

Napa Valley Transportation Authority

625 Burnell Street
Napa, CA 94559



Agenda - Final

**Wednesday, May 16, 2018
1:30 PM**

NVTA Conference Room

NVTA Board of Directors

All materials relating to an agenda item for an open session of a regular meeting of the NVTA Board of Directors are posted on the NVTA website at <https://nctpa.legistar.com/Calendar.aspx> at least 72 hours prior to the meeting and will be available for public inspection, on and after at the time of such distribution, in the office of the Secretary of the NVTA Board of Directors, 625 Burnell Street, Napa, California 94559, Monday through Friday, between the hours of 8:00 a.m. and 4:30 p.m., except for NVTA Holidays. Materials distributed to the present members of the Board at the meeting will be available for public inspection at the public meeting if prepared by the members of the NVTA Board or staff and after the public meeting if prepared by some other person. Availability of materials related to agenda items for public inspection does not include materials which are exempt from public disclosure under Government Code sections 6253.5, 6254, 6254.3, 6254.7, 6254.15, 6254.16, or 6254.22.

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

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

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

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

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

9. CONSENT AGENDA ITEMS (9.1 - 9.5)

9.1 Meeting Minutes of April 18, 2018 (Karrie Sanderlin) (Pages 8-13)

Recommendation: Board action will approve the meeting minutes of April 18, 2018.

Estimated Time: 2:00 p.m.

Attachments: [Draft Minutes](#)

9.2 Resolution No. 18-13 Adopting the Napa Valley Transportation Authority's (NVRTA's) Biennial Budget for Fiscal Years 2018-19 and 2019-20 (Justin Paniagua) (Pages 14-31)

Recommendation: Board action will approve NVRTA's Biennial Budget for FY 2018-19 and 2019-20.

Estimated Time: 2:00 p.m.

Attachments: [Staff Report](#)

9.3 Notice of Completion for the Soscol Gateway Transit Center Board Room Audiovisual Improvements (Herb Fredricksen) (Pages 32-35)

Recommendation: Board action will authorize the filing of the Notice of Completion with the Recorder-County Clerk for the Soscol Gateway Transit Center Board Room Audiovisual Improvements project.

Estimated Time: 2:00 p.m.

Attachments: [Staff Report](#)

9.4 Transportation Fund for Clean Air (TFCA) Program Manager Three-Year Projects List for Fiscal Year End (FYE) 2019 through 2021 (Diana Meehan) (Pages 36-64)

Recommendation: Board action will approve the TFCA Program Manager projects list for FYE 2019 through 2021 allocating \$594,227.

Estimated Time: 2:00 p.m.

Attachments: [Staff Report](#)

9.5 Membership into the National Joint Powers Alliance (Rebecca Schenck) (Pages 65-66)

Recommendation: Board action will approve NVTA's membership in the National Joint Powers Alliance (NJPA).

Estimated Time: 2:00 p.m.

Attachments: [Staff Report](#)

10. REGULAR AGENDA ITEMS

**10.1 Vine Transit Bus Maintenance Facility Project 60% Design Update
(Rebecca Schenck) (Pages 67-81)**

Recommendation: Information only. The Board will receive an update on the 60% design of the Vine Transit Bus Maintenance Facility Project.

Estimated Time: 2:00 p.m.

Attachments: [Staff Report](#)

**10.2 Other Post Employment Benefits (OPEB) (Antonio Onorato)
(Pages 82-108)**

Recommendation: Board action will amend the Other Post-Employment Benefits (OPEB) Policy.

Estimated Time: 2:15 p.m.

Attachments: [Staff Report](#)

10.3 Federal and State Legislative Updates and State Bill Matrix (Kate Miller) (Pages 109-124)

Recommendation: The Board will receive the monthly Federal and State Legislative updates, and approve board position recommendations for bills on the State Bill Matrix.

Estimated Time: 2:30 p.m.

Attachments: [Staff Report](#)

11. FUTURE AGENDA ITEMS

12. ADJOURNMENT

12.1 Approval of Next Regular Meeting Date of June 20, 2018 at 1:30 p.m. and Adjournment

Estimated Time: 2:45 p.m.

I hereby certify that the agenda for the above stated meeting was posted at a location freely accessible to members of the public at the NVTA Offices, 625 Burnell Street, Napa, CA by 5:00 p.m. on Friday, May 11, 2018.

Karalyn E. Sanderlin, NVTA Board Secretary

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

Prop. 42	Statewide Initiative that requires a portion of gasoline sales tax revenues be designated to transportation purposes	TDM	Transportation Demand Management Transportation Demand Model
PSE	Plans, Specifications and Estimates	TE	Transportation Enhancement
PSR	Project Study Report	TEA	Transportation Enhancement Activities
PTA	Public Transportation Account	TEA 21	Transportation Equity Act for the 21 st Century
RACC	Regional Agency Coordinating Committee	TFCA	Transportation Fund for Clean Air
RFP	Request for Proposal	TIGER	Transportation Investments Generation Economic Recovery
RFQ	Request for Qualifications	TIP	Transportation Improvement Program
RHNA	Regional Housing Needs Allocation	TLC	Transportation for Livable Communities
RM2	Regional Measure 2 (Bridge Toll)	TLU	Transportation and Land Use
ROW	Right of Way	TMP	Traffic Management Plan
RTEP	Regional Transit Expansion Program	TMS	Transportation Management System
RTIP	Regional Transportation Improvement Program	TNC	Transportation Network Companies
RTP	Regional Transportation Plan	TOAH	Transit Oriented Affordable Housing
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
SHOPP	State Highway Operation and Protection Program	VHD	Vehicle Hours of Delay
SNCI	Solano Napa Commuter Information	VMT	Vehicle Miles Traveled
SNTDM	Solano Napa Travel Demand Model		
SR	State Route		
SRTS	Safe Routes to School		
SOV	Single-Occupant Vehicle		
STA	State Transit Assistance		
STIC	Small Transit Intensive Cities		
STIP	State Transportation Improvement Program		
STP	Surface Transportation Program		
TAC	Technical Advisory Committee		
TCM	Transportation Control Measure		
TCRP	Traffic Congestion Relief Program		
TDA	Transportation Development Act		

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

May 16, 2018
NVTB Agenda Item 9.1
Action Requested: APPROVE

625 Burnell Street
Napa, CA 94559

Wednesday, April 18, 2018

1:30 PM

NVTB Conference Room

1. Call to Order

Chair White called the meeting to order at 2:00 p.m.

2. Pledge of Allegiance

The Pledge of Allegiance was recited at the preceding Napa Valley Transportation Authority-Tax Agency (NVTB-TA) meeting.

3. Roll Call

James Barnes
Chris Canning
Jill Techel
Alfredo Pedroza
Margie Mohler
Paul Dohring
Mark Joseph
Peter White
Doris Gentry
Kerri Dorman
Fran Rosenberg
Belia Ramos
Kenneth Leary

4. Adoption of the Agenda

Staff requested that tem 11.3 Amendment No. 11 to the Napa Valley Transportation Authority (NVTB) joint Powers Agreement be pulled from the agenda. It will brought back before the Board at a later date.

Motion MOVED by CANNING, SECONDED by PEDROZA to APPROVE adoption of the agenda as amended. Motion carried by the following vote:

Aye: 24 - Barnes, Canning, Techel, Pedroza, Mohler, Dohring, Joseph, White, Gentry, Dorman, Rosenberg, Ramos, and Leary

5. Public Comment

None

6. Chairperson's, Board Members', Metropolitan Transportation Commissioner's (MTC), and Association of Bay Area Governments (ABAG) Update

MTC Commissioners' Update

Alfredo Pedroza reported on recent MTC activities.

ABAG Update

No report provided.

7. Executive Director's Update

Kate Miller, Executive Director

- Reported that staff investigated the Audiovisual system failure that occurred at the last board meeting was the result of a sensitive switch. The problem will be permanently solved once the board dais extension is installed.
- Reported that the NVTA Manager of Transit attended the California Association for Coordinated Transportation or CalACT conference and received an award for the agency's work during the fire storms. Santa Rosa City Bus and Sonoma County Transit were also honored.
- Reported that staff has kicked off the Community Based Transportation Plan, which is one of the preliminary plans that will make up part of the Countywide Transportation Plan. The Community Based Transportation Plan evaluates transportation gaps and barriers in low income communities. The planning framework is being presented to NVTA standing committees in April and May. Public outreach will commence starting this summer.
- Announced that associate planners Diana Meehan and Alberto Esqueda were both recently promoted to senior planners.

8. Caltrans' Update

Caltrans provided a presentation on the State Route 29 (SR 29) pavement repair project. The project will repair approximately 15 miles of northbound and southbound SR 29 between just north of Trancas Street in Napa to just south of Mee Lane in the County of Napa. The work is scheduled to begin in May 2018 and be completed by fall 2018.

9. CONSENT AGENDA ITEMS (9.1 - 9.8)

[Member Dorman not in attendance at 2:34 p.m.]

Motion **MOVED** by PEDROZA, **SECONDED** by JOSEPH to **APPROVE** Consent Items 9.1 - 9.8.

Motion carried by the following vote:

Aye: 23 - Barnes, Canning, Techel, Pedroza, Mohler, Dohring, Joseph, White, Gentry, Rosenberg, Ramos, and Leary

Absent: 1 - Dorman

9.1 Meeting Minutes of March 21, 2018 (Karrie Sanderlin) (Pages 9-13)

Attachments: [Draft Minutes](#)

Board action approved the meeting minutes of March 21, 2018.

- 9.2** Revised Policies, Practices, and Procedures Manual: Personnel (Karrie Sanderlin) (Pages 14-92)

Attachments: [Staff Report](#)

Board action approved the revised Personnel policy manual.

- 9.3** Revised Policies, Practices, and Procedures Manual: Contracting and Procurement (Rebecca Schenck) (Pages 93-133)

Attachments: [Staff Report](#)

Board action approved the revised Contracting and Procurement policy manual.

- 9.4** Revised Policies, Practices and Procedures Manual: Transit Policies and Bus Stop Optimization and Maintenance Plan (Rebecca Schenck) (Pages 134-203)

Attachments: [Staff Report](#)

Board action approved the revised Transit Policies and Bus Stop Optimization Maintenance Plan.

