx	PM10 Exhaust	PM10 Other	CO2	
10,981.56	18,614.71	298.24	1,048.65	56,350.411	
10,981.56	18,614.71	298.24	1,048.65	56,350.411	
10,981.56	18,614.71	298.24	1,048.65	56,350.411	
5,490.78	9,307.36	149.12	524.32	28,175.205	
5,490.78	9,307.36	149.12	524.32	28,175.205	
5,490.78	9,307.36	149.12	524.32	28,175.205	
5,490.78	9,307.36	149.12	524.32	28,175.205	
-	-	-	-	-	
-	-	-	-	-	
-	-	-	-	-	
54,908	93,074	1,491	5,243	281,752,053	

Notes & Assumptions

Provide all assumptions, rationales, and references for figures used in calculations.

Conversion Factors

Grams per Ton	907185 grams/ton'
Miles / kWh	3.36 miles/kWh
ROG split	86% From EMFAC 2014 CY2017 MDYR2017 vehicles, split of ROG and NOx emissions
NOX split	14%

Charging Station Type

Charging Station: Also known as electric vehicle supply equipment (EVSE), consists of the conductors, including the ungrounded, grounded, and equipment grounding conductors and the electric vehicle connectors, attachment plugs, and all other fittings, devices, power outlets, or apparatus installed specifically for the purpose of delivering energy from the premises wiring to the electric vehicle. (http://www.psrc.org/assets/3729/A_NEC_625_2008.pdf). Charging stations fall into one of these three types:

- Level 1** : A charging station that supplies electricity to a EV's onboard charger in the form of alternating current. Level 1 charging stations use a 120V AC connection
- Level 2** : A charging station that supplies electricity to a EV's onboard charger in the form of alternating current. Level 2 charging stations require a 208/240V AC connection.
- DC Fast** : A charging station that uses an external charger, and supplies electricity in the form of direct current, typically at a rate of 40KW or higher.

Inputs	Assumptions
Cost Effectiveness Inputs, # Years Effectiveness	3 years is recommended - Not to exceed 4 years
Charger ID (Column A)	10 Chargers to be installed at City Hall for the City of St. Helena, located at 1088 College Avenue, St. Helena, CA 94574.
Description (Column B)	The City of St. Helena is working to transition much of its fleet (including Public Works and Police Department) to fully EV or hybrid vehicles. This project will utilize TFCA funds to purchase and install ten (10) Level 2 electric vehicle charging stations/ports. This would bring the total number of Level 2 charging stations/ports to 16 for official City vehicles, City staff, and community use at 1088 College Avenue, St. Helena, CA 94574. Adding this new EV infrastructure will provide the community and staff with more options to charge, currently during many times of the day the current chargers are in use by the public and/or City staff (not City owned vehicles), while also making it possible for the City to continue to transition its fleet to EV/hybrid vehicles, knowing that there will be more EV chargers available. In anticipation of this project, significant design work has already been completed through MCE. Additional work to run conduit, etc. for the increased electrical load would be done within this project scope. We anticipate that pending award of funding, installation will be complete within 12 to 24 months.
Type (Column C)	American Charging System (NACS)
Rate (KW) (Column D)	All chargers will be Level 2.
Total TFCA Funding (O3)	7.2
Annual Usage (kWh) (Column G)	Total TFCA funds requested are \$75,000. Requested amount for charger purchase alone (excluding installation and related costs) are \$37,800, consistent with Guidelines of \$6,000 for single-port and \$8,000 for double-port chargers.
	(Rate kW) x (charger's estimated hours of usage per day) x (365 days per year) x (quantity of chargers).

Project Information Form

- A. **Project Number: 26NAP01** (SH103129-23-1533)
- B. **Project Title:** City of St. Helena EV Chargers at City Hall
- C. **Project Category (project will be evaluated under this category):** Alternative Fuel Infrastructure
- D. **TFCA County Program Manager Funds Allocated:** \$75,000
- E. **TFCA Regional Funds Awarded (if applicable):** \$0
- F. **Total TFCA Funds Allocated (sum of C and D):** \$75,000
- G. **Total Project Cost:** \$115,300

H. Project Description:

The City of St. Helena is working to transition much of its fleet (including Public Works and Police Department) to fully EV or hybrid vehicles. This project will utilize TFCA funds to purchase and install ten (10) Level 2 electric vehicle charging stations/ports. This would bring the total number of Level 2 charging stations/ports to 16 for official City vehicles, City staff, and community use at 1088 College Avenue, St. Helena, CA 94574. Adding this new EV infrastructure will provide the community and staff with more options to charge, currently during many times of the day the current chargers are in use by the public and/or City staff (not City owned vehicles), while also making it possible for the City to continue to transition its fleet to EV/hybrid vehicles, knowing that there will be more EV chargers available. In anticipation of this project, significant design work has already been completed through MCE. Additional work to run conduit, etc. for the increased electrical load would be done within this project scope. We anticipate that pending award of funding, installation will be complete within 12 to 24 months.

The City has not spec'd out the specific chargers it would like to use, but would lead towards an option that met the North American Charging System (NACS)

Special Considerations:

The City of St. Helena currently rents the facility at 1088 College Avenue from Napa Valley College. We are in a five-year lease and have the option to renew for an additional two years. There may be other renewal options in the future as well. In any transition it would be expected that EV infrastructure would remain for public use.

The City currently has three EV's, all are used by the St. Helena Police Department. Use of the chargers would primarily be first come, first served. The property currently has EV charging for six vehicles, this project would add an additional 10 chargers. If needed, we would prioritize the current six for fleet use, leaving the new 10 chargers to be used on a first come, first served (non-reserved) basis by the community, City staff, and City vehicles.

1088 College Avenue is located adjacent to an apartment complex that primarily serves lower income individuals, and the Vineyard Valley senior living community. Many residents of these complexes already take advantage of our six chargers as both facilities do not have EV infrastructure

for public use at this time. Adding additional EV infrastructure to 1088 College Avenue could help inspire the purchase of more EV vehicles by residents in these communities since they would know there is public charging infrastructure within walking distance of their homes.

I. Final Report Content: Final Report form and final Cost Effectiveness Worksheet

Clean Air Vehicles

J. Attach a completed Cost-Effectiveness Worksheet and any other information used to evaluate the proposed project.

Attached.

K. Has or will this project receive any other TFCA funds, such as Regional Funds?

No.

L. Confirm that the project is not required by regulation, contract, or policy.

Not Required.

M. Comments (if any):

No Comments.

N. Please indicate if the project is located in a SB535 Disadvantaged Community and/or AB1550 Low-income Community (Please use the map to find your project's location:

Project is not in a qualifying community/location.

Section 2. Project Category Specific Questions

O. If a ridesharing, first- and last-mile connections service, pilot trip reduction, transit information, telecommuting or infrastructure improvement project, explain how the number of vehicle trips that will be reduced by the project was estimated, and provide supporting information and data to justify the estimate.

N/A

P. If an alternative fuel vehicle project, provide the following information: N/A

- a. Vehicle type (e.g., plug-in hybrid-electric, fuel cell vehicles)
- b. Gross Vehicle Weight Rating
- c. New vehicle or replacement project? A project is a replacement project if the existing vehicle is operational and will be scrapped for the sole purpose of the project.
- d. If this is a new vehicle project, explain how the anticipated usage (miles per year) for the vehicles were estimated.

Q. If a first- and last-mile connections service project, confirm that the service will comply with all the following requirements: N/A

- ☐ Service connects directly to a transit station and a distinct commercial or employment location.
- ☐ Service schedule coordinates with the mass transit's schedule.
- ☐ Service is available for use by all members of the public.
- ☐ Service is at least 70% unique and operates where no other service was provided within the past three years.

R. If a pilot trip reduction project, confirm that the project complies with all the following requirements: N/A

- ☐ Project will reduce single-occupancy vehicle trips and result in a reduction in emissions of criteria pollutants.
- ☐ Service is available for use by all members of the public.

- ☐ Applicant provided a written plan showing how the service will be financed in the future and require minimal, if any, TFCA funds to maintain its operation by the end of the third year.
- ☐ If the local transit provider is not a partner, the applicant demonstrated that they have attempted to have the service provided by the local transit agency. The transit provider was given the first right of refusal and determined that the proposed project does not conflict with existing service.
- ☐ Applicant provided data and/or other evidence demonstrating the public's need for the service, such as a demand assessment survey and letters of support from potential users.
- ☐ Service is at least 70% unique and operates where no other service was provided within the past three years.

S. If a bicycle parking project, answer the following questions: N/A

- a. What plan is the project referenced in?
- b. Will the project be publicly accessible and available for use by all members of the public?

T. If a bikeway project, answer the following questions: N/A

- a. What plan is the project referenced in?
- b. Will the project be publicly accessible and available for use by all members of the public?
- c. If applicable, will the project be consistent with design standards published in the California Highway Design Manual or conform to the provisions of the Protected Bikeway Act of 2014?
- d. Has the project completed all applicable environmental reviews and either have been deemed exempt by the lead agency or have been issued the applicable negative declaration or environmental impact report or statement?

U. If a bike share project, confirm that the project complies with all the following requirements: N/A

- ☐ Project either increases the fleet size of existing service areas or expands existing service areas to include new Bay Area communities.
- ☐ Project completed and approved an environmental plan and a suitability study demonstrating the viability of bicycle sharing.
- Project has shared membership and/or is interoperable with the Bay Area Bike Share (BABS) project when they are placed into service. Please select the choice that best describes the project:
 - ☐ Interoperable with BABS
 - ☐ Exempt from requirement for the following reason(s):
 - ☐ i. Projects that do not require membership or any fees for use;
 - ☐ ii. Projects that were provided funding under MTC's Bike Share Capital Program to start a new or expand an existing bike share program; or
 - ☐ iii. Projects that attempted to coordinate with, but were refused by, the current BABS operator to have shared membership or be interoperable with BABS. Applicants must provide documentation showing proof of refusal.

V. If an infrastructure improvement for trip reduction project, answer the following questions: N/A

- a. What plan is the project referenced in?
- b. Which transportation control measure from the most recently adopted [Air District plan](#) is the project implementing?

- c. Has the project completed all applicable environmental reviews and either have been deemed exempt by the lead agency or have been issued the applicable negative declaration or environmental impact report or statement?

W. If an **alternative fuel infrastructure** project, confirm that the project complies with all the following requirements:

- ☒ Project must be designed, installed, and maintained as required by the existing recognized codes and standards and as approved by the local/state authority.
- ☒ Project funds awarded will not be used to pay for fuel, electricity operation, or maintenance costs.
- Please clarify the infrastructure project's primary purpose (select all that apply):
 - ☒ charge vehicles 14,000 lbs and less
 - ☐ charge vehicles 14,001 lbs and more
 - ☒ serve private fleet (City vehicles)
 - ☒ available for public use
 - ☐ other (please specify): _____

RIDESHARING, BICYCLE, SHUTTLE, AND SMART GROWTH PROJECTS

FYE 2025 TFCA 40% Fund Worksheet

Version 2025, Updated 1/9/2024

General Information Tab: Complete areas shaded in yellow.

Project Number (25XXYY)	25NAP02
Project Title	SRTS Pedestrian Improvements
Project Type Code (e.g., 7a)	9b
County (2-3 character abbreviation)	NAP
Worksheet Calculated By	Lorien Clark
Date of Submission	5/17/2024
Project Sponsor	
Project Sponsor Organization	City of Napa
Public Agency? (Y or N)	Y
Contact Name	Lorien Clark
Email Address	leclark@cityofnapa.org
Phone Number	707-257-9398
Mailing Address	P.O. Box 660
City	Napa
State	CA
Zip	94559
Project Schedule	
Project Start Date	7/1/2025
Project Completion Date	11/15/2025
Final Report to CMA	5/31/2026

FYE 2025 TFCA 40% Fund Worksheet

40% Proj.#:	25NAP02
Route Name:	Various

SAMPLE ENTRIES ARE SHOWN IN LIGHT BLUE

Project Operational Start Year:	2025
# Years Effectiveness:	10
Project Operational End Year:	2035
Total Cost for route:	100,000
Total Cost for route 40%:	
Total Cost for route 60%:	NA
Total TFCA Cost for route:	\$71,000.00

Step 1 - Emissions for Eliminated Trips								
A	B	C	D	E	F	G	H	I
# Trips/Day (1-way)	Days/Yr	Trip Length (1-1/2 mi)	MTM	CO ₂ Emissions (g/trip)	NO _x Emissions (g/trip)	Exhaust & Trip End PM ₁₀ Emissions (g/trip)	Other PM ₁₀ Emissions (g/trip)	CO ₂ Emissions (g/trip)
100	240	16	30,429.4	24,350	15,894	529	74,781	69,368,372
102	180	1	18,324	1,924	1,824	105	4,503	4,981,999
			0	0	0	0	0	0
			0	0	0	0	0	0
			0	0	0	0	0	0
			0	0	0	0	0	0
		Total	18,324	4,914	1,824	105	4,503	4,981,999

50	250	3	304,294	22,001	15,303	479	74,781	68,814,435
			0	0	0	0	0	0
			0	0	0	0	0	0
		Total	0	0	0	0	0	0

A	B	C	D	E	F	G	H	I	J	K	L	M	N
		0.1	See Emission Factors Tab										
# Vehicles, Model Year	Emission Std.	Vehicle GVW	ROG Factor (gr/gm)	NOx Factor (g/mi)	Exhaust PM10 Factor (g/mi)	Total PM10 Factor (g/mi)	CO2 Factor (g/mi) (See CO2 Table for LD and LHD)	Total Annual VMT (sum all vehicles)	ROG Emissions (gr/yr)	NOx Emissions (gr/yr)	Exhaust PM10 Emissions (gr/yr)	Other PM10 Emissions (gr/yr)	CO2 Emissions (gr/yr)
2, 2005	LEV	10,001-14,000	0.23	0.40	0.12	0.32	860	8000	1,840	3,200	960	1,600	6,880,000
									0	0	0	0	0
									0	0	0	0	0
									0	0	0	0	0
							Total	0	0	0	0	0	0

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q
Vehicle Ref #	Engine Year, Make, & Model	Odometer reading	See Emission Factors Tab					Exhaust PM DR (g/10k miles)	Other PM10 Factor (g/mi)	CO2 Factor (g/mi)	Total Annual VMT (sum all vehicles)	ROG Emissions (gr/yr)	NOx Emissions (gr/yr)	Exhaust PM10 Emissions (gr/yr)	Other PM10 Emissions (gr/yr)	CO2 Emissions (gr/yr)
			ROG Factor (gr/mi)	ROG DR (g/10k miles)	NOx Factor (g/mi)	NOx DR (g/10k miles)	Exhaust PM10 Factor (g/mi)									
												0.00	0	0	0	0
												0.00	0	0	0	0
												0.00	0	0	0	0
												0.00	0	0	0	0
										Total	0	0	0	0	0	0

1. VMT Reduced	18,324.00	183,240.00	Miles
2. Trips Reduced	18,324.00	183,240.00	Trips
3. ROG Emissions Reduced	0.0054	0.054	Tons
4. NOx Emissions Reduced	0.0020	0.020	Tons
5. PM Emissions Reduced	0.0051	0.051	Tons
6. PM Weighted Emissions Reduced	0.0073	0.073	Tons
7. CO2 Emissions Reduced	5.4916	54.916	Tons
8. Emission Reductions (ROG, NOx & PM)	0.0125	0.125	Tons
9. TPCA Project Cost - Cost Effectiveness (ROG, NOx & PM)		567,666.94	/Ton
10. TPCA Project Cost - Cost Effectiveness (ROG, NOx & Weighted PM). THIS VALUE MUST MEET POLICY REQUIREMENTS.		\$482,610	/Ton

Notes & Assumptions

Provide all assumptions, rationales, and references for figures used in calculations.