- 9.5** Paratransit Coordinating Council Committee Member Appointment (Matthew Wilcox) (Pages 204-208)

Attachments: [Staff Report](#)

Board action approved the appointment of Ruth Clark to the PCC.

- 9.6** Citizens Advisory Committee (CAC) Member Appointment (Danielle Schmitz) (Pages 209-217)

Attachments: [Staff Report](#)

Board action approved the appointment of Patricia Lynch, and the re-appointments of Larry Kromann, Jean-Vincent Deale and Nicole Cummings to the CAC.

- 9.7** Approval of Resolution No. 18-10 for the Fiscal Year (FY) 2017-18 Low Carbon Transit Operations Program (LCTOP) (Justin Paniagua) (Pages 218-222)

Attachments: [Staff Report](#)

Board action approved Resolution No. 18-10 authorizing the executive director or her designee to submit the LCTOP application.

- 9.8** Transportation Development Act Article 3 (TDA-3) Call for Projects for Fiscal Years (FY) 2018-19 through FY 2020-21 (Diana Meehan) (Pages 223-233)

Attachments: [Staff Report](#)

Board action approved the release of the TDA-3 Call for Projects for FY 2018-19 through FY 2020-21.

10. PUBLIC HEARING (TIME CERTAIN 1:45 P.M.)

10.1 Public Hearing on the Napa Valley Transportation Authority's (NVTA's) Biennial Budget for Fiscal Years 2018-19 and 2019-20 (Justin Paniagua) (Pages 234-255)

Attachments: [Staff Report](#)

Chair White opened the Public Hearing at 2:34 p.m.

Staff reviewed the draft NVTA Biennial Budget for Fiscal Years 2018-19 and 2019-20. The final biennial budget will be presented to the Board for adoption at its May 16, 2018 meeting.

Being no public comment, Chair White closed the Public Hearing at 2:44 p.m.

Motion MOVED by PEDROZA, SECONDED by BARNES to APPROVE opening the Public Hearing and comment period for the biennial budget. Motion carried by the following vote:

Aye: 23 - Barnes, Canning, Techel, Pedroza, Mohler, Dohring, Joseph, White, Gentry, Rosenberg, Ramos, and Leary

Absent: 1 - Dorman

11. REGULAR AGENDA ITEMS

11.1 Comprehensive Operations Analysis (COA) Identified Needs (Matthew Wilcox) (Pages 256-262)

Attachments: [Staff Report](#)

Staff reviewed the COA process, Market Assessment, Technical Analysis and well as the two rider/resident surveys that provided the analysis for compiling a list of critical needs that need to be addressed to make the Vine an efficient and desirable transit system.

Motion MOVED BY PEDROZA, SECONDED by BARNES to APPROVE adoption of the list of identified needs as described in Attachment 1 (Pages 258-262 of the agenda packet) and their corresponding solutions which are also identified in Attachment 1. Motion carried by the following vote:

11.2 (1) Adoption of Resolution No. 18-11 Amending the Environmental Impact Report for the Vine Transit Bus Maintenance Facility (2) Approve the Modified Project for the Vine Transit Maintenance Bus Facility; and (3) Adoption of Resolution No. 18-12 Approving the Modified Project for the Vine Transit Maintenance Bus Facility (Rebecca Schenck) (Pages 263-356)

Attachments: [Staff Report](#)

Board action approved modifications to the Vine Transit Maintenance Bus Facility project.

Motion MOVED by TECHEL, SECONDED by PEDROZA to (1) Adopt Resolution No. 18-11 Amending the Environmental Impact Report (EIR) for the Vine Transit Bus Maintenance Facility; (2) Approve the conceptual plan for the Vine Transit Bus Maintenance Facility project; and (3) Adopt Resolution No. 18-12 approving the Modified Project Vine Transit Bus Maintenance Facility. Motion carried by the following vote:

Aye: 23 - Barnes, Canning, Techel, Pedroza, Mohler, Dohring, Joseph, White, Gentry, Rosenberg, Ramos, and Leary

Absent: 1 - Dorman

11.3 Amendment No. 11 to the Napa Valley Transportation Authority (NVTA) Joint Powers Agreement (Antonio Onorato) (Pages 357-385)

Attachments: [Staff Report](#)

Staff requested that Item 11.3 be pulled from the agenda. It will be presented to the Board at a later date.

11.4 Amendment #1 to Project Work Order No. 5 to Napa Valley Transportation Authority (NVTA) Agreement No. 18-01 with Fehr & Peers (Shaveta Sharma) (Pages 386-401)

Attachments: [Staff Report](#)

The proposed amendment incorporates origin and destination data, modes of travels, and transit feasibility along the State Route 37 (SR 37) corridor with the cost being shared with the three other North Bay Congestion Management Agencies, the Transit Authority of Marin, Sonoma County Transportation Authority, and Solano Transportation Authority. NVTA's share of the total cost is \$11,765.

Motion MOVED by CANNING, SECONDED by JOSEPH to APPROVE Amendment No. 1 to Project Work Order No. 5 Agreement No. 15-22 for additional Scope of Work by \$47,060, and authorize the Executive Director to execute the contract documents for the completion of the work. Motion carried by the following vote:

Aye: 23 - Barnes, Canning, Techel, Pedroza, Mohler, Dohring, Joseph, White, Gentry, Rosenberg, Ramos, and Leary

Absent: 1 - Dorman

11.5 Federal and State Legislative Updates and State Bill Matrix (Kate Miller) (Pages 402-416)

Attachments: [Staff Report](#)

The Board received the Monthly Federal and State Legislative updates and took the following actions on the recommendations on proposed legislation included in the State Bill Matrix.

Motion MOVED by JOSEPH, SECONDED by RAMOS to APPROVE a Support Position on (1) AB 3201 (Daly D) and (2) SB 1434 (Leyva D). Motion carried by the following vote:

Aye: 23 - Barnes, Canning, Techel, Pedroza, Mohler, Dohring, Joseph, White, Gentry, Rosenberg, Ramos, and Leary

Absent: 1 - Dorman

12. FUTURE AGENDA ITEMS

None

13 ADJOURNMENT

131 Approval of Next Regular Meeting Date of May 16, 2018 at 1:30 p.m. and Adjournment

The next regular meeting will be Wednesday, May 16, 2018 at 1:30 p.m.

Chair White adjourned the meeting at 3:22 p.m.

Karalyn E. Sanderlin, NVTA Board Secretary



NAPA VALLEY TRANSPORTATION AUTHORITY Board Agenda Letter

TO: Board of Directors
FROM: Kate Miller, Executive Director
REPORT BY: Justin Paniagua, Senior Finance/Policy Analyst
(707) 259-8780 / Email: jpaniagua@nvta.ca.gov
SUBJECT: Resolution No. 18-13 Approving Napa Valley Transportation Authority's (NVRTA's) Biennial Budget for Fiscal Years (FY) 2018-19 and 2019-20.

RECOMMENDATION

That the Napa Valley Transportation Authority (NVRTA) Board adopt Resolution No. 18-13 (Attachment 1) approving the biennial budget for Fiscal Years 2018-19 and Fiscal Years 2019-2020.

COMMITTEE RECOMMENDATION

A budget steering committee review convened on April 13, 2018. The Citizens Advisory Committee reviewed and provided comment on May 2, 2018 and the Paratransit Coordinating Council reviewed and gave concurrence on Vine Go's budget on May 3, 2018.

EXECUTIVE SUMMARY

The NVRTA biennial budget was presented as a first reading to the Board for review and comment at its April 18, 2018 meeting. Other than a negligible increase to the Information Technology Services expense item for \$1,941 and \$2,000 respectively, there were no other changes or comments since last month. Attachment 2 presents the two-year fiscal plan. In summary:

FY 2018-19 Annual Budget

Operating Budget:	\$20,604,631
Capital Budget:	\$ 5,583,188
<u>Depreciation:</u>	<u>\$ 2,852,000</u>
Total Annual Budget	\$29,039,819

FY 2019-20 Annual Budget

Operating Budget:	\$15,639,050
Capital Budget:	\$ 0
Depreciation:	\$ 2,887,000
Total Annual Budget	\$18,526,050

PROCEDURAL REQUIREMENTS

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

FISCAL IMPACT

Is there a fiscal impact? Yes, upon adoption, the fiscal impact will be \$29,039,819 for FY2018-19 and \$18,526,050 for FY2019-20 for the operating budget, capital investments, and depreciation expense.

CEQA REQUIREMENTS

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

BACKGROUND AND DISCUSSION

The overall budget for the Napa Valley Transportation Authority is \$29 million in FY 2018-19 and \$18.5 million in FY 2019-20. The biennial budget outlines NVTA's plan for how resources will be used to achieve the agency's goals and objectives over the next two years. Adoption of the spending appropriation provides the legal authority to expend revenues for the outlined objectives. Today's action request the Board to approve the two-year financial plan.

Quarterly adjustments will be brought back to the Board over the next two years for any new projects, programs, requests for new appropriations, or amendments to carry over unused budgets from the previous year.

The two year fiscal plan is a balanced budget achieved by minimizing expenditures and funding operations with anticipated operating and grants revenues. The budget provides funding for all NVTA objectives without any service reductions and reflects the efforts made to meet the agency's new and existing responsibilities to the community while minimizing costs.

Staff anticipates these goals and objectives are achievable with existing staffing levels. That said, any expanded project delivery role over the next two to three years may require

additional staff and support. Reallocation of staff to address new responsibilities such as ramping up Measure T administration, maintaining the efficiency of transit services, delivering large capital projects, and assisting with Priority Development Area improvements may also be necessary.

SUPPORTING DOCUMENTS

Attachments: (1) Resolution No. 18-13
 (2) Final Biennial Budget for the Fiscal Years Ending 2019 & 2020

RESOLUTION No. 18-13

**A RESOLUTION OF THE
NAPA VALLEY TRANSPORTATION AUTHORITY (NVTA)
ADOPTING THE FISCAL YEAR (FY) 2018-19 AND FISCAL YEAR (FY) 2019-20 BUDGETS**

WHEREAS, the Napa Valley Transportation Authority (NVTA) is designated the countywide transportation planning agency responsible for Highway, Street and Road, and transit planning and programming within Napa County; and

WHEREAS, on an biennial basis the NVTA Board reviews and approves a budget for all transit services - fixed route, deviated route, paratransit, and taxi subsidy, as well as, NVTA administration and planning; and

WHEREAS, certain Bay Area Air Quality Management District, Congestion Management Authority, Abandoned Vehicle Abatement Authority, Federal Transit Administration, State Transit Assistance, Regional Measure 2, Caltrans, and Transportation Development Act funds are passed through NVTA, and

WHEREAS, NVTA held a public hearing on April 18, 2018, to consider public input on the proposed budget:

NOW, THEREFORE, BE IT RESOLVED, that the NVTA Board adopt the FY 2018-19 Budget in the amount of \$29,039,819 and FY 2019-20 Budget in the amount of \$18,526,050 and authorizes the Executive Director to take all necessary actions to secure indicated Federal, State, Regional, and Local resources, and to execute contracts with Member Agencies or funding entities as necessary.

Passed and Adopted the 16th day of May, 2018.

Peter G. White, NVTA Chair

Ayes:

Nays:

Absent:

ATTEST:

Karalyn E. Sanderlin, NVTA Board Secretary

APPROVED:

Vicki A. Clayton, NVTA General Counsel

Budget Inputs - Consolidated CMA and Public Transit

		A	B	C	D	E	F (D-A) Draft - Adjusted	G
		FY 2017 - 2018 Adjusted Budget	FY 2017 - 2018 Projections	FY 2018 - 2019 Draft Budget	FY 2019 - 2020 Draft Budget	Total Biennial Budget	\$ Difference	% Difference
Revenues								
41400	Transportation Development Act	8,447,492	7,715,644	12,304,839	9,076,495	21,381,334	629,003	7%
43790	State Transit Assistance	1,139,000	879,000	1,806,413	1,506,600	3,313,013	367,600	32%
43890	Federal Funds- FTA/FHWA	2,781,830	2,460,991	4,459,424	2,846,600	7,306,024	64,770	2%
43950	Other-Governmental Agencies	400,000	436,400	629,400	715,400	1,344,800	315,400	79%
45100	Interest	26,300	49,550	46,400	47,000	93,400	20,700	79%
46800	Farebox	1,532,200	1,150,750	1,187,100	1,271,700	2,458,800	(260,500)	-17%
46810	Charges for Services-Amcan	33,119	26,969	35,700	37,700	73,400	4,581	14%
46820	Charges for Service-Yountville	34,489	34,167	38,600	40,000	78,600	5,511	16%
46825	Charges for Services-St Helena	24,519	27,692	31,655	32,455	64,110	7,936	32%
46830	Charges for Services-Calistoga	65,093	65,093	65,100	65,100	130,200	7	0%
49900	Intrafund Transfers-In	204,000	220,000	243,500	253,500	497,000	49,500	24%
Total Revenues		14,484,042	12,846,256	20,604,631	15,639,050	36,243,681	1,155,008	8%
Expenses		-	-					
51100	Salaries and Wages	1,507,142	1,450,000	1,552,700	1,614,400	3,167,100	107,258	7%
51110	Extra Help	-	5,000	5,000	5,000	10,000	5,000	0%
51200	401A Employer Contribution	18,000	20,000	24,500	24,500	49,000	6,500	36%
51205	Cell Phone Allowance	1,800	2,900	3,000	3,000	6,000	1,200	67%
51300	Medicare	17,000	17,050	18,000	18,000	36,000	1,000	6%
51400	Employee Insurance-Premiums	186,000	290,000	300,000	321,600	621,600	135,600	73%
51405	Workers Compensation	14,400	13,000	14,400	14,400	28,800	-	0%
51410	Unemployment Compensation	-	3,000	-	-	-	-	0%
51600	Retirement	154,358	125,000	166,000	180,000	346,000	25,642	17%
51605	Other Post Employment Benefits	31,000	31,000	25,000	25,000	50,000	(6,000)	-19%
51990	Other Employee Benefits	3,000	2,200	3,000	3,000	6,000	-	0%
Total for: Salaries and Benefits		1,932,700	1,959,150	2,111,600	2,208,900	4,320,500	276,200	14%
52100	Administration Services	10,000	4,000	10,000	10,000	20,000	-	0%
52125	Accounting/Auditing Services	103,100	69,500	95,700	95,700	191,400	(7,400)	-7%
52130	Information Technology Service	110,542	103,615	97,490	101,400	198,890	(9,142)	-8%
52131	ITS-Communication Services	20,000	19,688	21,741	22,400	44,141	2,400	12%
52140	Legal Services	60,500	60,500	85,700	85,700	171,400	25,200	42%
52150	Temporary/Contract Help	10,000	-	7,500	7,500	15,000	(2,500)	-25%
52310	Consulting Services	3,057,863	1,500,000	6,242,000	893,000	7,135,000	509,637	17%
52325	Waste Disposal Services	15,000	17,695	18,500	18,700	37,200	3,700	25%
52335	Security Services	48,000	26,233	42,000	42,000	84,000	(6,000)	-13%
52340	Landscaping Services	4,000	8,250	5,000	5,200	10,200	1,200	30%
52360	Construction Services	65,000	65,000	-	-	-	(65,000)	-100%
52490	Purchased Transportation	8,901,000	8,983,192	9,286,000	9,592,300	18,878,300	691,300	8%
52500	Maintenance-Equipment	92,000	130,188	130,000	135,000	265,000	43,000	47%
52505	Maintenance-Buildings/Improvem	344,000	292,000	85,000	90,000	175,000	(254,000)	-74%
52515	Maintenance-Software	113,000	107,750	115,500	115,500	231,000	2,500	2%
52520	Maintenance-Vehicles	32,000	7,200	62,000	62,000	124,000	30,000	94%
52600	Rents and Leases - Equipment	8,000	7,400	7,000	7,000	14,000	(1,000)	-13%
52605	Rents and Leases - Bldg/Land	41,000	6,000	6,000	6,000	12,000	(35,000)	-85%
52705	Insurance - Premiums	77,000	58,800	75,000	75,000	150,000	(2,000)	-3%
52800	Communications/Telephone	16,000	18,625	21,500	21,500	43,000	5,500	34%
52810	Advertising/Marketing	202,000	102,500	172,500	172,500	345,000	(29,500)	-15%
52820	Printing & Binding	65,500	42,500	60,000	60,000	120,000	(5,500)	-8%
52825	Bank Charges	16,000	5,200	14,000	14,000	28,000	(2,000)	-13%
52830	Publications & Legal Notices	12,000	16,120	17,500	17,500	35,000	5,500	46%
52900	Training/Conference Expenses	50,000	25,000	40,000	40,000	80,000	(10,000)	-20%
52905	Business Travel/Mileage	20,000	13,000	15,000	15,000	30,000	(5,000)	-25%
53100	Office Supplies	30,200	30,000	35,000	35,000	70,000	4,800	16%
53110	Freight/Postage	4,000	2,000	4,000	4,000	8,000	-	0%
53115	Books/Media/Periodicals/Subscr	7,000	4,000	6,000	6,000	12,000	(1,000)	-14%
53120	Memberships/Certifications	36,000	33,000	35,000	35,000	70,000	(1,000)	-3%
53205	Utilities - Electric	20,000	27,500	31,000	31,000	62,000	11,000	55%
53220	Utilities - Water	18,000	22,250	25,000	25,000	50,000	7,000	39%
53250	Fuel	1,234,000	1,076,900	1,114,900	1,171,550	2,286,450	(62,450)	-5%
	Operations Contingency	245,500	-	341,600	241,300	582,900	(4,200)	-2%
	Fuel Contingency	185,000	-	167,900	176,400	344,300	(8,600)	-5%
Total for: Services and Supplies		15,273,205	12,885,606	18,493,031	13,430,150	31,923,181	831,445	5%
57900	Intrafund Transfers Out (Allocated Lab	204,000	221,000	243,500	253,500	497,000	49,500	24%
Total for: Other Expenses		204,000	221,000	243,500	253,500	497,000	49,500	24%
Total Expenditures		17,205,905	14,844,756	20,604,631	15,639,050	36,243,681	1,107,645	6%
Net Change in Operations		(2,721,863)	(1,998,500)	-	-	-		
54600	Depreciation Expense	2,750,000	2,750,000	2,852,000	2,887,000	5,739,000	137,000	5%

Budget Inputs - Capital Projects

		A	B	C	D	E	F (C-A) Draft - Adjusted	G
		FY 2017 - 2018 Approved Budget	FY 2017 - 2018 Projections	FY 2018 - 2019 Draft Budget	FY 2019 - 2020 Draft Budget	Total Biennial Budget	\$ Difference	% Difference
Revenues								
41410	Sales and Use Tax - Capital	4,803,919.00	-	2,695,657.00	-	2,695,657.00	(2,108,262.00)	-44%
43890	Federal-Other Funding	300,000.00	-	1,963,789.00	-	1,963,789.00	1,663,789.00	555%
43950	Other-Governmental Agencies	-	-	923,742	-	923,742	923,742	0%
Total Revenues		5,103,919.00	-	5,583,188.00	-	5,583,188.00	479,269.00	9%
Expenses								
55200	Construction in Progress	425,000.00	-	1,075,000.00	-	1,075,000.00	650,000.00	153%
55400	Equipment	4,678,919.00	-	4,508,188.00	-	4,508,188.00	(170,731.00)	-4%
55900	Capital Outlay Offset	(5,103,919.00)	-	(5,583,188.00)	-	(5,583,188.00)	(479,269.00)	9%
57900	Intrafund Transfers Out	5,103,919.00	-	5,583,188.00	-	5,583,188.00	479,269.00	9%
Total for: Other Expenses		5,103,919.00	-	5,583,188.00	-	5,583,188.00	479,269.00	9%
Total Expenditures		5,103,919.00	-	5,583,188.00	-	5,583,188.00	479,269.00	9%
Net Surplus (Deficit)		-	-	-	-	-	-	