Two key components in calculating cost-effectiveness are the number of vehicle trips eliminated per day and the trip length. A frequently used proxy is the % of survey respondents who report they would have driven alone if not for the service being provided. If survey data is not available, alternative **supporting documentation must be provided to justify the inputs used in the CE calculations.**

Trips Eliminated Per Day

This is number of trips by participants that would have driven as a single occupant vehicle if not for the service; **it is not the same as the total number of riders or participants.**

Trip Length

Only use the trip length of the **vehicle trip avoided** by only the riders or participants that would otherwise have driven alone.

Policy 11. Duplication

MTC's regional ridehsaring program provides funding to counties. This funding may contain TFCA funding, which, if used in combination with TFCA funding, may violate Policy 11. Duplication.

Project Assumptions:

Years of Effectiveness = 10

School Trips:

Trip Length (1-way) = 1 mile

Days/Year = 180

trips/day (1-way) = 101.8

Rationales:

Per the County Program Manager Fund Expenditure Plan Guidance for FYE 2025 for the Infrastructure Improvements for Trip Reduction category

Location: El Capitan Wy/Beckworth Dr Intersection adjacent to Bel Aire Park Elementary School (Census Tract 2006.01)

Bel Aire Park Elementary School has 413 students

Project assumes a 2% walk mode shift*

calculation:

$413 \times 2\% = 8.26$ (two-way trips) = 16.52 (one-way trips)

Location: Oxford St/Briarwood St Intersection adjacent to Northwood Elementary School (Census Tract 2007.07)

Northwood Elementary School has 370 students

Project assumes a 2% walk mode shift*

calculation:

$370 \times 2\% = 7.4$ (two-way trips) = 14.8 (one-way trips)

Location: Park Ave/Santa Clara St Intersection adjacent to Napa High School (Census Tract 2005.01)

Napa High School has 1,762 students

Project assumes a 2% walk mode shift*

calculation:

$1,762 \times 2\% = 35.24$ (two-way trips) = 70.48 (one-way trips)

calculation:

16.52 (one-way trips) + 14.8 (one-way trips) + 70.48 (one-way trips) = 101.8 (one-way trips)

*The intersection of Oxford St/Briarwood St is located within a locally identified Community of Concern (Census Tract 2007.07), which was included in the Napa Valley Community Based Transportation Plan (CBTP). Community outreach conducted as part of the CBTP identified that nearly 20% of comments received indicated a desire for increased pedestrian safety and improved pedestrian access to schools and transit stops. Additionally, as part of community outreach conducted within the City of Napa for the City of Napa Local Roadway Safety Plan, 23% of comments received identified bicycle/pedestrian safety as a top concern. Thus, there is high-demand for pedestrian improvements in the project area which supports the mode shift assumptions used. Safe Routes to School Walk Audit Reports were conducted for each of the above listed schools, and those reports identified crossing improvements at the proposed project locations as recommended improvements to increase safe routes to school access for these three schools. Furthermore, parent surveys conducted in Napa County schools in Spring of 2021 identified "street crossings/intersections" and "not enough sidewalks" as two of the main reasons parents were not comfortable with their children walking to/from school. The surveys also identified that 75% of parents surveyed would like their children to be able to walk or bike to/from school. 92% would feel more comfortable about allowing their children to walk or bike to/from school with increased visibility and safety of crosswalks and 90% would feel more comfortable about allowing their children to walk or bike to/from school if missing or broken sidewalks were fixed. The results of these parent surveys show strong support for pedestrian improvements near school sites and supports the mode shift rates used.

40% FUND APPLICATION

Project Information Form

- A. Project Number: **25NAP02**
B. Project Title: **SRTS Pedestrian Improvements**
C. Project Category (project will be evaluated under this category): **9b.**
D. TFCA County Program Manager Funds Allocated: **\$71,000**
E. TFCA Regional Funds Awarded (if applicable): \$ _____
F. Total TFCA Funds Allocated (sum of C and D): **\$71,000**
G. Total Project Cost: **\$100,000**
H. Project Description:

The City of Napa will use TFCA funds to design and construct pedestrian infrastructure improvements at existing uncontrolled crossing locations near schools. Locations include the intersection of El Capitan Wy/Beckworth Dr adjacent to Bel Aire Park Elementary School, the intersection of Oxford St/Briarwood St adjacent to Northwood Elementary School, and the intersection of Park Ave/Santa Clara St adjacent to Napa High School. The pedestrian improvements include, but are not limited to, Rectangular Rapid Flashing Beacons (RRFBs) and enhanced pedestrian signage and striping.

The intersection of Oxford St/Briarwood St is located within a locally identified Community of Concern (Census Tract 2007.07), which was included in the Napa Valley Community Based Transportation Plan (CBTP). Community outreach conducted as part of the CBTP identified that nearly 20% of comments received indicated a desire for increased pedestrian safety and improved pedestrian access to schools and transit stops.

The location of Park Ave/Santa Clara St adjacent to Napa High School is located within an AB1550 Low-Income Community (Census Tract 2005.01).

Bel Aire Park Elementary School, Northwood Elementary School, and Napa High School are all public schools within the Napa Valley Unified School District. Bel Aire Park Elementary School has a student body of 413, Northwood Elementary School has a student body of 370, and Napa High School has a student body of 1,762.

- I. Final Report Content: Final Report form and final Cost Effectiveness Worksheet
The “Trip Reduction” final Report form will be completed and submitted after project completion.
- J. Attach a completed Cost-Effectiveness Worksheet and any other information used to evaluate the proposed project.
See attached for the project’s completed Cost-Effectiveness Worksheet.
- K. Has or will this project receive any other TFCA funds, such as Regional Funds?
No

- L. Confirm that the project is not required by regulation, contract, or policy.

N/A

- M. Comments (if any):

The intersection of Oxford St/Briarwood St is located within a locally identified Community of Concern (Census Tract 2007.07), which was included in the Napa Valley Community Based Transportation Plan (CBTP). Community outreach conducted as part of the CBTP identified that nearly 20% of comments received indicated a desire for increased pedestrian safety and improved pedestrian access to schools and transit stops. Additionally, as part of community outreach conducted within the City of Napa for the City of Napa Local Roadway Safety Plan, 23% of comments received identified bicycle/pedestrian safety as a top concern. Thus, there is high-demand for pedestrian improvements in the project area which supports the mode shift assumptions used.

Safe Routes to School Walk Audit Reports were conducted for each of the above listed schools, and those reports identified crossing improvements at the proposed project locations as recommended improvements to increase safe routes to school access for these three schools. Furthermore, parent surveys conducted in Napa County schools in Spring of 2021 identified "street crossings/intersections" and "not enough sidewalks" as two of the main reasons parents were not comfortable with their children walking to/from school. The surveys also identified that 75% of parents surveyed would like their children to be able to walk or bike to/from school. 92% would feel more comfortable about allowing their children to walk or bike to/from school with increased visibility and safety of crosswalks and 90% would feel more comfortable about allowing their children to walk or bike to/from school if missing or broken sidewalks were fixed. The results of these parent surveys show strong support for pedestrian improvements near school sites and supports the mode shift rates used.

- N. Please indicate if the project is located in a SB535 Disadvantaged Community and/or AB1550 Low-income Community (Please use the map to find your project's location: <https://ww3.arb.ca.gov/cc/capandtrade/auctionproceeds/communityinvestments.htm>)
The improvement at Park Ave/Santa Clara St adjacent to Napa High School is located within an AB1550 Low-income Community (Census Tract 2007.04).

Section 2. Project Category Specific Questions

- O. If a **ridesharing, first- and last-mile connections service, pilot trip reduction, transit information, telecommuting or infrastructure improvement project**, explain how the number of vehicle trips that will be reduced by the project was estimated, and provide supporting information and data to justify the estimate.

The project assumed 101.8 one-way school trips. The following supporting information and data was used to justify those estimates:

School Trips:

- *Location: El Capitan Wy/Beckworth Dr Intersection adjacent to Bel Aire Park Elementary School (Census Tract 2006.01)*

- *Bel Aire Park Elementary School has 413 students*
- *Project assumes a 2% walk mode shift**
- *calculation: $413 \times 2\% = 8.26$ (two-way trips) = 16.52 (one-way trips)*
- *Location: Oxford St/Briarwood St adjacent to Northwood Elementary School (Census Tract 2007.07)*
 - *Northwood Elementary School has 370 students*
 - *Project assumes a 2% walk mode shift**
 - *calculation: $370 \times 2\% = 7.4$ (two-way trips) = 14.8 (one-way trips)*
- *Location: Park Avenue/Santa Clara St Intersection adjacent to Napa High School (Census Tract 2005.01)*
 - *Napa High School has 1,762 students*
 - *Project assumes a 2% walk mode shift**
 - *calculation: $1,762 \times 2\% = 35.24$ (two-way trips) = 70.48 (one-way trips)*
- *Calculation: 16.52 (one-way trips) + 14.8 (one-way trips) + 70.48 (one-way trips) = 101.8 (one-way trips)*

**The intersection of Oxford St/Briarwood St is located within a locally identified Community of Concern (Census Tract 2007.07), which was included in the Napa Valley Community Based Transportation Plan (CBTP). Community outreach conducted as part of the CBTP identified that nearly 20% of comments received indicated a desire for increased pedestrian safety and improved pedestrian access to schools and transit stops. Additionally, as part of community outreach conducted within the City of Napa for the City of Napa Local Roadway Safety Plan, 23% of comments received identified bicycle/pedestrian safety as a top concern. Thus, there is high-demand for pedestrian improvements in the project area which supports the mode shift assumptions used. Safe Routes to School Walk Audit Reports were conducted for each of the above listed schools, and those reports identified crossing improvements at the proposed project locations as recommended improvements to increase safe routes to school access for these three schools. Furthermore, parent surveys conducted in Napa County schools in Spring of 2021 identified "street crossings/intersections" and "not enough sidewalks" as two of the main reasons parents were not comfortable with their children walking to/from school. The surveys also identified that 75% of parents surveyed would like their children to be able to walk or bike to/from school. 92% would feel more comfortable about allowing their children to walk or bike to/from school with increased visibility and safety of crosswalks and 90% would feel more comfortable about allowing their children to walk or bike to/from school if missing or broken sidewalks were fixed. The results of these parent surveys show strong support for pedestrian improvements near school sites and supports the mode shift rates used.*

- P. If an **alternative fuel vehicle** project, provide the following information:
- a. Vehicle type (e.g., plug-in hybrid-electric, fuel cell vehicles)
 - b. Gross Vehicle Weight Rating
 - c. New vehicle or replacement project? A project is a replacement project if the existing vehicle is operational and will be scrapped for the sole purpose of the project.
 - d. If this is a new vehicle project, explain how the anticipated usage (miles per year) for the vehicles were estimated.

N/A

Q. If a **first- and last-mile connections service** project, confirm that the service will comply with all the following requirements:

- ☐ Service connects directly to a transit station and a distinct commercial or employment location.
- ☐ Service schedule coordinates with the mass transit's schedule.
- ☐ Service is available for use by all members of the public.
- ☐ Service is at least 70% unique and operates where no other service was provided within the past three years.

N/A

R. If a **pilot trip reduction** project, confirm that the project complies with all the following requirements:

- ☐ Project will reduce single-occupancy vehicle trips and result in a reduction in emissions of criteria pollutants.
- ☐ Service is available for use by all members of the public.
- ☐ Applicant provided a written plan showing how the service will be financed in the future and require minimal, if any, TFCA funds to maintain its operation by the end of the third year.
- ☐ If the local transit provider is not a partner, the applicant demonstrated that they have attempted to have the service provided by the local transit agency. The transit provider was given the first right of refusal and determined that the proposed project does not conflict with existing service.
- ☐ Applicant provided data and/or other evidence demonstrating the public's need for the service, such as a demand assessment survey and letters of support from potential users.
- ☐ Service is at least 70% unique and operates where no other service was provided within the past three years.

N/A

S. If a **bicycle parking** project, answer the following questions:

- a. What plan is the project referenced in?
- b. Will the project be publicly accessible and available for use by all members of the public?

N/A

T. If a **bikeway** project, answer the following questions:

- a. What plan is the project referenced in?
- b. Will the project be publicly accessible and available for use by all members of the public?
- c. If applicable, will the project be consistent with design standards published in the California Highway Design Manual or conform to the provisions of the Protected Bikeway Act of 2014?
- d. Has the project completed all applicable environmental reviews and either have been deemed exempt by the lead agency or have been issued the applicable negative declaration or environmental impact report or statement?

N/A

U. If a **bike share** project, confirm that the project complies with all the following requirements:

- ☐ Project either increases the fleet size of existing service areas or expands existing service areas to include new Bay Area communities.
- ☐ Project completed and approved an environmental plan and a suitability study demonstrating the viability of bicycle sharing.
- Project has shared membership and/or is interoperable with the Bay Area Bike Share (BABS) project when they are placed into service. Please select the choice that best describes the project:
 - ☐ Interoperable with BABS
 - ☐ Exempt from requirement for the following reason(s):
 - ☐ i. Projects that do not require membership or any fees for use;
 - ☐ ii. Projects that were provided funding under MTC's Bike Share Capital Program to start a new or expand an existing bike share program; or
 - ☐ iii. Projects that attempted to coordinate with, but were refused by, the current BABS operator to have shared membership or be interoperable with BABS. Applicants must provide documentation showing proof of refusal.

N/A

V. If an **infrastructure improvement for trip reduction** project, answer the following questions:

- a. What plan is the project referenced in?
Napa Countywide Pedestrian Plan and City of Napa Pedestrian Plan
- b. Which transportation control measure from the most recently adopted [Air District plan](#) is the project implementing?
TR9 – Bicycle and Pedestrian Access and Facilities
- c. Has the project completed all applicable environmental reviews and either have been deemed exempt by the lead agency or have been issued the applicable negative declaration or environmental impact report or statement?
Project is exempt.

W. If an **alternative fuel infrastructure** project, confirm that the project complies with all the following requirements:

- ☐ Project must be designed, installed, and maintained as required by the existing recognized codes and standards and as approved by the local/state authority.
- ☐ Project funds awarded will not be used to pay for fuel, electricity operation, or maintenance costs.
- Please clarify the infrastructure project's primary purpose (select all that apply):
 - ☐ charge vehicles 14,000 lbs and less
 - ☐ charge vehicles 14,001 lbs and more
 - ☐ serve private fleet
 - ☐ available for public use

☐ other (please specify): _____

N/A

40% FUND APPLICATION

Project Information Form

A. Project Number: 26NAP02

B. Project Title: EV Solar Chargers-Phase I

Project Category (project will be evaluated under this category): 12b

C. TFCA County Program Manager Funds Allocated: \$104,000

D. TFCA Regional Funds Awarded (if applicable): \$0

E. Total TFCA Funds Allocated (sum of C and D): \$104,000

F. Total Project Cost: \$122,000

G. Project Description:

Project Sponsor will use TFCA funds to purchase and install three new dual port solar off-grid EV charging stations at:

- 4381 Broadway Street (City Hall)

This site is open and available to the public 24 hours and 7 days a week so the assumption is 24 hour use 365 days per year unless for the rare closure. The 4381 Broadway Street (City Hall) has two existing dual port charging stations and they are heavily used throughout the week demonstrating a significant need for additional charging stations.

H. Final Report Content: Final Report form and final Cost Effectiveness Worksheet

Reference the appropriate Final Report form that will be completed and submitted after project completion. See www.baaqmd.gov/tfca4pm for a listing of the following reporting forms:

- *Trip Reduction*
- *Clean Air Vehicles*
- *Bicycle Projects*
- *Arterial Management Projects*
- *Repower and Retrofit*

I. Attach a completed Cost-Effectiveness Worksheet and any other information used to evaluate the proposed project. N/A

J. Has or will this project receive any other TFCA funds, such as Regional Funds? No

K. Confirm that the project is not required by regulation, contract, or policy. No

L. Comments (if any): N/A

M. Please indicate if the project is located in a SB535 Disadvantaged Community and/or AB1550 Low-income Community (Please use the map to find your project's location: No <https://ww3.arb.ca.gov/cc/capandtrade/auctionproceeds/communityinvestments.htm>)

Section 2. Project Category Specific Questions

N. If a **ridesharing, first- and last-mile connections service, pilot trip reduction, transit information, telecommuting or infrastructure improvement project**, explain how the number of vehicle trips that will be reduced by the project was estimated, and provide supporting information and data to justify the estimate. N/A

O. If an **alternative fuel vehicle** project, provide the following information: N/A

- a. Vehicle type (e.g., plug-in hybrid-electric, fuel cell vehicles)
 - b. Gross Vehicle Weight Rating
 - c. New vehicle or replacement project? A project is a replacement project if the existing vehicle is operational and will be scrapped for the sole purpose of the project.
 - d. If this is a new vehicle project, explain how the anticipated usage (miles per year) for the vehicles were estimated.
- P. If a **first- and last-mile connections service** project, confirm that the service will comply with all the following requirements: N/A
- ☐ Service connects directly to a transit station and a distinct commercial or employment location.
 - ☐ Service schedule coordinates with the mass transit's schedule.
 - ☐ Service is available for use by all members of the public.
 - ☐ Service is at least 70% unique and operates where no other service was provided within the past three years.
- Q. If a **pilot trip reduction** project, confirm that the project complies with all the following requirements: N/A
- ☐ Project will reduce single-occupancy vehicle trips and result in a reduction in emissions of criteria pollutants.
 - ☐ Service is available for use by all members of the public.
 - ☐ Applicant provided a written plan showing how the service will be financed in the future and require minimal, if any, TFCA funds to maintain its operation by the end of the third year.
 - ☐ If the local transit provider is not a partner, the applicant demonstrated that they have attempted to have the service provided by the local transit agency. The transit provider was given the first right of refusal and determined that the proposed project does not conflict with existing service.
 - ☐ Applicant provided data and/or other evidence demonstrating the public's need for the service, such as a demand assessment survey and letters of support from potential users.
 - ☐ Service is at least 70% unique and operates where no other service was provided within the past three years.
- R. If a **bicycle parking** project, answer the following questions: N/A
- a. What plan is the project referenced in?
 - b. Will the project be publicly accessible and available for use by all members of the public?
- S. If a **bikeway** project, answer the following questions: N/A
- a. What plan is the project referenced in?
 - b. Will the project be publicly accessible and available for use by all members of the public?
 - c. If applicable, will the project be consistent with design standards published in the California Highway Design Manual or conform to the provisions of the Protected Bikeway Act of 2014?
 - d. Has the project completed all applicable environmental reviews and either have been deemed exempt by the lead agency or have been issued the applicable negative declaration or environmental impact report or statement?

T. If a **bike share** project, confirm that the project complies with all the following requirements:
N/A

- ☐ Project either increases the fleet size of existing service areas or expands existing service areas to include new Bay Area communities.
- ☐ Project completed and approved an environmental plan and a suitability study demonstrating the viability of bicycle sharing.
- Project has shared membership and/or is interoperable with the Bay Area Bike Share (BABS) project when they are placed into service. Please select the choice that best describes the project:
 - ☐ Interoperable with BABS
 - ☐ Exempt from requirement for the following reason(s):
 - ☐ i. Projects that do not require membership or any fees for use;
 - ☐ ii. Projects that were provided funding under MTC's Bike Share Capital Program to start a new or expand an existing bike share program; or
 - ☐ iii. Projects that attempted to coordinate with, but were refused by, the current BABS operator to have shared membership or be interoperable with BABS. Applicants must provide documentation showing proof of refusal.

U. If an **infrastructure improvement for trip reduction** project, answer the following questions: N/A

- a. What plan is the project referenced in?
- b. Which transportation control measure from the most recently adopted [Air District plan](#) is the project implementing?
- c. Has the project completed all applicable environmental reviews and either have been deemed exempt by the lead agency or have been issued the applicable negative declaration or environmental impact report or statement?

V. If an **alternative fuel infrastructure** project, confirm that the project complies with all the following requirements:

- ☒ Project must be designed, installed, and maintained as required by the existing recognized codes and standards and as approved by the local/state authority.
- ☒ Project funds awarded will not be used to pay for fuel, electricity operation, or maintenance costs.
- Please clarify the infrastructure project's primary purpose (select all that apply):
 - ☒ charge vehicles 14,000 lbs and less
 - ☐ charge vehicles 14,001 lbs and more
 - ☒ serve private fleet
 - ☒ available for public use
 - ☐ other (please specify): _____

ELECTRIC VEHICLE (EV) INFRASTRUCTURE PROJECTS

FYE 2025 TFCA 40% Fund Worksheet

Version 2025, Updated 1/9/2024

General Information Tab: Complete areas shaded in yellow.

Project Number (25XXXXY)	
Project Title	Solar EV Chargers-Phase I
Project Type Code (e.g., 7a)	12b
County (2-3 character abbreviation)	Nap
Worksheet Calculated By	Erica Ahmann Smithies
Date of Submission	5/17/2024
Project Sponsor	
Project Sponsor Organization	City of American Canyon
Public Agency? (Y or N)	Y
Contact Name	Erica Ahmann Smithies
Email Address	esmithies@cityofamericancanyon.org
Phone Number	707-647-4366
Mailing Address	4381 Broadway Street, Suite 201
City	American Canyon
State	CA
Zip	94503
Project Schedule	
Project Start Date	7/1/2025
Project Completion Date	5/1/2027
Final Report to CMA	6/30/2027

FYE 2025 TFCA 40% Fund Worksheet
Updated 1/9/2024

Calculations Tab: Complete areas shaded in yellow only

Cost-Effectiveness Inputs	
# Years Effective	4
Total TFCA Funding	\$ 104,000
Total Project Cost	\$ 122,000

Step 1 - Emissions of displaced conventional vehicles

Cost-Effectiveness Results	Annual	Lifetime	
1. ROG Emissions Reduced	0.0204	0.0816	Tons
2. NOx Emissions Reduced	0.0346	0.1383	Tons
3. PM Emissions Reduced	0.0025	0.0100	Tons
4. Weighted PM Emissions Reduced	0.0130	0.0521	Weighted Tons
5. CO2 Emissions Reduced	104.6410	418.5641	Tons
6. Total Criteria Emission Reductions	0.0575	0.2298	Tons
7. TFCA Unweighted Cost Effectiveness		\$ 452.485	/ton
8. TFCA Weighted Cost Effectiveness		\$ 382,447	/weighted ton

Emissions Reduction Calculations				
Step 1 - Emissions of displaced conventional vehicles				
Emission Reductions (g/yr)				
ROG	NOx	PM10 Exhaust	PM10 Other	CO2
18,499.70	31,358.63	502.43	1,766.57	94,928.769
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
18,500	31,359	502	1,767	94,928.769

Notes & Assumptions

Provide all assumptions, rationales, and references for figures used in calculations.

Conversion Factors

Grams per Ton	907185 grams/ton'
Miles / kWh	3.36 miles/kWh
ROG split	86% From EMFAC 2014 CY2017 MDYR2017 vehicles, split of ROG and NOx emissions
NOx split	14%

Charging Station Type

Charging Station: Also known as electric vehicle supply equipment (EVSE), consists of the conductors, including the ungrounded, grounded, and equipment grounding conductors and the electric vehicle connectors, attachment plugs, and all other fittings, devices, power outlets, or apparatus installed specifically for the purpose of delivering energy from the premises wiring to the electric vehicle. (http://www.psrc.org/assets/3729/A_NEC_625_2008.pdf). Charging stations fall into one of these three types:

- Level 1** : A charging station that supplies electricity to a EV's onboard charger in the form of alternating current. Level 1 charging stations use a 120V AC connection
- Level 2** : A charging station that supplies electricity to a EV's onboard charger in the form of alternating current. Level 2 charging stations require a 208/240V AC connection.
- DC Fast** : A charging station that uses an external charger, and supplies electricity in the form of direct current, typically at a rate of 40KW or higher.

Inputs	Assumptions									
Cost Effectiveness Inputs, # Years Effectiveness	3 years is recommended - Not to exceed 4 years									
Charger ID (Column A)	Location 4381 Broadway-City Hall									
Description (Column B)	The City is planning to install a dual port charging stations at 4381 Broadway, City Hall. The City is looking to deploy Chargepoint utilizing the off-grid solar power charging system manufactured by Beam. Quick deployment and can be operational upon arrival in 90-120 days .									
Type (Column C)	Level 2									
Rate (KW) (Column D)	6kW (Beam Solar Charger)									
Total TFC Fundin g (O3)	\$101,900									
Annual Usage (kWh) (Column G)	(Rate kW) x (charger's estimated hours of usage per day) x (365 days per year) x (quantity of chargers). This site is open and available to the public 24/7 so the assumption is 24 hr use 365 days/year. The City has also been replacing fleet vehicles with hybrids and EV for the past 4 years and will also be utilizing some of the connections.									

40% FUND APPLICATION

Project Information Form

- A. Project Number: 27NAP01
- B. Project Title: EV Solar Chargers-Phase II
Project Category (project will be evaluated under this category): 12b
- C. TFCA County Program Manager Funds Allocated: \$175,000
- D. TFCA Regional Funds Awarded (if applicable): \$0
- E. Total TFCA Funds Allocated (sum of C and D): \$175,000
- F. Total Project Cost: \$250,000
- G. Project Description:
Project Sponsor will use TFCA funds to purchase and install two new dual port solar off-grid EV charging stations at:
- 7000 Newell Drive (Newell Open Space)
 - 100 Benton Way (Phillips West Aquatics Center)

These sites are open and available to the public 24 hours and 7 days a week so the assumption is 24 hour use 365 days per year unless for the rare closure. City Hall has two existing dual port charging stations and they are heavily used throughout the week demonstrating the need for additional charging stations in the community.

- H. Final Report Content: Final Report form and final Cost Effectiveness Worksheet
Reference the appropriate Final Report form that will be completed and submitted after project completion. See www.baaqmd.gov/tfca4pm for a listing of the following reporting forms:
- *Trip Reduction*
 - *Clean Air Vehicles*
 - *Bicycle Projects*
 - *Arterial Management Projects*
 - *Repower and Retrofit*
- I. Attach a completed Cost-Effectiveness Worksheet and any other information used to evaluate the proposed project. N/A
- J. Has or will this project receive any other TFCA funds, such as Regional Funds? No
- K. Confirm that the project is not required by regulation, contract, or policy. No
- L. Comments (if any): N/A
- M. Please indicate if the project is located in a SB535 Disadvantaged Community and/or AB1550 Low-income Community (Please use the map to find your project's location: No <https://ww3.arb.ca.gov/cc/capandtrade/auctionproceeds/communityinvestments.htm>)

Section 2. Project Category Specific Questions

- N. If a **ridesharing, first- and last-mile connections service, pilot trip reduction, transit information, telecommuting or infrastructure improvement project**, explain how the

number of vehicle trips that will be reduced by the project was estimated, and provide supporting information and data to justify the estimate. N/A

- O. If an **alternative fuel vehicle** project, provide the following information: N/A
- Vehicle type (e.g., plug-in hybrid-electric, fuel cell vehicles)
 - Gross Vehicle Weight Rating
 - New vehicle or replacement project? A project is a replacement project if the existing vehicle is operational and will be scrapped for the sole purpose of the project.
 - If this is a new vehicle project, explain how the anticipated usage (miles per year) for the vehicles were estimated.
- P. If a **first- and last-mile connections service** project, confirm that the service will comply with all the following requirements: N/A
- ☐ Service connects directly to a transit station and a distinct commercial or employment location.
 - ☐ Service schedule coordinates with the mass transit's schedule.
 - ☐ Service is available for use by all members of the public.
 - ☐ Service is at least 70% unique and operates where no other service was provided within the past three years.
- Q. If a **pilot trip reduction** project, confirm that the project complies with all the following requirements: N/A
- ☐ Project will reduce single-occupancy vehicle trips and result in a reduction in emissions of criteria pollutants.
 - ☐ Service is available for use by all members of the public.
 - ☐ Applicant provided a written plan showing how the service will be financed in the future and require minimal, if any, TFCA funds to maintain its operation by the end of the third year.
 - ☐ If the local transit provider is not a partner, the applicant demonstrated that they have attempted to have the service provided by the local transit agency. The transit provider was given the first right of refusal and determined that the proposed project does not conflict with existing service.
 - ☐ Applicant provided data and/or other evidence demonstrating the public's need for the service, such as a demand assessment survey and letters of support from potential users.
 - ☐ Service is at least 70% unique and operates where no other service was provided within the past three years.
- R. If a **bicycle parking** project, answer the following questions: N/A
- What plan is the project referenced in?
 - Will the project be publicly accessible and available for use by all members of the public?
- S. If a **bikeway** project, answer the following questions: N/A
- What plan is the project referenced in?
 - Will the project be publicly accessible and available for use by all members of the public?
 - If applicable, will the project be consistent with design standards published in the California Highway Design Manual or conform to the provisions of the Protected Bikeway Act of 2014?

- d. Has the project completed all applicable environmental reviews and either have been deemed exempt by the lead agency or have been issued the applicable negative declaration or environmental impact report or statement?
- T. If a **bike share** project, confirm that the project complies with all the following requirements:
N/A
- ☐ Project either increases the fleet size of existing service areas or expands existing service areas to include new Bay Area communities.
 - ☐ Project completed and approved an environmental plan and a suitability study demonstrating the viability of bicycle sharing.
 - Project has shared membership and/or is interoperable with the Bay Area Bike Share (BABS) project when they are placed into service. Please select the choice that best describes the project:
 - ☐ Interoperable with BABS
 - ☐ Exempt from requirement for the following reason(s):
 - ☐ i. Projects that do not require membership or any fees for use;
 - ☐ ii. Projects that were provided funding under MTC's Bike Share Capital Program to start a new or expand an existing bike share program; or
 - ☐ iii. Projects that attempted to coordinate with, but were refused by, the current BABS operator to have shared membership or be interoperable with BABS. Applicants must provide documentation showing proof of refusal.
- U. If an **infrastructure improvement for trip reduction** project, answer the following questions: N/A
- a. What plan is the project referenced in?
 - b. Which transportation control measure from the most recently adopted [Air District plan](#) is the project implementing?
 - c. Has the project completed all applicable environmental reviews and either have been deemed exempt by the lead agency or have been issued the applicable negative declaration or environmental impact report or statement?
- V. If an **alternative fuel infrastructure** project, confirm that the project complies with all the following requirements:
- ☒ Project must be designed, installed, and maintained as required by the existing recognized codes and standards and as approved by the local/state authority.
 - ☒ Project funds awarded will not be used to pay for fuel, electricity operation, or maintenance costs.
 - Please clarify the infrastructure project's primary purpose (select all that apply):
 - ☒ charge vehicles 14,000 lbs and less
 - ☐ charge vehicles 14,001 lbs and more
 - ☒ serve private fleet
 - ☒ available for public use
 - ☐ other (please specify): _____

ELECTRIC VEHICLE (EV) INFRASTRUCTURE PROJECTS

FYE 2025 TFCA 40% Fund Worksheet

Version 2025, Updated 1/9/2024

General Information Tab: Complete areas shaded in yellow.