Budget Inputs - CMA

		A	B	C	D	E	F (D-A) Draft - Adjusted	G
		FY 2017 - 2018 Adjusted Budget	FY 2017 - 2018 Projections	FY 2018 - 2019 Draft Budget	FY 2019 - 2020 Draft Budget	Total Biennial Budget	\$ Difference	% Difference
Revenues								
41400	Transportation Development Act	2,200,700	1,906,700	6,344,231	2,481,900	8,826,131	281,200	13%
43790	State Funds	69,000	69,000	69,000	69,000	138,000	-	0%
43890	Federal Funds- FTA/FHWA	760,000	700,000	2,374,000	790,000	3,164,000	30,000	4%
43950	Other-Governmental Agencies	10,000	10,000	203,000	289,000	492,000	279,000	2790%
45100	Interest	5,000	18,500	20,000	20,000	40,000	15,000	300%
46800	Local Contributions (Non-Governmental)	160,000	3,000	-	-	-	(160,000)	-100%
49900	Intrafund Transfers-In	204,000	220,000	243,500	253,500	497,000	49,500	24%
Total Revenues		3,408,700	2,927,200	9,253,731	3,903,400	13,157,131	494,700	15%
Expenses								
51100	Salaries and Wages	1,507,142	1,450,000	1,552,700	1,614,400	3,167,100	107,258	7%
51110	Extra Help	-	5,000	5,000	5,000	10,000	5,000	0%
51200	401A Employer Contribution	18,000	20,000	24,500	24,500	49,000	6,500	36%
51205	Cell Phone Allowance	1,800	2,900	3,000	3,000	6,000	1,200	67%
51300	Medicare	17,000	17,050	18,000	18,000	36,000	1,000	6%
51400	Employee Insurance-Premiums	186,000	290,000	300,000	321,600	621,600	135,600	73%
51405	Workers Compensation	14,400	13,000	14,400	14,400	28,800	-	0%
51410	Unemployment Compensation	-	3,000	-	-	-	-	0%
51600	Retirement	154,358	125,000	166,000	180,000	346,000	25,642	17%
51605	Other Post Employment Benefits	31,000	31,000	25,000	25,000	50,000	(6,000)	-19%
51990	Other Employee Benefits	3,000	2,200	3,000	3,000	6,000	-	0%
Total for: Salaries and Benefits		1,932,700	1,959,150	2,111,600	2,208,900	4,320,500	276,200	14%
52100	Administration Services	10,000	4,000	10,000	10,000	20,000	-	0%
52125	Accounting/Auditing Services	76,000	65,000	76,000	76,000	152,000	-	0%
52130	Information Technology Service	73,000	73,000	68,290	70,400	138,690	(2,600)	-4%
52131	ITS-Communication Services	20,000	19,688	21,741	22,400	44,141	2,400	12%
52140	Legal Services	50,000	60,500	75,000	75,000	150,000	25,000	50%
52310	Consulting Services	3,057,863	1,500,000	6,242,000	893,000	7,135,000	509,637	17%
52325	Waste Disposal Services	-	3,300	3,500	3,700	7,200	3,700	0%
52335	Security Services	12,000	6,233	12,000	12,000	24,000	-	0%
52340	Landscaping Services	4,000	8,250	5,000	5,200	10,200	1,200	30%
52360	Construction Services	65,000	65,000	-	-	-	(65,000)	-100%
52500	Maintenance-Equipment	10,000	25,000	25,000	25,000	50,000	15,000	150%
52505	Maintenance-Buildings/Improvem	339,000	275,000	70,000	75,000	145,000	(264,000)	-78%
52515	Maintenance-Software	72,000	50,000	50,000	50,000	100,000	(22,000)	-31%
52520	Maintenance-Vehicles	2,000	-	2,000	2,000	4,000	-	0%
52600	Rents and Leases - Equipment	8,000	7,400	7,000	7,000	14,000	(1,000)	-13%
52705	Insurance - Premiums	65,000	45,000	60,000	60,000	120,000	(5,000)	-8%
52800	Communications/Telephone	10,000	6,700	7,500	7,500	15,000	(2,500)	-25%
52810	Advertising/Marketing	40,000	50,000	55,000	55,000	110,000	15,000	38%
52820	Printing & Binding	20,000	15,000	15,000	15,000	30,000	(5,000)	-25%
52825	Bank Charges	12,000	2,000	10,000	10,000	20,000	(2,000)	-17%
52830	Publications & Legal Notices	10,000	15,000	15,000	15,000	30,000	5,000	50%
52900	Training/Conference Expenses	50,000	25,000	40,000	40,000	80,000	(10,000)	-20%
52905	Business Travel/Mileage	20,000	13,000	15,000	15,000	30,000	(5,000)	-25%
53100	Office Supplies	20,000	30,000	35,000	35,000	70,000	15,000	75%
53110	Freight/Postage	3,000	2,000	3,000	3,000	6,000	-	0%
53115	Books/Media/Periodicals/Subscr	7,000	4,000	6,000	6,000	12,000	(1,000)	-14%
53120	Memberships/Certifications	36,000	33,000	35,000	35,000	70,000	(1,000)	-3%
53205	Utilities - Electric	12,000	22,000	25,000	25,000	50,000	13,000	108%
53220	Utilities - Water	10,000	10,000	12,000	12,000	24,000	2,000	20%
53250	Fuel	1,000	900	1,000	1,000	2,000	-	0%
	Operations Contingency	52,000	-	140,100	33,300	173,400	(18,700)	-36%
Total for: Services and Supplies		4,166,863	2,435,971	7,142,131	1,694,500	8,836,631	202,137	5%
Total Expenditures		6,099,563	4,395,121	9,253,731	3,903,400	13,157,131	478,337	8%
Net Change in Operations		(2,690,863)	(1,467,921)	-	-	-		
54600	Depreciation Expense			-	-	-	-	0%

Professional Fees/ Consultant Details

Proposed Budget Proposed Budget

No.	Elective	Regulatory	CMA/Transit Special Projects/Studies	Funding	Secured	2018-2019	2019-2020	Status
1	✓		V Commute (vanpool/call center)	JARC/TDA 8	✓	20,000	20,000	Continued Funding
2	✓		Annual Report- NVT A	TDA 8	✓	10,000	10,000	Continued Funding
3		✓	BAAQMD- TFCA	TFCA	✓	500,000	500,000	Continued Funding
4	✓		Mileage Reimbursement Program*	FTA 5310	✓	20,000	20,000	Continued Funding
5	✓		Mobility Management Programs	FTA 5310/TDA	✓	100,000	100,000	Continued Funding
6	✓		Safe Routes To Schools (Caltrans)	SR2S - OBAG 2/ATP	✓	664,000		Continued Funding
7	✓		State Advocacy Services- Lobbying Services	TDA 8	✓	35,000	35,000	Continued Funding
8	✓		Countywide Transportation Plan (including elements - technology, resiliency)	CMA Planning	✓	350,000		New
9		✓	Community Based Transportation Plan (Transit)	Lifeline	✓	75,000		New
10	✓		Travel Behavior Study (Incl. SR 37)	CMA Planning	✓	257,000	-	New
11		✓	Travel Demand Model Upgrade	CMA Planning	✓	75,000		Carryover
12	✓		Travel Demand Model Operations and Maintenance (O&M)	CMA Planning	✓	32,000	8,000	New
13	✓		Website Enhancements Major Upgrade	TDA 8	✓	50,000		Carryover
14	✓		Federal Advocacy Program (Shared)	TDA 8	✓	20,000		Continued Funding
15	✓		Vine Transit Comprehensive Operational Analysis	TDA 8	✓	75,000		New
16	✓		Napa Valley Vine Trail Calistoga to St. Helena Pre-construction	Vine Trail Coalition	✓	527,000		New
17	✓		Bike Plan Updates and Revisions	CMA Planning	✓	125,000		Carryover
18	✓		Bike and Ped Counts	CMA Planning	✓	20,000	-	New
19	✓		Bike/Ped Wayfinding Signage Plan	CMA Planning	✓	50,000	-	New
20	✓		American Canyon Signal Priority	TPI	✓	92,000		Carryover
21	✓		Passenger Rail Coordination	CMA Planning	✓	50,000		New
22	✓		Maintenance Yard NEPA/CEQA - mitigation monitoring	TDA 8	✓	50,000	-	New
23	✓		Maintenance Yard Design & Engineering	TDA 8	✓	1,000,000	-	Carryover
24	✓		Maintenance Yard Solar Consulting	TDA 8	✓	45,000	-	Carryover
25	✓		SR 29 Comprehensive Corridor Plan	CMA Planning/developer	✓	350,000	-	New
26	✓		Imola Park and Ride Environmental & Design Engineering	STP	✓	500,000	-	New
27	✓		Imola Ave. Complete Streets Plan	ATP/CMA Planning	✓	250,000		New
28	✓		Carneros Intersection Environmental/Engineering	TDA 8/CMA	✓	200,000		New
29	✓		Capital Projects - Project Management/Coordination	TDA 8	✓	300,000	200,000	New
30	✓		Center for Technology and Environment - ZEB Project Implementation	FTA 5339	✓	400,000		New, Approved W/ FTA 5339 Grant
TOTAL CMA SPECIAL PROJECTS						6,242,000	893,000	

			Public Transit Special Projects	Funding	Secured	2016-2017	2016-2017
						\$0	\$0
						6,242,000	893,000