Project Number (25XXXXY)	
Project Title	Solar EV Chargers-Phase II
Project Type Code (e.g., 7a)	12b
County (2-3 character abbreviation)	Nap
Worksheet Calculated By	Erica Ahmann Smithies
Date of Submission	5/17/2024
Project Sponsor	
Project Sponsor Organization	City of American Canyon
Public Agency? (Y or N)	Y
Contact Name	Erica Ahmann Smithies
Email Address	esmithies@cityofamericancanyon.org
Phone Number	707-647-4366
Mailing Address	4381 Broadway Street, Suite 201
City	American Canyon
State	CA
Zip	94503
Project Schedule	
Project Start Date	7/1/2026
Project Completion Date	5/1/2027
Final Report to CMA	6/30/2027

FYE 2025 TFCA 40% Fund Worksheet
Updated 1/9/2024

Calculations Tab: Complete areas shaded in yellow only

Cost-Effectiveness Inputs	
# Years Effective	3
Total TFCA Funding	\$ 175,000
Total Project Cost	\$ 250,000

Cost-Effectiveness Results		Annual	Lifetime	
1. ROG Emissions Reduced		0.0408	0.1224	Tons
2. NOx Emissions Reduced		0.0691	0.2074	Tons
3. PM Emissions Reduced		0.0050	0.0150	Tons
4. Weighted PM Emissions Reduced		0.0260	0.0781	Weighted Tons
5. CO2 Emissions Reduced		209,2821	627,8462	Tons
6. Total Critical Emission Reductions		0.1149	0.3448	Tons
7. TFCA Unweighted Cost Effectiveness			\$ 507,595	/ton
8. TFCA Weighted Cost Effectiveness			\$ 429,027	/weighted ton

Emissions Reduction Calculations				
Step 1 - Emissions of displaced conventional vehicles				
Emission Reductions (g/hr)				
ROG	NOx	PM10 Exhaust	PM10 Other	CO2
18,499.70	31,358.63	502.43	1,766.57	94,928.769
18,499.70	31,358.63	502.43	1,766.57	94,928.769
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
36,999	62,717	1,005	3,533	189,857.537

Notes & Assumptions

Provide all assumptions, rationales, and references for figures used in calculations.

Conversion Factors

Grams per Ton	907185 grams/ton'
Miles / kWh	3.36 miles/kWh
ROG split	86% From EMFAC 2014 CY2017 MDYR2017 vehicles, split of ROG and NOx emissions
NOx split	14%

Charging Station Type

Charging Station: Also known as electric vehicle supply equipment (EVSE), consists of the conductors, including the ungrounded, grounded, and equipment grounding conductors and the electric vehicle connectors, attachment plugs, and all other fittings, devices, power outlets, or apparatus installed specifically for the purpose of delivering energy from the premises wiring to the electric vehicle. (http://www.psrc.org/assets/3729/A_NEC_625_2008.pdf). Charging stations fall into one of these three types:

- Level 1** : A charging station that supplies electricity to a EV's onboard charger in the form of alternating current. Level 1 charging stations use a 120V AC connection
- Level 2** : A charging station that supplies electricity to a EV's onboard charger in the form of alternating current. Level 2 charging stations require a 208/240V AC connection.
- DC Fast** : A charging station that uses an external charger, and supplies electricity in the form of direct current, typically at a rate of 40KW or higher.

Inputs	Assumptions									
Cost Effectiveness Inputs, # Years Effectiveness	3 years is recommended - Not to exceed 4 years									
Charger ID (Column A)	Location 1) Newell Open Space Parking Lot; Location 2) 100 Benton Way (Aquatics Center)									
Description (Column B)	The City is planning to install dual port charging stations at the two locations identified above. The City will deploy Chargepoint utilizing the off-grid solar power charging system manufactured by Beam. Quick deployment and can be operational upon arrival in 90-120 days .									
Type (Column C)	Level 2									
Rate (KW) (Column D)	6kW (Beam Solar Charger)									
Total TFC Fundin (O3)	\$175,000									
Annual Usage (kWh) (Column G)	(Rate kW) x (charger's estimated hours of usage per day) x (365 days per year) x (quantity of chargers). Both sites are open and available to the public 24/7 so the assumption is 24 hr use 365 days/year. The City has also been replacing fleet vehicles with hybrids and EV for the past 4 years and will also be utilizing some of the connections.									



NAPA VALLEY TRANSPORTATION AUTHORITY COVER MEMO

SUBJECT

Vine Transit Update

STAFF RECOMMENDATION

That the Napa Valley Transportation Authority (NVTA) receive the fourth quarter Fiscal Year (FY) 2023-24 Vine Transit update.

EXECUTIVE SUMMARY

This report summarizes the Vine's operational performance during the fourth quarter for Fiscal Year (FY) 2023-24, covering the period April 1 to June 30, 2024. The board memo compares to the prior year to provide insight the most recent ridership trends and examines ridership over the last five years for historical context.

FISCAL IMPACT

Is there a Fiscal Impact? No



NAPA VALLEY TRANSPORTATION AUTHORITY

Board Agenda Memo

TO: NVTA Board of Directors
FROM: Kate Miller, Executive Director
REPORT BY: Rebecca Schenck, Program Manager – Public Transit
(707) 259-8636 / Email: rschenck@nvta.ca.gov
SUBJECT: Vine Transit Update

RECOMMENDATION

That the Napa Valley Transportation Authority (NVTA) Board receive the fourth quarter Fiscal Year (FY) 2023-24 Vine Transit update.

BACKGROUND

Recent Schedule & Fare Changes

The most recent schedule change commenced on Sunday June 16, 2024, to coincide with the conclusion of the 2023-2024 school year. The following changes went into effect:

- Paused the school trippers in American Canyon and St. Helena during summer break
- All Route 10 trips after 9AM serve the Veteran's Home
- Change the direction of Route F around Gasser/Kansas from clockwise to counterclockwise to enable the use of the shelter in front of the movie theater.
- Increase the time on Route B to 60 minutes to minimize delays and increase on-time performance.
- Stop directly on the Health & Human Services campus for northbound and southbound pickups on weekdays
- Minor timepoint changes on Routes 10 and 11 based upon actual trip times over the last four months.

Additionally, on July 1, 2024, Vine Transit's recently approved fare increase went into effect.

Upcoming Schedule Changes

The next schedule change will occur on Sunday August 11, 2024, to coincide with the commencement of the 2024-2025 school year. The following changes will go into effect:

- Adjustment of the Route 29 runtimes to better meet the San Francisco-bound BART trains at the El Cerrito Del Norte station and meet the Route 10 bus at the Redwood Park & Ride as part the Regional Transfer Plan
- Extending the local City of Napa Route G southward to serve the Napa County Health & Human Services campus
- Schedule adjustments to use the newly installed sidewalk & bus stops on the east side of Laurel Street in the City of Napa on Route B
- Schedule adjustments to factor in reduced time to serve the newly installed northbound shelter at the Napa Valley College
- Moving the northbound bus stop from Hwy 29 at Lodi Ln (in front of Freemark Abbey) in St. Helena approximately 1,500 feet north near Trincherro Winery due to Vine Trail construction
- Resuming the school trippers in American Canyon and St. Helena
- Use Route 11X stop on Devlin Road if Soscol Ferry road entrance to SR 29 is open in time

Ridership

Table 1 compares the annual difference between fourth quarter of FY 2022-2023 to fourth quarter of FY 2023-2024 to show the year-over-year ridership increase of 19.06% in the City of Napa. The increase is attributable to our increase in fixed routes from four to six year over year as well as ridership during La Onda weekend.

Table 1: City of Napa Ridership - Comparing Q4 of FY23 & Q4 of FY24

	Q4 FY23	Q4 FY24	% Difference	Numerical Difference
Napa Local On Demand	3,979	980	-75.37%	-2,999
Fixed Route	23,379	31,592	35.13%	8,213
Total	27,358	32,572	19.06%	5,214

**In FY 2023, there were two or three vehicles providing on demand service in multiple locations. In FY 2024, there is one vehicle serving primarily the Browns Valley neighborhood (Route A) & bus stops along California Blvd. In FY 2023 there were only four (4) fixed routes and in FY 2024 there are six (6) fixed routes.*

Looking at the prior quarter, when there were also six fixed routes there is an overall increase of 8.24%, but some fluctuations between routes.

Table 2: City of Napa Ridership – Comparing Q3 to Q4 of FY 24

	Q3 FY24	Q4 FY24	% Difference	Numerical Difference
Napa On-Demand (Route A)*	1,050	980	-6.67%	-70
Route B	5,289	6,581	24.43%	1,292
Route C	13,636	14,683	7.68%	1,047
Route D	1,564	1,962	25.45%	398
Route E	2,235	2,816	26.00%	581
Route F	3,909	3,534	-9.59%	-375
Route G	2,409	2,016	-16.31%	-393
Total	30,092	32,572	8.24%	2,480

While ridership is an important key performance indicator (KPI), it is also important to track other KPIs. P passengers per revenue hour is a measure of the number of people on the bus for every hour that the bus is in service. It does not include the deadhead, which is the time leading to and from the maintenance yard. In Chart 1 on the next page, which includes data on weekdays, you can see that passengers per revenue hour (the grey bars) slightly increased from 5.0 to 5.4 when compared to Q4 of the previous fiscal year. The number of hours operated rose between Q4 FY 23 and Q4 FY 24 after implementing new routes in August 2023.

Chart 1: Passengers per Revenue Hour on City of Napa Routes (Weekdays)

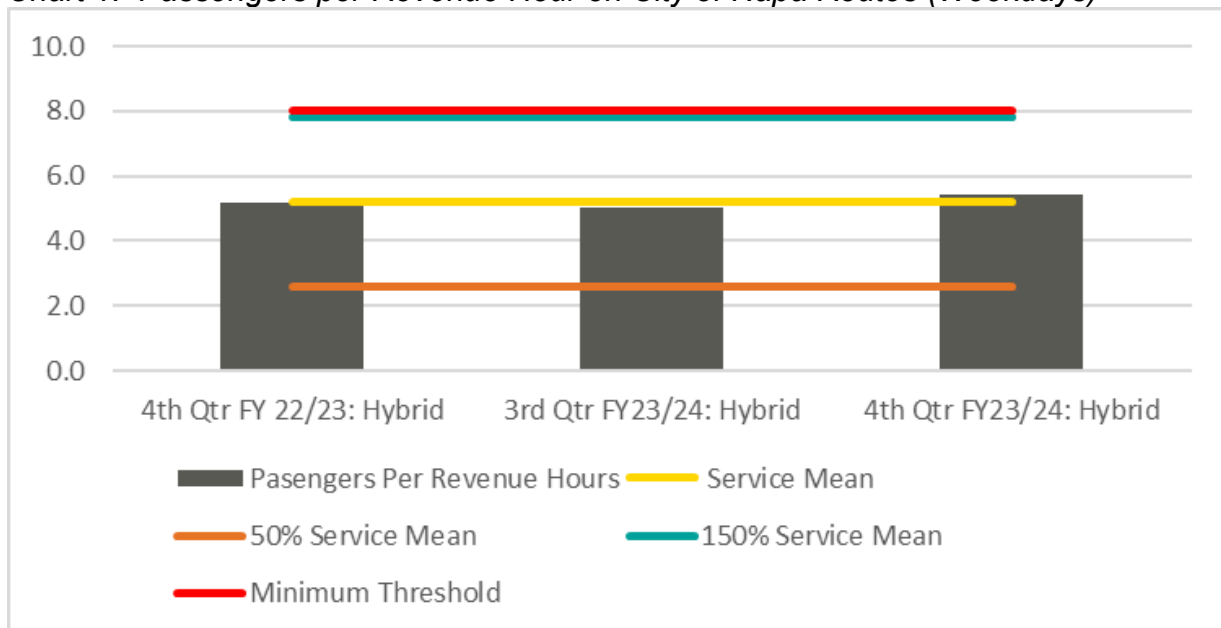


Chart 2 shows that the passengers per revenue hour vary a lot by route. The Route C passengers per revenue hour is the only local route above the pre-COVID 8.0 minimum threshold. All other fixed routes were in the 1.5 to 5.0 range with Route A on-demand coming in just below 2 passengers per revenue hour. This isn't surprising given the nature of on-demand service versus fixed route service.

Chart 2: Local Service Passengers per Revenue Hour (Weekdays)

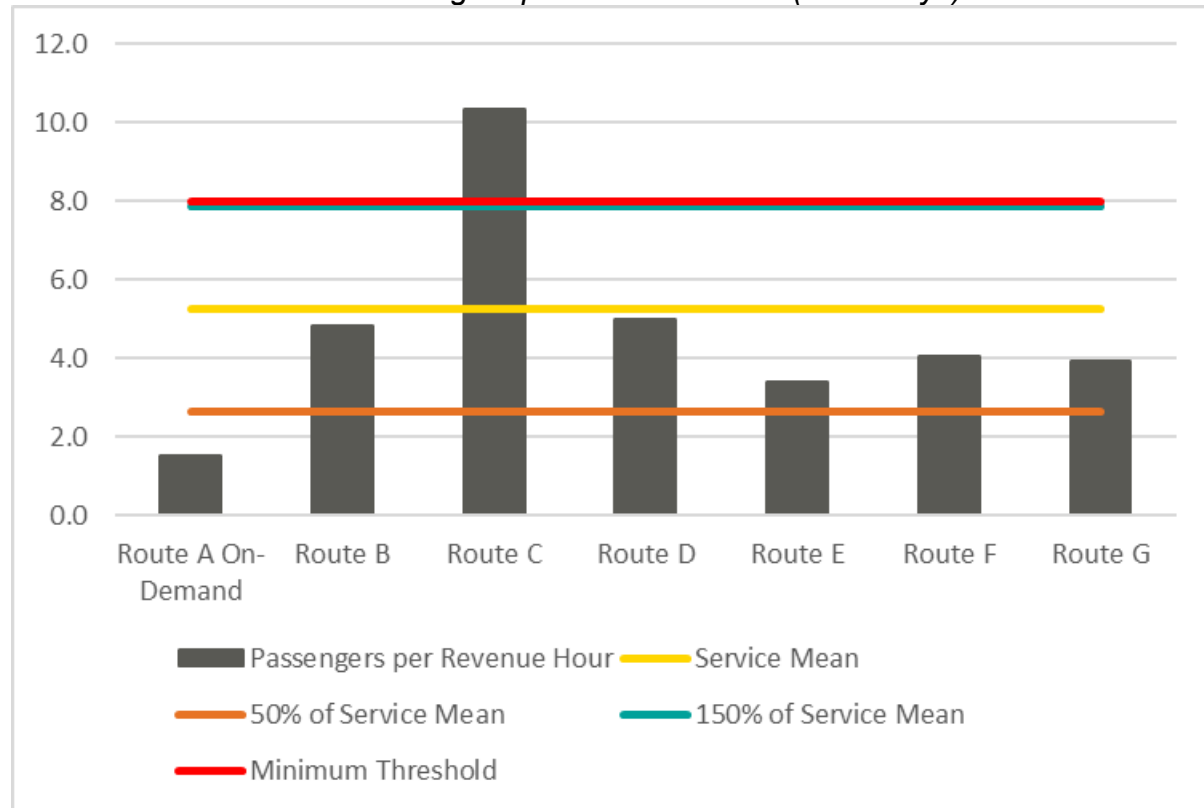


Table 3 shows steady overall ridership growth of approximately 11.95% for the quarter. The route showing the largest percentage improvement in ridership is Route 11X at 57%, followed by Route 21 at 20.16%. All regional routes saw growth compared to the same time period last year. A few of the reasons for this increase include the four additional trips per day on the Route 10, a decrease in the number of missed trips specifically on the Route 11X and longer day lights hours