TOTAL PROFESSIONAL FEES/ CONSULTING SERVICES

Budget Inputs - Capital Projects

		A	B	C	D	E	F	G
							(C-A) Draft - Adjusted	
		FY 2017 - 2018 Adjusted Budget	FY 2017 - 2018 Projections	FY 2018 - 2019 Draft Budget	FY 2019 - 2020 Draft Budget	Total Biennial Budget	\$ Difference	% Difference
Revenues								
41410	Sales and Use Tax - Capital	4,803,919	-	2,695,657	-	2,695,657	(2,108,262)	-44%
43890	Federal-Other Funding	300,000	-	1,963,789	-	1,963,789	1,663,789	555%
43950	Other-Governmental Agencies	-	-	923,742	-	923,742	923,742	-
Total Revenues		5,103,919	-	5,583,188	-	5,583,188	479,269	9%
Expenses								
55200	Construction in Progress	425,000	-	1,075,000	-	1,075,000	650,000	153%
55400	Equipment	4,678,919	-	4,508,188	-	4,508,188	(170,731)	-4%
55900	Capital Outlay Offset	(5,103,919)	-	(5,583,188)	-	(5,583,188)	(479,269)	9%
57900	Intrafund Transfers Out	5,103,919	-	5,583,188	-	5,583,188	479,269	9%
Total for: Other Expenses		5,103,919	-	5,583,188	-	5,583,188	479,269	9%
Total Expenditures		5,103,919	-	5,583,188	-	5,583,188	479,269	9%
Net Surplus (Deficit)		-	-	-	-	-	-	

CAPITAL INVESTMENTS FY 2018-2019 & FY 2019 -2020

		VEHICLES			FACILITIES			EQUIPMENT		
Updated 5/04/16 at 4:45pm										

Budget Inputs - Vine Transit Services

Public Transit Service Projections	FY 2017 - 2018 Actuals Through Jan 2018	FY 2017 - 2018 Projections	FY 2018 - 2019 Draft Budget	FY 2019 - 2020 Draft Budget	Total Biennial Budget
Service Hours	77,660	134,615	137,500	137,200	274,700
Revenue Hours	63,226	109,366	114,950	115,650	230,600
Service Miles	1,062,886	1,849,352	1,879,400	1,882,400	3,761,800
Revenue Miles	984,499	1,713,419	1,739,000	1,746,000	3,485,000
Ridership	638,391	1,099,149	1,136,700	1,152,200	2,288,900
Total Hourly Cost per Contract (FY18-19 \$46.36; FY19-20 \$48.00)			6,374,500	6,585,600	12,960,100
Fixed Cost Allocation			2,845,429	2,940,650	5,786,079

		A	B	C	D	E	F (D-A) Draft - Adjusted	G
		FY 2017 - 2018 Adjusted Budget	FY 2017 - 2018 Projections	FY 2018 - 2019 Draft Budget	FY 2019 - 2020 Draft Budget	Total Biennial Budget	\$ Difference	% Difference
Revenues								
41400	Transportation Development Act	6,246,792	5,808,944	5,960,608	6,594,595	12,555,203	347,803	6%
43790	State Transit Assistance	1,070,000	810,000	1,737,413	1,437,600	3,175,013	367,600	34%
43890	Federal Funds- FTA/FHWA	2,021,830	1,760,991	2,085,424	2,056,600	4,142,024	34,770	2%
43950	Other-Governmental Agencies	390,000	426,400	426,400	426,400	852,800	36,400	9%
45100	Interest	21,300	31,050	26,400	27,000	53,400	5,700	27%
46800	Farebox	1,372,200	1,147,750	1,187,100	1,271,700	2,458,800	(100,500)	-7%
46810	Charges for Services-Amcan	33,119	26,969	35,700	37,700	73,400	4,581	14%
46820	Charges for Service-Yountville	34,489	34,167	38,600	40,000	78,600	5,511	16%
46825	Charges for Services-St Helena	24,519	27,692	31,655	32,455	64,110	7,936	32%
46830	Charges for Services-Calistoga	65,093	65,093	65,100	65,100	130,200	7	0%
Total Revenues		11,279,342	10,139,056	11,594,400	11,989,150	23,583,550	709,808	6%
Expenses								
52125	Accounting/Auditing Services	27,100	4,500	19,700	19,700	39,400	(7,400)	-27%
52130	Information Technology Service	37,542	30,615	29,200	31,000	60,200	(6,542)	-17%
52140	Legal Services	10,500	-	10,700	10,700	21,400	200	2%
52150	Temporary/Contract Help	10,000	-	7,500	7,500	15,000	(2,500)	-25%
52325	Waste Disposal Services	15,000	14,395	15,000	15,000	30,000	-	0%
52335	Security Services	36,000	20,000	30,000	30,000	60,000	(6,000)	-17%
52490	Purchased Transportation	8,901,000	8,983,192	9,286,000	9,592,300	18,878,300	691,300	8%
52500	Maintenance-Equipment	82,000	105,188	105,000	110,000	215,000	28,000	34%
52505	Maintenance-Buildings/Improvem	5,000	17,000	15,000	15,000	30,000	10,000	200%
52515	Maintenance-Software	41,000	57,750	65,500	65,500	131,000	24,500	60%
52520	Maintenance-Vehicles	30,000	7,200	60,000	60,000	120,000	30,000	100%
52605	Rents and Leases - Bldg/Land	41,000	6,000	6,000	6,000	12,000	(35,000)	-85%
52705	Insurance - Premiums	12,000	13,800	15,000	15,000	30,000	3,000	25%
52800	Communications/Telephone	6,000	11,925	14,000	14,000	28,000	8,000	133%
52810	Advertising/Marketing	162,000	52,500	117,500	117,500	235,000	(44,500)	-27%
52820	Printing & Binding	45,500	27,500	45,000	45,000	90,000	(500)	-1%
52825	Bank Charges	4,000	3,200	4,000	4,000	8,000	-	0%
52830	Publications & Legal Notices	2,000	1,120	2,500	2,500	5,000	500	25%
53100	Office Supplies	10,200	-	-	-	-	(10,200)	-100%
53110	Freight/Postage	1,000	-	1,000	1,000	2,000	-	0%
53205	Utilities - Electric	8,000	5,500	6,000	6,000	12,000	(2,000)	-25%
53220	Utilities - Water	8,000	12,250	13,000	13,000	26,000	5,000	63%
53250	Fuel	1,233,000	1,076,000	1,113,900	1,170,550	2,284,450	(62,450)	-5%
	Operations Contingency	193,500	-	201,500	208,000	409,500	14,500	7%
	Fuel Contingency	185,000	-	167,900	176,400	344,300	(8,600)	-5%
Total for: Services and Supplies		11,106,342	10,449,635	11,350,900	11,735,650	23,086,550	629,308	6%
57900	Intrafund Transfers Out (Allocated Labor)	204,000	221,000	243,500	253,500	497,000	49,500	24%
Total for: Other Expenses		204,000	221,000	243,500	253,500	497,000	49,500	24%
Total Expenditures		11,310,342	10,670,635	11,594,400	11,989,150	23,583,550	678,808	6%
Net Change in Operations		(31,000)	(531,579)	-	-	-		
54600	Depreciation Expense	2,750,000	2,750,000	2,852,000	2,887,000	5,739,000	137,000	5%

Budget Inputs - Vine Go

	FY 2017 - 2018 Actuals Through Jan 2018	FY 2017 - 2018 Projections	FY 2018 - 2019 Draft Budget	FY 2019 - 2020 Draft Budget	Total Biennial Budget
Public Transit Service Projections					
Service Hours	8,829	15,135	14,500	14,000	28,500
Revenue Hours	6,936	11,890	12,000	11,500	23,500
Service Miles	98,373	168,639	185,000	180,000	365,000
Revenue Miles	76,400	130,971	145,000	140,000	285,000
Ridership	13,540	23,211	25,000	23,000	48,000
Total Hourly Cost per Contract (FY18-19 \$46.36; FY19-20 \$48.00)			672,220	672,000	1,344,220
Fixed Cost Allocation			300,063	300,066	600,130

	A	B	C	D	E	F (D-A) Draft - Adjusted	G
	FY 2017 - 2018 Adjusted Budget	FY 2017 - 2018 Projections	FY 2018 - 2019 Draft Budget	FY 2019 - 2020 Draft Budget	Total Biennial Budget	\$ Difference	% Difference
Revenues							
41400 Transportation Development Act	537,100	638,792	1,006,642	1,146,250	2,152,892	609,150	113%
43790 State Transit Assistance	250,000	100,000	59,834	-	59,834	(250,000)	-100%
43890 Federal Funds- FTA/FHWA	340,000	200,000	65,824	-	65,824	(340,000)	-100%
45100 Interest	500	3,200	1,000	1,000	2,000	500	100%
46800 Farebox	64,800	70,000	75,000	69,500	144,500	4,700	7%
Total Revenues	1,192,400	1,011,992	1,208,300	1,216,750	2,425,050	24,350	2%
Expenses							
52125 Accounting/Auditing Services	5,000	300	4,000	4,000	8,000	(1,000)	-20%
52130 Information Technology Service	3,900	3,000	3,000	3,100	6,100	(800)	-21%
52140 Legal Services	2,000	-	2,000	2,000	4,000	-	0%
52490 Purchased Transportation	960,000	1,005,192	973,000	973,000	1,946,000	13,000	1%
52520 Maintenance-Vehicles	10,000	1,200	15,000	15,000	30,000	5,000	50%
52605 Rents and Leases - Bldg/Land	4,000	-	-	-	-	(4,000)	-100%
52810 Advertising/Marketing	1,000	500	1,500	1,500	3,000	500	50%
52820 Printing & Binding	2,000	1,500	2,000	2,000	4,000	-	0%
52830 Publications & Legal Notices	-	120	500	500	1,000	500	0%
53100 Office Supplies	1,200	-	-	-	-	(1,200)	-100%
53250 Fuel	140,000	140,000	145,000	152,250	297,250	12,250	9%
Operations Contingency	21,300	-	20,500	20,500	41,000	(800)	-4%
Fuel Contingency	21,000	-	21,800	22,900	44,700	1,900	9%
Total for: Services and Supplies	1,171,400	1,151,812	1,188,300	1,196,750	2,385,050	25,350	2%
57900 Intrafund Transfers Out (Allocated Labor)	21,000	11,000	20,000	20,000	40,000	(1,000)	-5%
Total for: Other Expenses	21,000	11,000	20,000	20,000	40,000	(1,000)	-5%
Total Expenditures	1,192,400	1,162,812	1,208,300	1,216,750	2,425,050	24,350	2%
Net Change in Operations	-	(150,820)	-	-	-		
54600 Depreciation Expense	290,000	290,000	290,000	290,000	580,000	-	0%