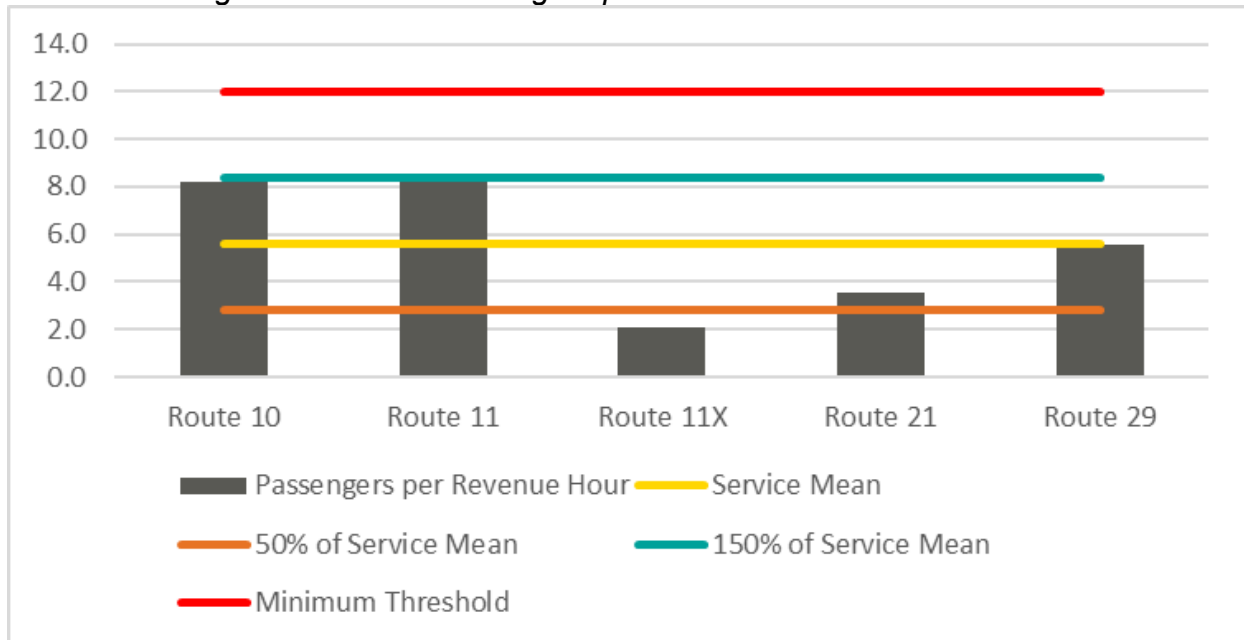
Table 3: Routes 10, 11, 11X, 21 & 29 Ridership – Comparing Q4 of FY23 & Q4 of FY24

	Q4 FY23	Q4 FY24	% Difference	Numerical Difference
Route 10	36,103	39,363	9.03%	3,260
Route 11	29,405	34,038	15.76%	4,633
Route 11X	673	1,056	56.91%	383
Route 21	3,482	4,184	20.16%	702

Route 29	9,226	9,674	4.86%	448
Total	78,889	88,315	11.95%	9,426

Passenger per revenue hour data on the weekdays shows that Routes 10 and 11 continue to be our most efficient regional routes. As shown on Chart 3, the Routes 10 and 11 have identical passengers per revenue of 7.7, but are still below the pre-COVID minimum threshold of 12 passengers per revenue hour. The least productive route remains the Route 11X, which is geared towards Ferry commuters. To help entice ridership, staff lowered the fare during the July 1 fare increase to match the local fare price. Instead of paying \$3.00, the express bus price, passengers now only have to pay \$2.00 for the route. Additionally, staff is exploring the option of making alterations to the route.

Chart 3: Regional Service Passengers per Revenue Hour



Ridership decreased on the community shuttles overall by about 1% compared to the same quarter last year as shown in Table 3. Only the Yountville Bee experienced a significant ridership increase. There were nominal changes in Calistoga and American Canon and only St. Helena had a significant decrease. Part of the change in St Helena data is attributed to issues collecting the data on the St. Helena fixed route bus run during school hours. Up until April of 2024, the St Helena shuttle driver did a daily manual count on the number of riders on each school trip, but TransDev operations staff inadvertently instructed drivers to stop collecting this data as they believed it was being captured in the on-demand platform. NVTA staff did not recognize the error until reviewing the quarterly data, and instead used farebox data to approximate the ridership on the daily school trip and add it to the on-demand data for the fourth quarter of FY 2024.

Table 4: Community Shuttles– Comparing Q4 of FY23 & Q4 of FY24

	Q4 FY23	Q4 FY24	% Difference	Numerical Difference
Calistoga Shuttle	3,545	3,455	-2.54%	-90
St. Helena Shuttle	1,588	1,319	-16.94%	-269
Yountville Bee	1,087	1,394	28.24%	307
American Canyon Transit	4,922	4,887	-0.71%	-35
Total	11,142	11,055	-0.78%	-87

*Q4 2024 includes estimate of average ridership on St Helena fixed route of 135 riders per month. Data on this route was limited over the period. The reporting failure has been remedied and a full set of data will be available again starting July 1st

VineGo ridership rose by about 9% over the last year as seen in Table 5.

Table 5: VineGo Ridership – Comparing Q4 of FY23 & Q4 of FY24

	Q3 FY23	Q3 FY24	% Difference	Numerical Difference
VineGo	3,934	4,288	9.00%	354

Table 6 shows annual ridership over the past five fiscal years to provide an even broader context on the fluctuations of ridership pre-and post-COVID. The data shows continued progress from FY 19 through FY 24. It shows the system gaining ridership each fiscal year since FY 21, but at a slow rate with a 7.3% ridership gain from FY 23 to FY 24.

Table 6: Ridership – Comparing Fiscal Years 19, 20, 21, 22, 23, 24

	FY19	FY20	FY21	FY22	FY23	FY24
Fixed Route	957,403	640,342	236,775	369,444	413,166	453,972
Demand Response	103,701	88,485	78,711	71,821	74,829	69,787
Total	1,061,104	728,827	315,486	441,265	487,995	523,759

Chart 4 breaks down the fixed route data by route across the fourth quarters and also adds in the prior quarter (January – March 2024) to visually show the changes over time. The narrative differs by route. For routes 10 and 11 there has been an increase in ridership when comparing the fourth quarter of FY21, FY22 and FY23 to the most recent quarter. The local City of Napa Routes is generally trending upward. For commuter routes 11X, 21 and 29, ridership has remained consistently low and stagnant since the onset of COVID.

Chart 4: Total Fixed Route Ridership Change

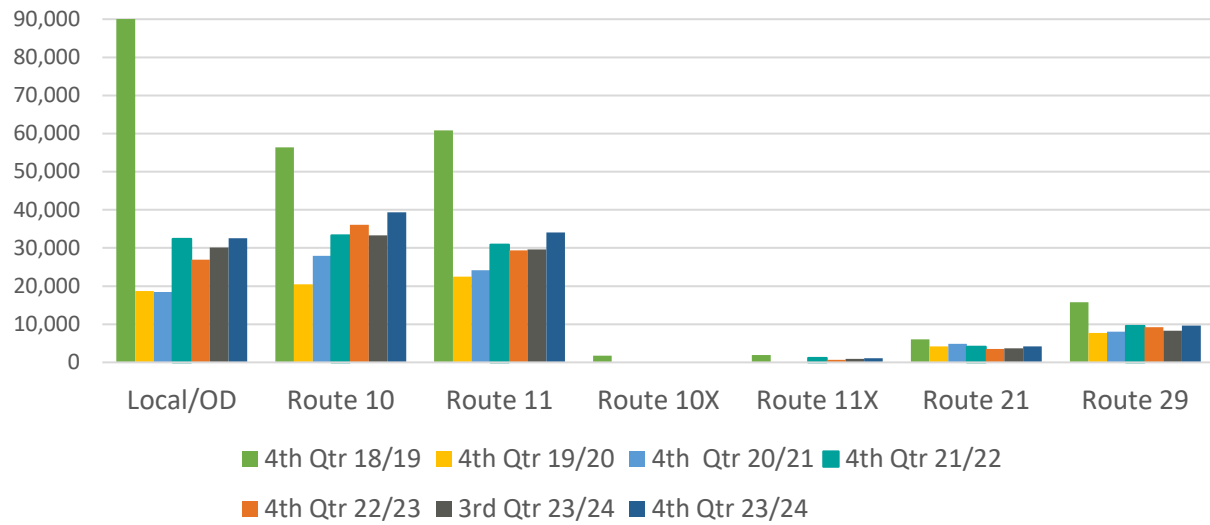
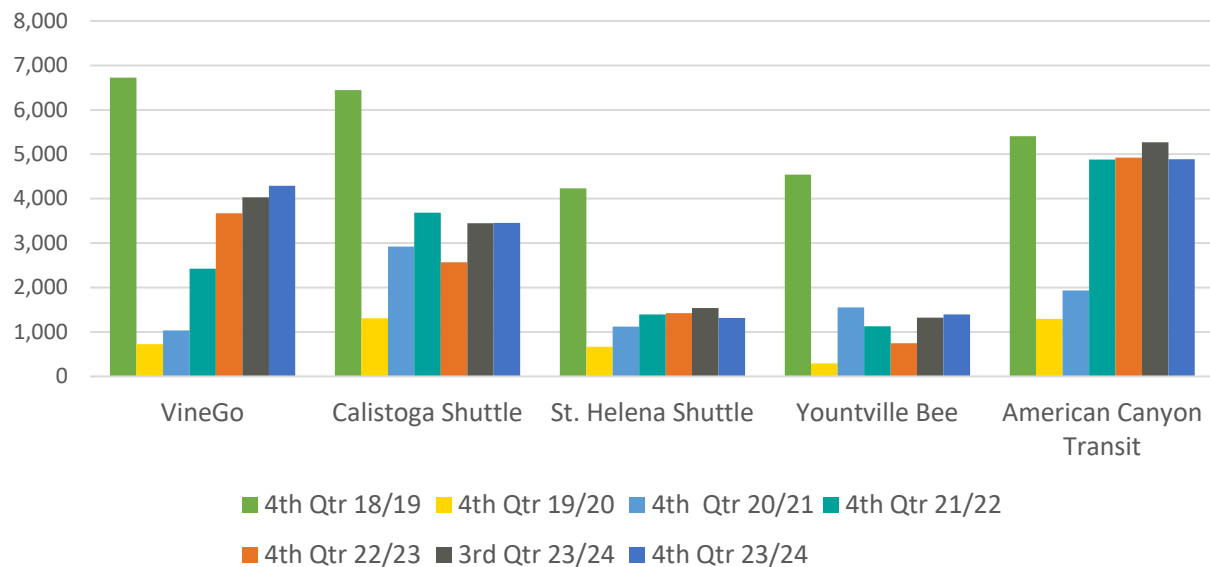


Chart 5 below takes the demand response data and segments it across the different services. Once again, there are differences across the jurisdictional services. St. Helena Shuttle and the Yountville Bee remain below 50% of pre-COVID levels while American Canyon Transit is inching closer to pre-COVID ridership levels. However, all services have been trending upward since the height of the COVID-19 pandemic.

Chart 5: Total Demand Response Ridership Change



Finally, Table 6 shows the missed trips during the fourth quarter of the current fiscal year compared to the fourth quarter of last Fiscal Year. NVTA's aging fleet has experienced some mechanical issues that have resulted in missed trips. Currently, NVTA has 14 electric buses on order with Gillig, but those aren't expected to arrive until 2025. In the meantime, Vine Transit will be receiving six new-to-us used Compressed Natural Gas (CNG) buses in August that will replace older vehicles that have surpassed their useful lives. Additionally, Vine Transit is exploring the option of leasing four 2019 Gillig hybrid buses from Golden Gate Transit (GGT). GGT currently has a fleet spare ratio of over 100%, so they are open to leasing some of their excess vehicles to NVTA. These additional newer buses should help decrease the number of missed trips caused by mechanical issues.

Table 7: Missed Trips During Q3 of FY 2023 and FY 2024

	Regular Missed Trips		On-Demand Missed Trips	
	Q4 FY 23	Q4 FY 24	Q4 FY 23	Q4 FY 24
April	14	84	12	4
May	14	32	12	0
June	9	37	14	1
Total	37	153	38	5

Upcoming Marketing Efforts

We are excited to premiere three new informational videos covering how to Ride The Vine, VineGo, and the Vine Transit Maintenance Facility. Additionally, new brochures for community shuttles in American Canyon and Calistoga, modeled after those for Yountville and St. Helena, are being created. We will begin including mobility brochures and VineGo information in all Meals on Wheels deliveries to seniors.

Recently, we attended the UpValley Family Centers Health Fair, Meet Me in the Streets in American Canyon, the Health Fair at Rohlffs Manor and the Seniors Against Financial Exploitation (S.A.F.E.) event in St Helena, with plans to visit more resource fairs in the near future. In addition, NVTA team is regularly attending the Downtown Napa Farmers Market. In September, we will launch the "Name the Animal" contest at events around Napa, inviting children to name the animals featured on our electric buses. Each participant will receive a stuffed mascot of the animal they name, which includes the Bee, Butterfly, Hawk, and Owl.

ATTACHMENTS

None



NAPA VALLEY TRANSPORTATION AUTHORITY COVER MEMO

SUBJECT

Federal and State Legislative Update

STAFF RECOMMENDATION

That the Napa Valley Transportation Authority (NVTA) Board receive the Federal Legislative update, State Legislative Update, and the State Bill Matrix.

EXECUTIVE SUMMARY

The attached memos from Platinum Advisors summarizes recent federal and state legislative activities respectively.

FISCAL IMPACT

None



NAPA VALLEY TRANSPORTATION AUTHORITY

Board Agenda Memo

TO: Board of Directors
FROM: Kate Miller, Executive Director
REPORT BY: Kate Miller, Executive Director
(707) 259-8634 / Email: kmiller@nvta.ca.gov
SUBJECT: Federal and State Legislative Update

RECOMMENDATION

That the Napa Valley Transportation Authority (NVTA) Board receive the Federal Legislative update (Attachment 1), State Legislative Update (Attachment 2), and the State Bill Matrix (Attachment 3).

BACKGROUND

Federal Update:

FY 2025 Transportation Housing and Urban Development Funding: The House Appropriations Transportation-Housing and Urban Development (THUD) Subcommittee released the text of their FY25 THUD spending bill. The bill includes \$90.4 billion in discretionary funding which is 7.3% lower than FY24 spending levels. The bill proposes to reduce transit and rail funding at a time when transit is struggling to recover from the pandemic and the subsequent fiscal challenges. Specifically, Amtrak would see a 12% funding reduction. In addition, the DOTs environmental policy changes would be blocked by the bill. The Republican bill does contain a silver lining; Congressman Thompson's Congressionally Directed Spending line item for the St. Helena to Yountville Vine Trail Project in the amount of \$850,000 is included in the bill.