Budget Inputs - Vine

Public Transit Service Projections		FY 2017 - 2018 Actuals Through Jan 2018	FY 2017 - 2018 Projections	FY 2018 - 2019 Draft Budget	FY 2019 - 2020 Draft Budget	Total Biennial Budget		
	Total Service Hours	58,795	102,275	103,800	103,800	207,600		
	Total Revenue Hours	47,261	81,998	86,200	87,200	173,400		
	Total Service Miles	888,206	1,549,899	1,560,900	1,565,900	3,126,800		
	Total Revenue Miles	846,250	1,476,421	1,479,500	1,488,500	2,968,000		
	Total Ridership	581,281	1,001,246	1,029,200	1,041,200	2,070,400		
	Total Hourly Cost per Contract (FY18-19 \$46.36; FY19-20 \$48.00)			4,812,168	4,982,400	9,794,568		
	Fixed Cost Allocation			2,148,040	2,224,777	4,372,818		
		A	B	C	D	E	F (D-A) Draft - Adjusted	G
Revenues		FY 2017 - 2018 Adjusted Budget	FY 2017 - 2018 Projections	FY 2018 - 2019 Draft Budget	FY 2019 - 2020 Draft Budget	Total Biennial Budget	\$ Difference	% Difference
41400	Transportation Development Act	4,866,861	4,363,292	3,946,500	4,097,600	8,044,100	(769,261)	-16%
43790	State Transit Assistance	500,000	400,000	1,395,700	1,437,600	2,833,300	937,600	188%
43890	Federal Funds- FTA/FHWA	1,420,839	1,300,000	1,809,600	1,842,400	3,652,000	421,561	30%
43950	Other-Governmental Agencies (RM2)	390,000	426,400	426,400	426,400	852,800	36,400	9%
45100	Interest	15,000	24,000	20,500	21,100	41,600	6,100	41%
46800	Farebox	1,210,000	980,000	1,007,600	1,095,000	2,102,600	(115,000)	-10%
Total Revenues		8,402,700	7,493,692	8,606,300	8,920,100	17,526,400	517,400	6%
Expenses								
52125	Accounting/Auditing Services	15,000	2,000	10,000	10,000	20,000	(5,000)	-33%
52130	Information Technology Service	22,700	18,615	21,300	22,500	43,800	(200)	-1%
52140	Legal Services	5,000	-	5,000	5,000	10,000	-	0%
52150	Temporary/Contract Help	10,000	-	7,500	7,500	15,000	(2,500)	-25%
52335	Security Services	36,000	20,000	30,000	30,000	60,000	(6,000)	-17%
52490	Purchased Transportation	6,600,000	6,700,000	6,960,300	7,207,200	14,167,500	607,200	9%
52500	Maintenance-Equipment	-	5,172	10,000	10,000	20,000	10,000	0%
52515	Maintenance-Software	41,000	57,750	60,000	60,000	120,000	19,000	46%
52520	Maintenance-Vehicles	20,000	6,000	20,000	20,000	40,000	-	0%
52605	Rents and Leases - Bldg/Land	20,000	-	-	-	-	(20,000)	-100%
52810	Advertising/Marketing	140,000	50,000	100,000	100,000	200,000	(40,000)	-29%
52820	Printing & Binding	30,000	20,000	30,000	30,000	60,000	-	0%
52825	Bank Charges	4,000	3,200	4,000	4,000	8,000	-	0%
52830	Publications & Legal Notices	2,000	1,000	2,000	2,000	4,000	-	0%
53100	Office Supplies	6,000	-	-	-	-	(6,000)	-100%
53110	Freight/Postage	1,000	-	1,000	1,000	2,000	-	0%
53250	Fuel	1,000,000	850,000	864,900	909,100	1,774,000	(90,900)	-9%
	Operations Contingency	144,000		149,800	154,900	304,700	10,900	8%
	Fuel Contingency	150,000		130,500	136,900	267,400	(13,100)	-9%
Total for: Services and Supplies		8,246,700	7,733,737	8,406,300	8,710,100	17,116,400	463,400	6%
57900	Intrafund Transfers Out (Allocated Labor)	156,000	200,000	200,000	210,000	410,000	54,000	35%
Total for: Other Expenses		156,000	200,000	200,000	210,000	410,000	54,000	35%
Total Expenditures		8,402,700	7,933,737	8,606,300	8,920,100	17,526,400	517,400	6%
Net Change in Operations		-	(440,045)	-	-	-		
54600	Depreciation Expense	2,343,000	2,343,000	2,500,000	2,500,000	5,000,000	157,000	7%

Budget Inputs - Taxi Scrip

		A	B	C	D	E	F (D-A) Draft - Adjusted	G
		FY 2017 - 2018 Adjusted Budget	FY 2017 - 2018 Projections	FY 2018 - 2019 Draft Budget	FY 2019 - 2020 Draft Budget	Total Biennial Budget	\$ Difference	% Difference
Revenues								
41400	Transportation Development Act	54,252	54,860	42,600	42,600	85,200	(11,652)	-21%
45100	Interest	400	250	400	400	800	-	0%
46800	Farebox	37,000	40,000	40,000	40,000	80,000	3,000	8%
Total Revenues		91,652	95,110	83,000	83,000	166,000	(8,652)	-9%
Expenses								
52125	Accounting/Auditing Services	1,500	600	1,000	1,000	2,000	(500)	-33%
52130	Information Technology Service	1,252	1,000	1,000	1,000	2,000	(252)	-20%
52140	Legal Services	500	-	500	500	1,000	-	0%
52490	Purchased Transportation	67,000	61,000	65,000	65,000	130,000	(2,000)	-3%
52605	Rents and Leases - Bldg/Land	2,000	-	-	-	-	(2,000)	-100%
52820	Printing & Binding	8,000	4,000	8,000	8,000	16,000	-	0%
53100	Office Supplies	1,000	-	-	-	-	(1,000)	-100%
Total for: Services and Supplies		81,252	66,600	75,500	75,500	151,000	(5,752)	-7%
57900	Intrafund Transfers Out (Allocated Labor)	10,400	2,500	7,500	7,500	15,000	(2,900)	-28%
Total for: Other Expenses		10,400	2,500	7,500	7,500	15,000	(2,900)	-28%
Total Expenditures		91,652	69,100	83,000	83,000	166,000	(8,652)	-9%
Net Change in Operations		-	26,010	-	-	-	-	
54600	Depreciation Expense					-	-	0%

Budget Inputs - American Canyon

		FY 2017 - 2018 Actuals Through Jan 2018	FY 2017 - 2018 Projections	FY 2018 - 2019 Draft Budget	FY 2019 - 2020 Draft Budget	Total Biennial Budget		
Public Transit Service Projections								
	Service Hours	2,034	3,487	3,800	3,900	7,700		
	Revenue Hours	1,820	3,120	2,850	2,950	5,800		
	Service Miles	21,283	36,486	35,000	36,000	71,000		
	Revenue Miles	14,750	25,285	25,000	26,000	51,000		
	Ridership	11,770	20,177	20,000	21,000	41,000		
Total Hourly Cost per Contract (FY18-19 \$46.36; FY19-20 \$48.00)				176,168	187,200	363,368		
Fixed Cost Allocation				78,637	83,590	162,227		
		A	B	C	D	E	F (D-A) Draft - Adjusted	G
		FY 2017 - 2018 Adjusted Budget	FY 2017 - 2018 Projections	FY 2018 - 2019 Draft Budget	FY 2019 - 2020 Draft Budget	Total Biennial Budget	\$ Difference	% Difference
Revenues								
41400	Transportation Development Act	144,271	150,000	209,900	295,300	505,200	151,029	105%
43790	State Transit Assistance	80,000	80,000	70,000	-	70,000	(80,000)	-100%
43890	Federal Funds- FTA/FHWA	60,000	60,000	-	-	-	(60,000)	-100%
45100	Interest	2,000	1,200	1,500	1,500	3,000	(500)	-25%
46800	Farebox	15,600	14,000	14,000	14,700	28,700	(900)	-6%
46810	Charges for Services-Amcan	33,119	26,969	35,700	37,700	73,400	4,581	14%
Total Revenues		334,990	332,169	331,100	349,200	680,300	14,210	4%
Expenses								
52125	Accounting/Auditing Services	1,200	200	1,000	1,000	2,000	(200)	-17%
52130	Information Technology Service	2,790	2,000	800	900	1,700	(1,890)	-68%
52140	Legal Services	800	-	1,000	1,000	2,000	200	25%
52490	Purchased Transportation	268,000	225,000	254,900	270,800	525,700	2,800	1%
52500	Maintenance-Equipment	15,500	16,124	15,000	15,000	30,000	(500)	-3%
52520	Maintenance-Vehicles	-	-	5,000	5,000	10,000	5,000	0%
52605	Rents and Leases - Bldg/Land	4,000.00	-	-	-	-	(4,000)	-100%
52800	Communications/Telephone	-	900	1,000	1,000	2,000	1,000	0%
52810	Advertising/Marketing	10,000	400	5,000	5,000	10,000	(5,000)	-50%
52820	Printing & Binding	3,500	2,000	3,000	3,000	6,000	(500)	-14%
53100	Office Supplies	500.00	-	-	-	-	(500)	-100%
53250	Fuel	30,000	25,000	30,000	31,500	61,500	1,500	5%
	Operations Contingency	5,800		5,900	6,200	12,100	400	7%
	Fuel Contingency	4,400		4,500	4,800	9,300	400	9%
Total for: Services and Supplies		346,490	271,624	327,100	345,200	672,300	(1,290)	0%
57900	Intrafund Transfers Out (Allocated Labor)	4,000	1,500	4,000	4,000	8,000	-	0%
Total for: Other Expenses		4,000	1,500	4,000	4,000	8,000	-	-
Total Expenditures		350,490	273,124	331,100	349,200	680,300	(1,290)	0%
Net Change in Operations		(15,500)	59,045	-	-	-		
54600	Depreciation Expense	24,000	24,000	25,000	25,000	50,000	1,000	4%