What's to Be Done with Public Transportation? The House Transportation and Infrastructure Subcommittee on Highways and Transit held a hearing entitled "Revenue, Ridership, and Post-Pandemic Lessons in Public Transit." The hearing focused on decreased ridership and related revenue losses caused by the COVID-19 pandemic. Testimony highlighted federal investment in transit systems, and the safety of riders on public transit systems. Ranking Member Eleanor Norton (D-DC) emphasized issues concerning transit workers and safety. Both Democrat and Republic members were

supportive of greater collaboration between federal, state, and local transportation authorities.

Transit-Oriented Housing Development

The Senate Appropriations Subcommittee on Transportation-Housing and Urban Development held a hearing entitled “Unlocking Department of Transportation Financing for More Transit-Oriented Housing Development.” The focus of the hearing was to understand federal financing obstacles for transit-oriented development (TOD) specifically related to Transportation Infrastructure Finance and Innovation Act (TIFIA) loans. Witnesses noted that legislative action is required to pair TIFIA with the Low-Income Housing Tax Credit and that the DOT should waive Buy America requirements to foster smaller projects. Legislators noted that federal regulations discourage private investors from pursuing TOD projects. Another hearing witness noted that TODs are a means of maintaining service in smaller transit stations.

State Update:

The attached update from Platinum provides a summary of the state budget which is consistent with staff’s report out last month. The attached report summarizes some of the measures anticipated to be on the State ballot in November. The legislature is still finalizing details and staff will report out to the Board in September a summary of state, regional, and local ballot measures.

ATTACHMENTS

- 1) June 28, 2024 Federal Update (Platinum Advisors)
- 2) July 2, 2024 State Update (Platinum Advisors)
- 3) July 2, 2024 State Bill Matrix

PLATINUM | ADVISORS

TO: Kate Miller, Executive Director
Napa Valley Transit Authority

FROM: Jessica Aune, Platinum Advisors

RE: Napa Valley Transit Authority June 2024 Monthly Report

DATE: Friday, June 28, 2024

State of Play and Congressional Update

This month, the House of Representatives dedicated much of its work to advancing a floor agenda laid out by House Appropriations Committee Chair Tom Cole (R-OK), which included passing all FY 2025 appropriations bills by mid-July. So far, the full House has passed its version of the Military Construction-Veterans Affairs funding measure, while the House Appropriations Committee has advanced the Financial Services-General Government, Homeland Security, Legislative Branch, State-Foreign Operations, and Defense spending bills. The Senate has not yet marked up any FY25 appropriations bills.

The House Appropriations Transportation-Housing and Urban Development (THUD) Subcommittee released the text of their FY25 THUD spending bill. The appropriations measure would provide about \$90.4 billion in total discretionary funds, which is 7.3% lower than current spending levels. Transit and rail spending would see decreases while aviation would get a boost, as House Republicans look to decrease overall federal discretionary spending. Notably, House GOP appropriators are proposing significant spending cuts for Amtrak – the national passenger rail service would see a 12% decrease from FY24. The legislation, which would block several DOT environmental policies, was swiftly rejected by House Appropriations Ranking Member Rosa DeLauro (D-CT). The FY25 THUD spending bill also included \$850,000 requested by Congressman Thompson for the Napa Valley Vine Trail – Yountville to St. Helena Gap Closure project.

Department of Transportation (DOT) Secretary Pete Buttigieg testified at a House Transportation and Infrastructure oversight hearing on June 27th to examine the agency's policy priorities. Since the Bipartisan Infrastructure Law (BIL) is halfway through its authorization, there were several questions regarding the current state of the programs created under that legislation. Secretary Buttigieg stated there have been some delays due to supply chain issues and project complexity, but the number of projects funded is on par with expectations. Buttigieg said they are using combined Notice of Funding Opportunities (NOFOs) and technical assistance to expedite the process of funding BIL grants. Several Republicans used their time to inquire about government subsidies for electric vehicles (EVs) and characterized the market for them as in a tailspin due to issues

with reliability, affordability, and charging issues. They asked if the administration will change their course on EV adoption, to which Secretary Buttigieg said that they plan to maintain course and that the characterization of EVs is incorrect. Democrats supported Secretary Buttigieg during their questioning and applauded grant programs created by the Bipartisan Infrastructure law such as the Safer Streets and Roads for All program. They asked some questions about the timeline for the approval of grant applications for their constituents. They also spoke of supporting public transit, the importance of equity initiatives such as Justice40, and protecting workers involved in transit.

Lawmakers in both the House and Senate have advanced their own versions of the annual must-pass National Defense Authorization Act (NDAA), which specifies the annual budget and expenditures of the Pentagon. The House passed its version with several controversial “culture war” provisions attached, making it a non-starter in the Senate which will ultimately pass its own version. With little room for bipartisan lawmaking on issues that aren’t considered “must-pass” legislation (i.e. NDAA, Farm Bill, and FY25 appropriations), larger packages such as the NDAA have become favored vehicles for unrelated legislative priorities. However, the Senate has taken an approach to block all such amendments to increase the likelihood of passage in both chambers without opposition from House leadership.

DOT Announces Acting Head of FMCSA

DOT Secretary Pete Buttigieg [announced](#) Vinn White as Deputy Administrator and acting head of the Federal Motor Carrier Safety Administration (FMCSA). White currently serves as DOT’s acting Chief Artificial Intelligence Officer, where he oversees implementation of White House Executive Order 14110 to advance and govern the development and use of AI in accordance with the Biden administration’s guiding principles and priorities. Former FMCSA Administrator Robin Hutcheson left the agency in January.

Prior to joining FMCSA, White was responsible for coordinating USDOT initiatives on emerging transportation technologies, including coordinating cross-departmental policies related to automated driving systems, drone and advanced air mobility systems, surface vehicle-to-everything connectivity.

Senate Lawmakers and FHWA Administrator Discuss Roll Out of Federally Funded EV Charging Infrastructure

During a Senate Environment and Public Works Committee oversight hearing with Federal Highway Administration (FHWA) Administrator Shailen Bhatt, Sen. Jeff Merkley (D-OR) questioned FHWA’s slow rollout of federally funded electric vehicle charging infrastructure. As of May, eight charging stations in six states have been created, enabling 33 public charging ports, supported by National Electric Vehicle Infrastructure (NEVI) funding. In response, Administrator Bhatt said that thousands of charging ports are

expected to come online this year and said that the Biden administration's goal of 500,000 will be met by the end of the decade. He also explained how there are 183,000 charging ports available now, with the vast majority funded by the private sector.

Committee Chair Tom Carper (D-DE) suggested that accelerating the pace of installing EV chargers will require a close partnership between the FHWA and State DOTs. He also signaled that he would explore the idea of having a hearing that includes state officials to provide an update on EV charging infrastructure projects funded by the Bipartisan Infrastructure Law.

House Hearing on Post-Pandemic Public Transit Ridership

The House Transportation and Infrastructure Subcommittee on Highways and Transit held a hearing entitled "Revenue, Ridership, and Post-Pandemic Lessons in Public Transit."

Subcommittee Chair Rick Crawford's (R-AR) opening statement highlighted the decreased ridership caused by the COVID-19 pandemic, the resulting federal investment in transit systems, and the safety of riders on public transit systems. Rep. Crawford described the various strategies taken by transit systems, such as reduced service, decreasing fares to attract ridership, and other initiatives.

Subcommittee Ranking Member Eleanor Norton (D-DC) spoke of the importance of providing transit workers with a safe work environment. Full Committee Ranking Member Rick Larsen (D-WA) echoed the sentiments of Rep. Norton in his statement.

The witness testimony and Q&A session mostly provided more information on the points made by the opening members of the leaders of the subcommittee. Rep. Larsen asked what the split should be for funding operation grants and capital grants, to which a witness recommended that Congress should maintain flexibility. Witnesses also spoke at great length at the benefits of intermingling available transit services and integrating new technology into public transportation services.

Members on both sides of the aisle spoke in favor of greater collaboration between federal, state, and local transportation authorities. Democrats on the subcommittee used their questioning to frame public transit as a reliable and safe public service and emphasized its importance to an equitable economy. Republicans questioned subsidies and taxation for EVs, crime on public transportation, and public transportation in rural areas.

Senate Hearing on DOT Financing for Transit-Oriented Housing Development

The Senate Appropriations Subcommittee on Transportation-Housing and Urban Development held a hearing entitled "Unlocking Department of Transportation Financing for More Transit-Oriented Housing Development." There were three hearing witnesses: Dr. Morteza Farajian, the Executive Director of the Build America Bureau; Adhi Nagraj,

the Chief Development Officer of McCormack Baron Salazar; and Dr. Tracy Hadden Loh, a fellow at Brookings Metro. The hearing centered on examining obstacles for transit-oriented development (TOD) projects to receive Transportation Infrastructure Finance and Innovation Act (TIFIA) loans.

In his [testimony](#), Dr. Farajian outlined challenges that prospective borrowers have communicated when utilizing TIFIA and Railroad Rehabilitation and Improvement Financing (RRIF) loan programs for TOD projects. Mr. Nagraj suggested that legislative action is needed to effectively pair TIFIA with the Low-Income Housing Tax Credit. During her remarks, Dr. Loh suggested that Buy America requirements for small-scale real estate projects be waived and that DOT's National Environmental Policy Act (NEPA) process be made more efficient.

In his opening remarks, Subcommittee Chair Brian Schatz (D-HI) spoke about how local governments and developers' efforts to build out TOD projects have been hindered by credit rating requirements, fees, and length review processes. He also repeated concerns from the Department of Transportation that limited funding for administration and oversight is preventing the TIFIA program as revised through the Fixing America's Surface Transportation (FAST) Act from reaching its full potential as revised.

Subcommittee Ranking Member Cindy Hyde-Smith (R-MS) acknowledged that TOD projects may not be feasible for remote rural communities but have beneficial factors for populated urban areas. She blamed overburdensome federal regulations and requirements for discouraging local leaders and private investors from pursuing the TOD projects. In response to a question from Sen. Hyde-Smith on how the federal government can assist small or mid-sized communities in developing TOD projects, Dr. Loh explained that one way to maintain service at smaller transit stations in more rural areas is to place real estate land development around the station to justify the rail service that preserves connections between communities.

In the Q&A portion of the hearing, Dr. Farajian explained how the Build America Bureau's innovative finance and asset concession grant program allows the agency to provide funding to transit agencies or other public project owners and project sponsors like municipalities.

Pending Legislation of Interest

[H.R.125](#) — **To prohibit the imposition of mask mandates on public transportation.**

Sponsor: Biggs, Andy [Rep.-R-AZ-5]

Introduced: 1/9/2023

H.R.327 — To reduce the tax credit for new qualified plug-in electric drive motor vehicles by State subsidies for these vehicles.

Sponsor: Estes, Ron [Rep.-R-KS-4]

Introduced: 1/12/2023

H.R.490 — To establish the Federal Infrastructure Bank to facilitate investment in, and the long-term financing of, economically viable U.S. infrastructure projects that provide a public benefit.

Sponsor: Webster, Daniel [Rep.-R-FL-11]

Introduced: 1/24/2023

S.63 — A bill to adjust the effective date for application of certain amendments made with respect to the credit for new clean vehicles.

Sponsor: Manchin, Joe, III [Sen.-D-WV]

Introduced: 1/25/202

H.R.495 — To amend the National Environmental Policy Act of 1969 to authorize assignment to States of Federal agency environmental review responsibilities.

Sponsor: Calvert, Ken [Rep.-R-CA-41]

Introduced: 1/25/2023

H.R.852 — To direct the Attorney General to establish a grant program for civilian traffic violation enforcement.

Sponsor: Rep. Torres, Ritchie [D-NY-15]

Introduced: 2/06/2023

H.R.873 — To authorize the Administrator of the Environmental Protection Agency to award grants and contracts for projects that use emerging technologies to address threats to water quality, and for other purposes.

Sponsor: Rep. Donalds, Byron [R-FL-19]

Introduced: 2/08/2023

S.352 — Highway Formula Modernization Act of 2023

Sponsor: Kelly, Mark [Sen.-D-AZ]

Introduced: 2/09/2023

H.R. 1500 – To establish a program to use anonymized data from third party entities to inform infrastructure planning decisions and improve transportation management capabilities.

Sponsor: Graves, Garret [Rep.-R-LA-6]

Introduced: 3/09/2023

Status: Advanced from T&I Committee

H.R.1665 — To direct the Secretary of Transportation to establish a program to provide grants to local governments to install publicly accessible safety charging stations for electric bicycles and scooters, and for other purposes.

Sponsor: Velazquez, Nydia M. [Rep.-D-NY-7]

Introduced: 03/17/2023

S.876 — A bill to establish a 90-day limit to file a petition for judicial review of a permit, license, or approval for a highway or public transportation project, and for other purposes.

Sponsor: Cruz, Ted [Sen.-R-TX]

Introduced: 03/21/2023

H.R.1668 — To amend title 23, United States Code, with respect to the highway safety improvement program, and for other purposes.

Sponsor: Blumenauer, Earl [Rep.-D-OR-3]

Introduced: 03/21/2023

H.R.2664 —Transportation Innovation Coordination Act

Sponsor: DelBene, Suzan K. [Rep.-D-WA-1]

Introduced: 04/18/2023

H.R.3082 - Mobility aids On Board Improve Lives and Empower all (MOBILE) Act

Sponsor: Cohen, Steve [D-TN-9]

Introduced: 05/05/2023

S.1535 — A bill to require the Administrator of the Federal Aviation Administration to promulgate regulations to allow the transport of firefighters on board a covered aircraft operated on a mission to suppress a wildfire, and for other purposes.

Sponsor: Kelly, Mark [Sen.-D-AZ]

Introduced: 05/10/2023

H.R.3411 - To increase access to higher education by providing public transit grants.

Sponsor: Fitzpatrick, Brian K. [R-PA-1]

Introduced: 05/17/2023

H.R.3468 — To direct the Secretary of Energy to establish a grant program to facilitate electric vehicle sharing services operated at public housing projects, and for other purposes.

Sponsor: Barragan, Nanette Diaz [D-CA-44]

Introduced: 05/18/2023

[H.R.3785](#) — **To amend title 23, United States Code, to require that public employees perform construction inspection work for federally funded highway projects, and for other purposes.**

Sponsor: Rep. Garamendi, John [D-CA-8]

Introduced: 06/01/2023

[H.R.3845](#) — **To amend title 23, United States Code, to increase accessible transportation for individuals with disabilities.**

Sponsor: Titus, Dina [Rep.-D-NV-1]

Introduced: 06/06/2023

[H.R.3896](#) — **To establish an airport infrastructure resilience pilot program.**

Sponsor: Cohen, Steve [Rep.-D-TN-9]

Introduced: 06/07/2023

[S.1929](#) — **A bill to direct the Administrator of the Federal Aviation Administration to provide progress reports on the development and implementation of the national transition plan related to a fluorine-free firefighting foam, and for other purposes.**

Sponsor: Peters, Gary C. [Sen.-D-MI]

Introduced: 06/12/2023

[S.1946](#) — **A bill to amend title 49, United States Code, to allow the owner or operator of a small hub airport that is reclassified as a medium hub airport to elect to be treated as a small hub airport, and for other purposes.**

Sponsor: Sen. Blackburn, Marsha [R-TN]

Introduced: 06/13/2023

[S.2075](#) — **A bill to amend the Infrastructure Investment and Jobs Act to modify the Safe Streets and Roads for All program.**

Sponsor: Fetterman, John [Sen.-D-PA]

Introduced: 06/21/2023

[S.Res.274](#) — **A resolution expressing the sense of the Senate to reduce traffic fatalities to zero by 2050.**

Sponsor: Blumenthal, Richard [Sen.-D-CT]

Introduced: 06/22/2023

[H.R.4598](#) — **To provide for disadvantaged business enterprise supportive services programs at modal administrations of the Department of Transportation, and for other purposes.**

Sponsor: Aguilar, Pete [Rep-D-CA-33]

Introduced: 07/13/2023

[H.R.4621](#) — **To improve the environmental review process for highway projects through the use of interactive, digital, cloud-based platforms, and for other purposes.**

Sponsor: Johnson, Dusty [R-SD-At Large]

Introduced: 07/13/2023

[H.R.4636](#) — **To direct the Secretary of Transportation to establish a Wireless Electric Vehicle Charging Grant Program, and for other purposes.**

Sponsor: Stevens, Haley M. [Rep.-D-MI-11]

Introduced: 07/14/2023

[H.R.4728](#) — **To amend title 49, United States Code, to provide for free public transportation for individuals who are recently released from incarceration.**

Sponsor: Cleaver, Emanuel [Rep.-D-MO-5]

Introduced: 07/20/2023

[H.R.4857](#) — **Equitable Transit Oriented Development Support Act**

Sponsor: DeSaulnier, Mark [Rep.-D-CA-10]

Introduced: 07/25/2023

[S.2480](#) — **CHARGE Act of 2023**

Sponsor: Markey, Edward J. [Sen.-D-MA]

Introduced 07/25/2023

[H.R.4908](#) — **Expedited Federal Permitting for California Act**

Sponsor: Garamendi, John [Rep.-D-CA-8]

Introduced: 07/26/2023

[H.R.4982](#) — **Tolling Transparency Act of 2023**

Sponsor: Chavez-DeRemer, Lori [Rep.-R-OR-5]

Introduced: 07/27/2023

[H.R.5154](#) — **Connecting Hard-to-reach Areas with Renewably Generated Energy (CHARGE) Act of 2023**

Sponsor: Ocasio-Cortez, Alexandria [Rep.-D-NY-14]

Introduced: 08/04/2023

[H.R.5242](#) — **Connecting Our Neighbors to Networks and Ensuring Competitive Telecommunications Act of 2023**

Sponsor: Pettersen, Brittany [Rep.-D-CO-7]

Introduced: 08/18/2023

[H.R.5359](#) — **Rural Development Modernization Act**

Sponsor: Costa, Jim [Rep.-D-CA-21]

Introduced: 09/08/2023

[H.R.5437](#) — Protecting Infrastructure Investments for Rural America Act

Sponsor: Finstad, Brad [Rep.-R-MN-1]

Introduced: 09/13/2023

[S.2855](#) — A bill to modernize and streamline the permitting process for broadband infrastructure on Federal land, and for other purposes.

Sponsor: Barrasso, John [Sen.-R-WY]

Introduced: 09/20/2023

[H.R.5656](#) — To amend the Internal Revenue Code of 1986 to provide a tax credit for new off-road plug-in electric vehicles.

Sponsor: Phillips, Dean [Rep.-D-MN-3]

Introduced: 09/21/2023

[S.2882](#) — Stop Electric Vehicle (EV) Freeloading Act

Sponsor: Fischer, Deb [Sen.-R-NE]

Introduced: 09/21/2023

[H.R.5859](#) — To direct the Secretary of Transportation to establish a program to provide grants to protection and advocacy systems to advocate for individuals with disabilities to access transportation, and for other purposes.

Sponsor: Wilson, Frederica S. [Rep.-D-FL-24]

Introduced: 09/29/2023

[H.R.5980](#) — To amend title 49, United States Code, to authorize state of good repair grants to be used for public transportation resilience improvement, and for other purposes.

Sponsor: Espaillat, Adriano [Rep.-D-NY-13]

Introduced: 10/18/2023

[S.3080](#) — Resilient Transit Act of 2023

Sponsor: Gillibrand, Kirsten E. [Sen.-D-NY]

Introduced: 10/18/2023

[H.R.6178](#) — Bidirectional Electric Vehicle Charging Act of 2023

Sponsor: Brownley, Julia [Rep.-D-CA-26]

Introduced: 11/02/2023

[H.R.6199](#) — Build More Housing Near Transit Act of 2023

Sponsor: Peters, Scott H. [Rep.-D-CA-50]

Introduced: 11/02/2023

[S.3216](#) — Build More Housing Near Transit Act of 2023

Sponsor: Schatz, Brian [Sen.-D-HI]

Introduced: 11/02/2023

S.3246 — Building Safer Streets Act

Sponsor: Fetterman, John [Sen.-D-PA]

Introduced: 11/07/2023

H.R.6376 — To require certain grant recipients of transit and highway transportation projects to establish and contribute to a business uninterrupted monetary program fund, and for other purposes.

Sponsor: Correa, J. Luis [Rep.-D-CA-46]

Introduced: 11/13/2023

H.R.6665 — To amend the Internal Revenue Code of 1986 to eliminate certain fuel excise taxes and impose a tax on greenhouse gas emissions to provide revenue for maintaining and building American infrastructure, and for other purposes.

Sponsor: Fitzpatrick, Brian K. [Rep.-R-PA-1]

Introduced: 12/07/2023

S.3477 — A bill to increase access to higher education by providing public transit grants.

Sponsor: Casey, Robert P., Jr. [Sen.-D-PA]

Introduced: 12/12/2023

H.R.6964 — To establish limitations on advanced payments for bus rolling stock, and for other purposes.

Sponsor: Fischbach, Michelle [Rep.-R-MN-7]

Introduced: 01/11/2024

H.R.6997 — Disaster Contract Improvement Act

Sponsor: LaLota, Nick [Rep.-R-NY-1]

Introduced: 01/16/2024

S.3605 — A bill to require the Secretary of Transportation to develop guidelines and best practices for local evacuation route planning, and for other purposes.

Sponsor: Padilla, Alex [Sen.-D-CA]

Introduced: 01/17/2024

H.R.7009 — Securing Airport Facilities for Enhanced Parking Act

Sponsor: Caraveo, Yadira [Rep.-D-CO-8]

Introduced: 01/17/2024

H.R.7012 — Transit Emergency Relief Act

Sponsor: D'Esposito, Anthony [Rep.-R-NY-4]

Introduced: 01/17/2024

[H.R.7039](#) — **To amend title 49, United States Code, to establish a program to provide grants to eligible recipients for eligible operating support costs of public transportation, and for other purposes.**

Sponsor: Johnson, Henry C. "Hank," Jr. [Rep.-D-GA-4]

Introduced: 01/18/2024

[H.R.7191](#) — **Save Our Pedestrians Act of 2024**

Sponsor: Carey, Mike [Rep.-R-OH-15]

Introduced: 02/01/2024

[H.R.7273](#) — **Undoing Nationwide Programs and Limiting Unnecessary Grants for Electric Vehicles Act (UNPLUG EVs) Act**

Sponsor: Burlison, Eric [Rep.-R-MO-7]

Introduced: 02/07/2024

[H.R.7286](#) — **Generating Resilient, Environmentally Exceptional National (GREEN) Streets Act**

Sponsor: Huffman, Jared [Rep.-D-CA-2]

Introduced: 02/07/2024

[H.R.7504](#) — **To expand and modify the grant program of the Department of Veterans Affairs to provide innovative transportation options to veterans in highly rural areas, and for other purposes.**

Sponsor: Perez, Marie Gluesenkamp [Rep.-D-WA-3]

Introduced: 02/29/2024

[H.R.7548](#) — **Small Business Transportation Investment Act of 2024**

Sponsor: Miller, Carol D. [Rep.-R-WV-1]

Introduced: 03/05/2024

[S.3924](#) — **Bus Rolling Stock Modernization Act of 2024**

Sponsor: Smith, Tina [Sen.-D-MN]

Introduced: 03/12/2024

[H.R.7980](#) — **End Chinese Dominance of Electric Vehicles in America Act of 2024**

Sponsor: Miller, Carol D. [Rep.-R-WV-1]

Introduced: 04/15/2024

Latest Action: House - 04/17/2024 Ordered to be Reported in the Nature of a Substitute (Amended) by the Yeas and Nays: 22 - 18.

[H.R.8121](#) — **To amend the Intermodal Surface Transportation Efficiency Act of 1991 to prohibit congestion or cordon pricing in a value pricing program, and for other purposes.**

Sponsor: Malliotakis, Nicole [Rep.-R-NY-11]

Introduced: 04/23/2024

[H.R.8253](#) — **To establish a green transportation infrastructure grant program, and for other purposes.**

Sponsor: Garcia, Robert [Rep.-D-CA-42]

Introduced: 05/06/2024

[S.4277](#) — **A bill to establish a green transportation infrastructure grant program, and for other purposes.**

Sponsor: Warren, Elizabeth [Sen.-D-MA]

Introduced: 05/07/2024

[S.4299](#) — **A bill to require the Secretary of Transportation to issue a rule relating to the collection of crashworthiness information under the New Car Assessment Program of the National Highway Traffic Safety Administration, and for other purposes.**

Sponsor: Fischer, Deb [Sen.-R-NE]

Introduced: 05/09/2024

[H.R.8349](#) — **To establish the position of National Roadway Safety Advocate within the Department of Transportation, and for other purposes.**

Sponsor: Cohen, Steve [Rep.-D-TN-9]

Introduced: 05/10/2024

[H.R.8357](#) — **To provide that not less than 3 percent of the amounts made available for certain Federal-aid highway programs shall be expended through veteran owned small business concerns, and for other purposes.**

Sponsor: Kim, Andy [Rep.-D-NJ-3]

Introduced: 05/10/2024

[H.R.8486](#) — **To direct the Secretary of Transportation, in coordination with the Secretary of Housing and Urban Development, to establish a thriving communities grant program.**

Sponsor: Torres, Norma J. [Rep.-D-CA-35]

Introduced: 05/21/2024

[S.4389](#) — **A bill to amend the Internal Revenue Code of 1986 to promote the increased use of renewable natural gas, to reduce greenhouse gas emissions and other harmful transportation-related emissions that contribute to poor air quality, and to increase job creation and economic opportunity throughout the United States.**

Sponsor: Tillis, Thomas [Sen.-R-NC]

Introduced: 05/22/2024

[S.4422](#) — **A bill to require original equipment manufacturers of digital electronic equipment to make available certain documentation, diagnostic, and repair information to independent repair providers, and for other purposes.**

Sponsor: Lujan, Ben Ray [Sen.-D-NM]

Introduced: 05/23/2024

[H.R.8737](#) — **To amend the Infrastructure and Investment and Jobs Act to repeal the authority of the Secretary of Energy and the Secretary of Transportation to maintain an electric vehicle working group, and for other purposes.**

Sponsor: Ogles, Andrew [Rep.-R-TN-5]

Introduced: 06/13/2024

Executive Branch

Department of Transportation

DOT [announced](#) \$1.8 billion in awards from the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) discretionary grant program for 148 projects across the country. Today's announcement brings the total amount of Biden-Harris Administration RAISE grants to more than \$7.2 billion for over 550 projects across the country. Established under the Bipartisan Infrastructure Law, the RAISE program provides funding for capital investments in surface transportation that will have a significant local or regional impact.

Federal Transit Administration

FTA [awarded](#) \$7.8 million for 17 projects in 15 states through its Innovative Coordinated Access & Mobility (ICAM) Pilot Program, which is designed to improve public transportation for people with disabilities, older adults, and low-income individuals. The grants support organizations that coordinate public transportation for underserved groups, allowing them to access healthcare, community services, education, and jobs by building partnerships among health, transportation, and human services providers.

Federal Highway Administration

FHWA [awarded](#) \$60 million in grants under the Saving Lives with Connectivity: Accelerating V2X Deployment program to recipients in Arizona, Texas, and Utah. The grant program was designed to accelerate and spur new deployments of vehicle-to-everything (V2X) technologies, while ensuring connected technologies communicate securely and without harmful interference across a variety of devices and platforms.

FHWA [awarded](#) \$108 million for 85 projects on Federal and Tribal lands through the Nationally Significant Federal Lands and Tribal Projects and Tribal Transportation Program Safety Fund programs, which were designed to improve safety, mobility, economic development, and equity. The Bipartisan Infrastructure Law modified the two programs by requiring that half of all funding go to projects on Tribal transportation facilities and increases the Federal share of Tribal transportation facility projects to 100 percent.

National Highway Traffic Safety Administration

NHTSA [issued](#) new vehicle fuel economy standards that are estimated to save Americans more than \$23 billion in fuel costs while reducing pollution. In the final rule, fuel economy will increase 2% per year for model years 2027-2031 for passenger cars, while light trucks will increase 2% per year for model years 2029-2031. Heavy-duty pickup truck and van fuel efficiency will increase 10% per year for model years 2030-2032 and 8% per year for model years 2033-2035. This is estimated to result in a fleetwide average of approximately 35 miles per gallon by model year 2035.

Federal Motor Carrier Safety Administration

FMCSA [announced](#) \$480 million in Motor Carrier Safety Assistance Program grant awards to fund initiatives aimed at preventing crashes, fatalities, and injuries involving commercial motor vehicles. Funding through the Motor Carrier Safety Assistance Program supports safety inspections of large trucks and buses, investigations of motor carriers in response to safety concerns, and audits of new truck carriers and bus companies to reinforce responsible operation and ensure the safe movement of goods and passengers.

Pipeline and Hazardous Materials Safety Administration

PHMSA [announced](#) a final rule to protect firefighters and improve public safety. The final rule requires railroads to proactively provide first responders with real-time, electronic information about rail hazmat shipments as soon as the railroad is aware of an accident or incident involving hazardous materials.

Environmental Protection Agency

EPA [published](#) water quality screening values under the Clean Water Act related to short-term concentrations of 6PPD and 6PPD-quinone (6PPD-q). These chemicals have been found in freshwater ecosystems and linked to runoff from automotive tire dust and debris. In November 2023, the agency committed to consider establishing regulations prohibiting the manufacturing, processing, use and distribution of 6PPD in tires and also announced its intent to publish an advanced notice of proposed rulemaking under the Toxic Substances Control Act (TSCA).

PLATINUM | ADVISORS

July 2, 2024

TO: Kate Miller, Executive Director
Napa Valley Transportation Authority

FR: Steve Wallauch
Platinum Advisors

RE: Legislative Update

Session Status: July 3rd marks the start of Summer Recess. The legislature will be on summer break until August 5th when they return for the final month of session, which must end by midnight on August 31st. The legislature will not be leaving town early on July 3rd since an evening floor session has been scheduled to pass some last-minute additions to the November ballot.

Done: Last week a budget agreement was reached, bills approved and signed into law. The budget agreement allocates \$297.9 billion in total expenditures, with \$211.5 billion sourced from the General Fund. The final agreement not only closes a budget shortfall of nearly \$47 billion for the 2024-25 fiscal year, but also closes the \$30 billion gap forecast for the 2025-26 fiscal year.

The agreement centers on significant spending cuts, reserve withdrawals, and revenue enhancements. The plan includes a sweeping \$16 billion reduction in spending, targeting various programs to achieve necessary savings. Key reductions involve slashing \$1 billion from affordable housing programs and implementing a near 8% cut to state department budgets. To further bolster revenues, the budget suspends numerous tax breaks, including the Net Operating Loss (NOL) carry forward, and increases the Managed Care Organization (MCO) tax. This and other revenue adjustments total \$13.6 billion in new revenue. In addition, the spending plan withdraws \$22 billion from the Rainy-Day Account, with \$5.1 billion being used in 2024-25 and \$7.1 in 2025-26. These measures aim to balance the budget for the fiscal years 2024-25 and 2025-26.