Budget Inputs - Yountville

	FY 2017 - 2018 Actuals Through Jan 2018	FY 2017 - 2018 Projections	FY 2018 - 2019 Draft Budget	FY 2019 - 2020 Draft Budget	Total Biennial Budget
Public Transit Service Projections					
Service Hours	2,424	4,156	4,800	4,800	9,600
Revenue Hours	2,306	3,953	4,600	4,600	9,200
Service Miles	14,638	25,094	29,500	29,500	59,000
Revenue Miles	13,785	23,631	28,000	28,000	56,000
Ridership	11,590	19,869	25,000	26,000	51,000
Total Hourly Cost per Contract (FY18-19 \$46.36; FY19-20 \$48.00)			222,528	230,400	452,928
Fixed Cost Allocation			99,331	102,880	202,211

	A	B	C	D	E	F (D-A) Draft - Adjusted	G
	FY 2017 - 2018 Adjusted Budget	FY 2017 - 2018 Projections	FY 2018 - 2019 Draft Budget	FY 2019 - 2020 Draft Budget	Total Biennial Budget	\$ Difference	% Difference
Revenues							
41400 Transportation Development Act	172,111	172,000	210,071	291,350	501,421	119,239	69%
43790 State Transit Assistance	80,000	80,000	70,879	-	70,879	(80,000)	-100%
43890 Federal Funds- FTA/FHWA	67,000	67,000	65,500	66,800	132,300	(200)	0%
45100 Interest	1,000	700	1,000	1,000	2,000	-	0%
46820 Charges for Service-Yountville	34,489	34,167	38,600	40,000	78,600	5,511	16%
Total Revenues	354,600	353,867	386,050	399,150	785,200	44,550	13%
Expenses							
52125 Accounting/Auditing Services	1,500	200	1,000	1,000	2,000	(500)	-33%
52130 Information Technology Service	2,300	2,000	1,000	1,100	2,100	(1,200)	-52%
52140 Legal Services	600	-	750	750	1,500	150	25%
52490 Purchased Transportation	308,000	302,000	321,900	333,300	655,200	25,300	8%
52500 Maintenance-Equipment	15,500	16,568	15,000	15,000	30,000	(500)	-3%
52520 Maintenance-Vehicles	-	-	5,000	5,000	10,000	5,000	0%
52605 Rents and Leases - Bldg/Land	2,000.00	-	-	-	-	(2,000)	-100%
52800 Communications/Telephone	-	1,200	1,000	1,000	2,000	1,000	0%
52810 Advertising/Marketing	4,000	700	4,000	4,000	8,000	-	0%
53100 Office Supplies	500.00	-	-	-	-	(500)	-100%
53250 Fuel	22,000	16,000	22,000	23,100	45,100	1,100	5%
Operations Contingency	6,500	-	7,100	7,400	14,500	900	14%
Fuel Contingency	3,200	-	3,300	3,500	6,800	300	9%
Total for: Services and Supplies	366,100	338,668	382,050	395,150	777,200	29,050	8%
57900 Intrafund Transfers Out (Allocated Labor)	4,000	3,000	4,000	4,000	8,000	-	0%
Total for: Other Expenses	4,000	3,000	4,000	4,000	8,000	-	0%
Total Expenditures	370,100	341,668	386,050	399,150	785,200	29,050	8%
Net Change in Operations	(15,500)	12,199	-	-	-		
54600 Depreciation Expense	24,000	24,000	17,000	17,000	34,000	(7,000)	-29%

Budget Inputs - St. Helena

		FY 2017 - 2018 Actuals Through Jan 2018	FY 2017 - 2018 Projections	FY 2018 - 2019 Draft Budget	FY 2019 - 2020 Draft Budget	Total Biennial Budget		
Public Transit Service Projections								
	Service Hours	2,336	4,005	4,600	4,600	9,200		
	Revenue Hours	1,999	3,427	3,900	3,900	7,800		
	Service Miles	13,510	23,160	21,000	21,000	42,000		
	Revenue Miles	10,096	17,307	18,500	18,500	37,000		
	Ridership	8,086	13,862	15,500	17,000	32,500		
Total Hourly Cost per Contract (FY18-19 \$46.36; FY19-20 \$48.00)				213,256	220,800	434,056		
Fixed Cost Allocation				95,193	98,593	193,786		
		A	B	C	D	E	F (D-A) Draft - Adjusted	G
		FY 2017 - 2018 Adjusted Budget	FY 2017 - 2018 Projections	FY 2018 - 2019 Draft Budget	FY 2019 - 2020 Draft Budget	Total Biennial Budget	\$ Difference	% Difference
Revenues								
41400	Transportation Development Act	169,781	154,000	209,895	290,295	500,190	120,514	71%
43790	State Transit Assistance	80,000	80,000	70,000	-	70,000	(80,000)	-100%
43890	Federal Funds- FTA/FHWA	67,000	67,000	62,700	64,000	126,700	(3,000)	-4%
45100	Interest	700	650	800	800	1,600	100	14%
46800	Farebox	8,000	6,000	6,500	7,000	13,500	(1,000)	-13%
46825	Charges for Services-St Helena	24,519	27,692	31,655	32,455	64,110	7,936	32%
Total Revenues		350,000	335,342	381,550	394,550	776,100	44,550	13%
Expenses								
52125	Accounting/Auditing Services	1,200	-	1,000	1,000	2,000	(200)	-17%
52130	Information Technology Service	2,300	2,000	900	1,000	1,900	(1,300)	-57%
52140	Legal Services	800	-	750	750	1,500	(50)	-6%
52490	Purchased Transportation	290,000	290,000	308,500	319,400	627,900	29,400	10%
52500	Maintenance-Equipment	15,500	16,124	15,000	15,000	30,000	(500)	-3%
52520	Maintenance-Vehicles	-	-	5,000	5,000	10,000	5,000	0%
52605	Rents and Leases - Bldg/Land	2,000	-	-	-	-	(2,000)	-100%
52800	Communications/Telephone	-	900	1,000	1,000	2,000	1,000	0%
52810	Advertising/Marketing	3,000	400	3,000	3,000	6,000	-	0%
52820	Printing & Binding	1,000	-	1,000	1,000	2,000	-	0%
53100	Office Supplies	500	-	-	-	-	(500)	-100%
53250	Fuel	20,000	26,000	30,000	31,500	61,500	11,500	58%
	Operations Contingency	6,100		6,900	7,100	14,000	1,000	16%
	Fuel Contingency	3,200		4,500	4,800	9,300	1,600	50%
Total for: Services and Supplies		345,600	335,424	377,550	390,550	768,100	44,950	13%
57900	Intrafund Transfers Out (Allocated Labor)	4,400	1,500	4,000	4,000	8,000	(400)	-9%
Total for: Other Expenses		4,400	1,500	4,000	4,000	8,000	(400)	-9%
Total Expenditures		350,000	336,924	381,550	394,550	776,100	44,550	13%
Net Change in Operations		-	(1,582)	-	-	-		
54600	Depreciation Expense	24,000	24,000	10,000	5,000	15,000	(19,000)	-79%

Budget Inputs - Calistoga

	FY 2017 - 2018 Actuals Through Jan 2018	FY 2017 - 2018 Projections	FY 2018 - 2019 Draft Budget	FY 2019 - 2020 Draft Budget	Total Biennial Budget
Public Transit Service Projections					
Service Hours	3,241	5,557	6,000	6,100	12,100
Revenue Hours	2,904	4,978	5,400	5,500	10,900
Service Miles	26,876	46,073	48,000	50,000	98,000
Revenue Miles	23,218	39,802	43,000	45,000	88,000
Ridership	12,124	20,784	22,000	24,000	46,000
Total Hourly Cost per Contract (FY18-19 \$46.36; FY19-20 \$48.00)			278,160	292,800	570,960
Fixed Cost Allocation			124,164	130,743	254,907

	A	B	C	D	E	F (D-A) Draft - Adjusted	G
	FY 2017 - 2018 Adjusted Budget	FY 2017 - 2018 Projections	FY 2018 - 2019 Draft Budget	FY 2019 - 2020 Draft Budget	Total Biennial Budget	\$ Difference	% Difference
Revenues							
41400 Transportation Development Act	241,816	226,000	239,000	330,100	569,100	88,284	37%
43790 State Transit Assistance	80,000	70,000	71,000	-	71,000	(80,000)	-100%
43890 Federal Funds- FTA/FHWA	66,991	66,991	81,800	83,400	165,200	16,409	24%
45100 Interest	1,500	800	1,000	1,000	2,000	(500)	-33%
46800 Farebox	16,800	15,750	16,000	17,500	33,500	700	4%
46830 Charges for Services-Calistoga	65,093	65,093	65,100	65,100	130,200	7	0%
Total Revenues	472,200	444,634	473,900	497,100	971,000	24,900	5%
Expenses							
52125 Accounting/Auditing Services	1,200	-	500	500	1,000	(700)	-58%
52130 Information Technology Service	2,300	2,000	1,200	1,400	2,600	(900)	-39%
52140 Legal Services	800	-	700	700	1,400	(100)	-13%
52490 Purchased Transportation	408,000	400,000	402,400	423,600	826,000	15,600	4%
52500 Maintenance-Equipment	15,500	16,200	15,000	15,000	30,000	(500)	-3%
52520 Maintenance-Vehicles	-	-	10,000	10,000	20,000	10,000	0%
52605 Rents and Leases - Bldg/Land	2,000	-	-	-	-	(2,000)	-100%
52800 Communications/Telephone	-	925	1,000	1,000	2,000	1,000	0%
52810 Advertising/Marketing	4,000	500	4,000	4,000	8,000	-	0%
52820 Printing & Binding	1,000	-	1,000	1,000	2,000	-	0%
53100 Office Supplies	500	-	-	-	-	(500)	-100%
53250 Fuel	21,000	19,000	22,000	23,100	45,100	2,100	10%
Operations Contingency	8,500	-	8,800	9,300	18,100	800	9%
Fuel Contingency	3,200	-	3,300	3,500	6,800	300	9%
Total for: Services and Supplies	468,000	438,625	469,900	493,100	963,000	25,100	5%
57900 Intrafund Transfers Out (Allocated Labor)	4,200	1,500	4,000	4,000	8,000	(200)	-5%
Total for: Other Expenses	4,200	1,500	4,000	4,000	8,000	(200)	-5%
Total Expenditures	472,200	440,125	473,900	497,100	971,000	24,900	5%
Net Change in Operations	-	4,509	-	-	-		
54600 Depreciation Expense	45,000	45,000	10,000	50,000	60,000	5,000	11%