Despite the substantial cuts, critical sectors like education and healthcare receive protected or slightly increased funding, and the funding to public transit is maintained. The following highlights the funding proposed for transportation and transit programs.

- **Active Transportation** – Rejects the proposed cut to the Active Transportation Program, and instead provides \$600 million over six years, subject to annual appropriations after two years.

- **Transit and Intercity Rail Capital Program (TIRCP) Formula** -- TIRCP Formula allocation that was enacted in the early action bill is maintained in the budget agreement. The TIRCP formula funds will spread the second allocation of TIRCP formula funds over two years -- \$1 billion allocated in 2024-25 and \$1 billion allocated in 2025-26.
- **TIRCP Competitive** -- Rejects the proposed \$148 million cut to the Competitive Transit and Intercity Rail Capital Program. The plan would also spread the allocation of \$2 billion in Cycle 6 funds over 4 years, which should match the cash flow needs for those projects and supplant general fund dollars with \$507 million in greenhouse gas auction revenue over the same time period.
- **Zero Emission Transit Capital Program (ZETCP) Funds** – The budget agreement delays the allocation of \$220 million from the current fiscal year to 2024-25, pushes the allocation of \$230 million from 2024-25 to 2027-28, and push \$230 million from fiscal year 2025-26 to 2027-28.
- **Grade Separations** – Preserves \$150 million for targeted grade separation projects. The January budget proposed to cut the entire \$350 million that had been awarded to grade separation projects. The \$150 million in general fund revenue would be spread out over two years, with \$75 million allocated in 2025-26, and \$75 million in 2026-27. In addition, budget trailer bill language directs CalSTA to prioritize funding the remaining \$200 million from existing programs.
- **Highways to Boulevards** – Provides \$75 million for the Highways to Boulevards program at the California Department of Transportation.

Transportation Trailer Bill: The budget package includes AB 173, which contains several statutory changes related to implementing the budget agreement. While AB 173 is still pending action by the Governor, the trailer bill contains the following transportation related provisions:

- **Port and Freight Infrastructure Program** -- Authorizes local agencies to apply to the Secretary of Transportation for a letter of no prejudice that would allow an applicant to expend its own moneys on a project. This allows the project sponsors to move forward on a project while awaiting reimbursement from the state for the funds awarded to the project.

- **Transit Accountability** -- Expands requirements of the accountability program to the distribution of funds appropriated to the Transportation Agency from the Greenhouse Gas Reduction Fund for the Formula Transit and Intercity Rail Capital Program. This change states a regional transportation agency may only receive funding if it submits, and the Agency approves an annual updated short-term regional transit financial plan and updated transit operator data. The trailer bill makes other technical changes to this code section.
- **Highways to Boulevards.** Requires up to 25 percent of available funding to be set aside for planning and the remainder for implementation.
- **Grade Separations.** Requires the Secretary of Transportation to work with Caltrans and the California Transportation Commission to identify available funding in state transportation programs that may be used to support grade separation projects that were previously awarded funding. CalSTA shall prioritize funding for grade separation projects that are at risk of losing or failing to secure federal and local funding commitments, or that are at risk of approved project schedule delays, or both. CalSTA must also submit a report to the Legislature, on or before April 30, 2025, on any funding that the secretary identified for impacted grade separation projects.
- **Active Transportation Program.** Appropriates \$100 million from the General Fund to the Department of Transportation for the Active Transportation Program.

November Ballot: The November ballot dropped a ton of weight in the last two weeks of June, revealing something closer to its final form — and kicking off the campaign season in earnest.

Negotiations between initiative backers, lawmakers and Gov. Gavin Newsom resulted in deals to remove measures on employee lawsuits, oil drilling, personal finance education and pandemic prevention.

A series of high-profile battles remain, headlined by one to roll back parts of Prop 47, the 2014 initiative that loosened criminal sentencing. Lawmakers this week will consider placing a rival, less-stringent measure on the November ballot. A new minimum wage debate, rent control campaigns, a ban on involuntary prison labor and an effort to repeal dormant language banning same-sex marriage are also among the nine measures that made it onto the ballot.

- The California Supreme Court removed the Taxpayer Protection and Government Accountability Act, also known as the Business Roundtable Measure, from the November ballot. The court ruled that the measure constituted a revision of the constitution, which requires a more rigorous process than an amendment.

The initiative, sponsored by the California Business Roundtable, aimed to make it more difficult to raise taxes by requiring legislative approval and increasing the voter threshold for special taxes in local initiatives to two-thirds from a simple majority. It also proposed restricting administrative agencies' abilities to levy fees and reclassifying some fees as taxes, thereby limiting local governments' and agencies' fiscal autonomy. It was retroactive as well.

- On the eve of July 4th, legislators will vote on Newsom's crime-related ballot initiative. This proposal is designed to compete with another initiative backed by law enforcement, which Newsom and Democratic Legislators oppose. SB 1381 (Wahab) contains this proposal that specifies that it will appear on the ballot as Proposition 2.

Proposition 2 aims to increase penalties for repeat shoplifting and drug dealers who lace substances with fentanyl. It would also create a new felony for drug dealers selling fentanyl-tainted products without informing buyers, with sentences of 4 to 6 years, and change the aggregation of stolen property value for felony charges and allow district attorneys to charge repeat offenders with a felony.

- On Wednesday evening the legislature is expected to also approve two bond proposals for the November ballot.

The \$10 billion climate bond, encapsulated in [SB 867 \(Allen\)](#), is the result of over a year of negotiations among legislators and interest groups. Initiated in January 2023 by Governor Gavin Newsom's proposal to use a climate bond to mitigate budget cuts, the bond's final figure exceeds earlier drafts which proposed as little as \$6 billion.

\$10 Billion for Climate Change Initiatives

- \$3.8 billion for drinking water and groundwater upgrades
- \$1.5 billion for wildfire and forest programs
- \$1.2 billion to address rising sea levels.
- \$1.2 billion for biodiversity protection and nature-based climate solution programs
- \$850 million for clean air programs
- \$700 million for park creation and outdoor access programs
- \$475 million for port infrastructure related to offshore wind projects.
- \$450 million for extreme heat mitigation programs
- \$300 million for climate-smart, sustainable, and resilient farms, ranches, and working lands programs.

- The \$10 billion schools bond in [AB 247 \(Muratsuchi\)](#) focuses on the construction and repair of K-12 schools and community colleges, excluding four-year universities. This decision followed intense lobbying by K-12 advocates who cited the failure of a similar 2020 bond measure that included universities.

\$10 Billion for School Facilities Construction

- \$8.5 billion for K-12 construction and modernization
- \$1.5 billion for community colleges

Bonds Only: With ACA 1 on the November ballot, there has been growing concern with the level of public support for the Constitutional amendment that would create a specific process that would allow local bonds, or parcel or sales taxes to be enacted with a 55% vote. On June 20th, ACA 10 was gutted and amended to direct the Secretary of State to make several changes to ACA 1. This was an abrupt and unfortunate change to a long-fought effort lead by local governments, special districts, local transportation agencies to reduce the tax threshold for parcel taxes and local sales tax programs.

As approved by the legislature, ACA 10 directs the Secretary of State to make several changes to ACA 1, which is currently pending on the November ballot. In short, ACA 10 would amend ACA 1 so that the 55% threshold would only apply to bond measures.

ACA 10 amends the content of ACA 1 as it will appear on the November ballot. There will only be one measure on the ballot. ACA 10 would make the following changes:

1. Eliminate application of the 55% threshold to local special taxes/sales tax proposals
2. Add an expanded definition of affordable housing programs.
3. Revises the definition of “public infrastructure” that includes facilities and infrastructure for a list of subjects including transit facilities and streets and roads.
4. Cleans up the language in Section 18 to ensure if ACA 1 is enacted it would also apply to measures appearing on the November ballot and future ballots.

PLATINUM | ADVISORS

July 2, 2024

ATTACHMENT 3
NVTB Board Item 12.6
July 17, 2024

TABLE 1: BOARD ADOPTED POSITIONS

	Subject	Status	Board Position
AB 817 (Pacheco D) Open meetings: teleconferencing: subsidiary body	<p>AB 817 would authorize a “subsidiary body” to remotely hold a public meeting if specified conditions are met.</p> <p><i>AB 817 failed passage in the Senate Local Government Committee because the author would not accept all the amendments proposed by the Committee. Reconsideration of the bill was granted in the event the author changes her mind.</i></p> <p>The Committee proposed several amendments to narrow the application of the bill to specific types of advisory bodies, which the author accepted. However, there were two amendments the author would not accept. This resulted in the chair voting “no” causing the rest of the committee to hold off, or vote no. The two changes that are holding up this bill include the following:</p> <ul style="list-style-type: none"> • The provisions of the bill would not apply to advisory bodies where the members are compensated. • Require a quorum to be present at a single public location; however, members of the body that have “specific needs” may count toward the quorum even if they participate remotely. 	<p>Senate Local Government</p> <p>Failed Passage</p>	SUPPORT
AB 1837 (Papan D) San Francisco Bay area: public transportation.	<p>AB 1837 remains in the Senate Transportation Committee and will not be moving forward this year.</p> <p>This bill would codify the existing Regional Network Manager Council that consists of specified Bay Area transit general managers. The bill would require MTC to create a council consisting of 11 representatives that would</p>	<p>Senate Transportation</p>	Watch

	Subject	Status	Board Position
<u>AB 1837 (Cont.)</u>	<p>consist of the general managers from the large operators plus 4 additional general managers selected by specified general managers.</p> <p>The bill charges the Council to represent the interests of its stakeholders, provide critical input on regional transit policies, and provide guidance on regional transit policies and plans.</p>		
<u>AB 1904 (Ward D)</u> Transit buses: yield right-of-way sign.	<p>AB 1904 was approved by the Senate Transportation Committee and is now pending on the Senate Floor.</p> <p>Existing law allows Santa Clara VTA and Santa Cruz Metropolitan Transit District to equip buses with a “yield right-of-way” sign to inform motorists when the bus re-entering a traffic lane.</p> <p>The Assembly unanimously approved AB 1904. This bill would expand the above authorization to allow any transit operators to equip its bus with yield right-of-way signs. Under AB 1904 these signs could be an illuminated sign or a static decal.</p>	Senate Floor	Support
<u>AB 2719 (Wilson D)</u> Vehicles: commercial vehicle inspections.	<p>AB 2719 was approved unanimously by the Assembly Committee on Transportation.</p> <p>This bill creates an alternative safety inspection process for public transit vehicles to ensure their safety and maintains the transit agency's ability to provide reliable, on-time transit service.</p> <p>AB 2719 is sponsored by NVTa and SolTrans. The purpose of this bill is to create an alternative inspection process that will exempt public transit buses from being required to stop at any roadside inspection station.</p>	Assembly Appropriations Held on Suspense File Dead	Co-Sponsor
<u>AB 2824 (McCarty D)</u> Battery; Public Transportation Provider	<p>As amended, AB 2824 would expand the application of existing provisions for battery of a bus operator to also include an agent, employee, or contractor to a public transit operator. The existing penalty for battery</p>	Assembly Public Safety Dead	Support

	Subject	Status	Board Position
<u>AB 2824 (Cont.)</u>	<p>includes a fine of up to \$10,000, or up to one year in county jail, or both. The bill would also include imprisonment in state prison for up to 16 months, or 2 years, or 3 years.</p> <p>AB 2824 will not move forward this year. The author and the sponsors could not reach an agreement on adding provisions to the bill to allow transit operators to issue prohibition orders.</p>		
<u>AB 3214</u> (Fong, Mike D) Public transit: advertising.	<p>AB 3214 would require the state to prioritize purchasing advertising space offered by public transit operators when implementing a public awareness campaign.</p> <p>This measure will not move forward this year. The author and sponsors will pursue an administrative solution before seeking legislation.</p>	Assembly Transportation Dead	Support
<u>SB 537</u> (Becker D) Department of General Services: memorial to forcibly deported Mexican Americans and Mexican immigrants.	<p>SB 537 was removed from the Inactive File and then gutted and amended. As amended, the bill would grant permission to construct a memorial on state property in Los Angeles.</p> <p>The prior version of the bill provided some flexibility for remote participation in public meetings by multi-jurisdictional, cross-county local agencies with appointed members, which have been removed.</p>	Assembly Governmental Organization	WATCH (prior version)
<u>SB 769</u> (Gonzalez D) Local government: fiscal and financial training	<p>SB 769 would require, if a local agency provides any type of compensation, or expense reimbursement to members of its legislative body, to provide the members of the legislative body at least two hours of fiscal and financial training at least once every two years.</p> <p>Fiscal and financial training is defined to include the following:</p> <ul style="list-style-type: none"> • Laws and principles relating to financial administration and short-and long-term fiscal management, • Laws and principles relating to capital financing and debt management, 	Assembly Appropriations Held on Suspense File	Watch

	Subject	Status	Board Position
<u>SB 769 (Cont.)</u>	<p>pensions and other postemployment benefits, and cash management and investments.</p> <ul style="list-style-type: none"> General fiscal and financial planning principles and any pertinent laws relevant to the local agency official's public service and role in overseeing the local agency's operations. 		
<u>SB 925</u> (Wiener D) San Francisco Bay area: local revenue measure: transportation improvements.	<p>SB 925 is currently a spot bill that includes intent language stating that this bill would authorize MTC to propose a revenue measure to fund the operation, expansion, and transformation of the public transportation system, and other transportation improvements.</p> <p>SB 1031 is now the vehicle to implement this proposal.</p>	Senate Rules Dead	Watch
<u>SB 926</u> (Wahab D) San Francisco Bay area: public transportation.	<p>SB 926 directs CalSTA to develop a plan to consolidate all transit operations in the Bay Area. The content of this bill has been added to SB 1031.</p>	Senate Transportation Dead	Watch
<u>SB 947</u> (Seyarto R) Department of Transportation: state highway projects: agreements with public entities: project design changes.	<p>SB 947 would add to the project cost agreement between a local entity and Caltrans a requirement making Caltrans responsible for any additional costs associated with a new project design adopted by Caltrans after the project is included in the state transportation improvement program or the state highway operation and protection program.</p>	Senate Transportation Dead	Watch
<u>SB 960</u> (Wiener D) Transportation: planning: transit priority projects: multimodal.	<p>SB 960 directs Caltrans to develop a transit priority policy to help guide the implementation of transit priority facilities on the state highway system.</p> <p>This bill also requires inclusion of bicycle, pedestrian, and transit priority facilities in the Transportation Asset Management Plan, the State Highway System Management Plan, and the plain language performance report of the</p>	Assembly Appropriations	Support

	Subject	Status	Board Position
<u>SB 960 (Cont.)</u>	State Highway Operation and Protection Program (SHOPP). This bill requires any project in the SHOPP to include bicycle, pedestrian, and transit priority projects unless a specified exception applies.		
<u>SB 1031</u> <u>(Wiener D)</u> San Francisco Bay area: local revenue measure: transportation improvements.	<p>Given growing debate over the content of the bill, Senators Wiener and Wahab decided to shelve the bill for this year in order to provide more time to develop a consensus measure that will be introduced next session.</p> <p>SB 1031 enacts the Connect Bay Area Act, which authorizes MTC to impose specified taxes to fund transportation improvements in the San Francisco Bay Area. The bill also grants MTC the authority to condition the allocation of this revenue to transit operators, and the bill directs CalSTA to study the potential consolidation of transit operators or specific functions of transit operators.</p> <p>The goal of SB 1031 is to create a path to long-term operational stability for Bay Area transit systems, while also investing in transit capital needs and in our roads.</p>	Assembly Desk Dead	Support