Budget Inputs - Vine Facilities (Park & Rides/Transit Yard)

		A	B	C	D	E	F (D-A) Draft - Adjusted	G
		FY 2017 - 2018 Adjusted Budget	FY 2017 - 2018 Projections	FY 2018 - 2019 Draft Budget	FY 2019 - 2020 Draft Budget	Total Biennial Budget	\$ Difference	% Difference
Revenues								
41400	Transportation Development Act	60,600	50,000	96,000	101,100	197,100	40,500	67%
45100	Interest	200	250	200	200	400	-	0%
46800	Farebox	20,000	22,000	28,000	28,000	56,000	8,000	40%
Total Revenues		80,800	72,250	124,200	129,300	253,500	48,500	60%
Expenses								
52125	Accounting/Auditing Services	500	1,200	1,200	1,200	2,400	700	140%
52325	Waste Disposal Services	15,000	14,395	15,000	15,000	30,000	-	0%
52500	Maintenance-Equipment	20,000	35,000	35,000	40,000	75,000	20,000	100%
52505	Maintenance-Buildings/Improvem	5,000	17,000	15,000	15,000	30,000	10,000	200%
52515	Maintenance-Software	-	-	5,500	5,500	11,000	5,500	0%
52605	Rents and Leases - Bldg/Land	5,000	6,000	6,000	6,000	12,000	1,000	20%
52705	Insurance - Premiums	12,000	13,800	15,000	15,000	30,000	3,000	25%
52800	Communications/Telephone	6,000	8,000	10,000	10,000	20,000	4,000	67%
53205	Utilities - Electric	8,000	5,500	6,000	6,000	12,000	(2,000)	-25%
53220	Utilities - Water	8,000	12,250	13,000	13,000	26,000	5,000	63%
	Operations Contingency	1,300	-	2,500	2,600	5,100	1,300	100%
Total for: Services and Supplies		80,800	113,145	124,200	129,300	253,500	48,500	60%
Total Expenditures		80,800	113,145	124,200	129,300	253,500	48,500	60%
Net Change in Operations		-	(40,895)	-	-	-		
54600	Depreciation Expense	-	-			-	-	0%



NAPA VALLEY TRANSPORTATION AUTHORITY Board Agenda Letter

TO: NVTA Board of Directors
FROM: Kate Miller, Executive Director
REPORT BY: Herb Fredricksen, Program Manager, Engineer
(707) 259-5951 / Email: hfredricksen@nvta.ca.gov
SUBJECT: Notice of Completion for the Soscol Gateway Transit Center Board Room Audiovisual Improvements

RECOMMENDATION

That the Napa Valley Transportation Authority (NVTA) Board authorize the filing of the Notice of Completion (Attachment 1) with the Recorder-County Clerk for NVTA Contract No. 17-05 Soscol Gateway Transit Center Board Room Audiovisual Improvements.

COMMITTEE RECOMMENDATION

None

EXECUTIVE SUMMARY

On January 19, 2018 the NVTA issued the Notice to Proceed to Sherwood Electric, Inc. for the Soscol Gateway Transit Center Board Room Audiovisual Improvements (Project). This work was completed on Wednesday May 2, 2018. Staff inspected the Project on Wednesday May 2, 2018 and deemed the job was completed satisfactorily and all items within the scope of work were met.

PROCEDURAL REQUIREMENTS

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

FISCAL IMPACT

Is there a Fiscal Impact? No

CEQA REQUIREMENTS

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

BACKGROUND AND DISCUSSION

The quality of the user's experience with the audiovisual equipment in the Board Room was sub-standard. Projected images were washed out and the speaker system provided poor sound due to room acoustics and the location of the existing speakers. Also the layout of the audiovisual control equipment was unconventional and difficult to work with.

Working with audiovisual consultants RGD Acoustics, audiovisual equipment was relocated to a closet, projectors were replaced, speakers were added to the room, Dias monitors were added and microphones were upgrade, Wi-Fi capacity was improved.

The NVTB Board authorized the Executive Director to award the Project to the lowest and best bidder for an amount not to exceed of \$200,000 on July 19, 2017. Bids were opened for the Project on October 19, 2017 and Notice to Proceed was issued to Sherwood Electric, Inc. on January 19, 2018 with a construction budget of \$179,500. Staff inspected the Project on Wednesday May 2, 2018 and deemed the job was completed satisfactorily and all items within the scope of work were met. The work was completed within budget. Sherwood Electric, Inc. will provide continued staff support and equipment adjustments for a period of 1 year.

SUPPORTING DOCUMENTS

Attachment: (1) Notice of Completion

WHEN RECORDED PLEASE RETURN TO:

Napa Valley Transportation Authority
625 Burnell Street
Napa, California 94559

Exempt from Recording Fees: Gov. Code 27383

NOTICE OF COMPLETION

NOTICE IS HEREBY GIVEN, by order of the Board of Directors of the Napa Valley Transportation Authority, State of California, pursuant to Section 9204 of the Civil Code of the State of California, as follows:

That Contract "Soscol Gateway Transit Center Board Room Audiovisual Improvements, 17-20." heretofore made and executed by the Napa Valley Transportation Authority (NVTA), as Owner, whose address is 625 Burnell Street, Napa, California 94559 and Sherwood Electric, Inc., Contractor, bearing the date of December 26, 2017 for the work of "Soscol Gateway Transit Center Board Room Audiovisual Improvements, 17-20", was completed by the Contractor and was accepted on behalf of the NVTA on May 16, 2018.

That the work and contract was performed at the Soscol Gateway Transit Center located at 625 Burnell Street, Napa, County of Napa, State of California; and

That upon said Stout Insurance Brokers, Inc. was surety upon the bond given by the Contractor in accordance with the provisions of Division 3, Part 4, Title XV, Chapter 7 (section 3247 et seq.) of the Civil Code of California.

IN WITNESS WHEREOF, pursuant to approval granted by its Board of Directors at a meeting of the Board convened and held on the 16th day of May, 2018, authorizing and directing the execution of this instrument, the NVTA has caused this notice to be executed, authenticated by the signature of the Chair of the Board of Directors, and attested by the signature of its Clerk this 16th day of May, 2018.

Napa Valley Transportation Authority (NVTA)

By: _____
PETER G. WHITE, Chair of the Board of Directors

ATTEST: KARALYN E. SANDERLIN
NVTA Board Secretary

By: _____

DECLARATION

The undersigned declare under penalty of perjury that each of them is an officer of the Napa Valley Transportation Authority (NVRTA), to wit: Chair and Secretary of the Board of Directors, respectively; that each of them has read the foregoing Notice of Completion and knows the contents thereof; that the same is true of their own knowledge except as to those matters as are therein stated on information and belief, and as to those matters, each believes them to be true.

Executed on _____ at Napa, California.

PETER G. WHITE, Chair of the Board of Directors of the
Napa Valley Transportation Authority (NVTa)

Karalyn E. Sanderlin, NVTB Board Secretary

A Notary Public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California)
County of _____)

On _____ before me,
_____, personally appeared
_____, who proved to me on
the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within
instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized
capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon
behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature _____ (Seal)



NAPA VALLEY TRANSPORTATION AUTHORITY Board Agenda Letter

TO: Board of Directors
FROM: Kate Miller, Executive Director
REPORT BY: Diana Meehan, Associate Planner
(707) 259-8327 / Email: dmeehan@nvta.ca.gov
SUBJECT: Transportation Fund for Clean Air (TFCA) Three-year Program
Manager Projects List for Fiscal Year End (FYE) 2019 through 2021

RECOMMENDATION

That the Napa Valley Transportation Authority (NVTA) Board approve the Transportation Fund for Clean Air (TFCA) Program Manager Three-year Project List for Fiscal Year End (FYE) 2019 through 2021 allocating \$594,227

COMMITTEE RECOMMENDATION

At its May 3, 2018 meeting, the Technical Advisory Committee (TAC) recommended the Napa Valley Transportation Authority (NVTA) Board approve the Transportation Fund for Clean Air (TFCA) Program Manager Three-Year Projects List for Fiscal Years Ending (FYE) in 2019 through 2021 allocating \$594,227.

EXECUTIVE SUMMARY

On February 21, 2018 the NVTA Board approved the expenditure plan and opened a call for projects for the TFCA Program Manager Funds which closed on March 23, 2018. Two projects were submitted by NVTA, no projects were received from other jurisdictions. The proposed final list of projects for FYE 2019 through FYE 2021 is shown in Table 1 below. All projects have undergone a cost effectiveness analysis and are eligible to receive funds. Approved projects must be submitted to the Bay Area Air Quality Management District (BAAQMD) by November 2, 2018 to meet the programming deadline.

Table 1: Proposed Three-Year Cycle FYE 2019-2021 TFCA Program Manager Projects

FYE 2019-2021 TFCA Expenditures	Amount
Administration Costs for FYE 2019	\$12,931
Imola Park and Ride Express Bus Improvements (FYE 2019 & 2020*)	\$381,296
Napa Valley Vine Trail Calistoga to St. Helena (FYE 2021*)	\$200,000
TOTAL	\$ 594,227

*FYE 2020 and 2021 Estimates are \$380,000 and will be updated when annual fund estimate is received

PROCEDURAL REQUIREMENTS

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

FISCAL IMPACT

Is there a Fiscal Impact? Yes, TFCA eligible projects totaling \$594,227(including administrative costs) will be funded with FYE 2019 through 2021 revenues.

Is it currently budgeted? Yes

Where is it budgeted? FYE 2019-2021 TFCA Program Manager funds.

Future fiscal impact? No

Consequences if not approved? TFCA FYE 2019-2021 Projects will not be funded.

BACKGROUND AND DISCUSSION

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 (approximately \$190,000 annually) 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. BAAQMD rules and statutes only allow funds to be retained for two years unless an extension is requested. Bicycle projects are not allowed an extension and funds programmed to bicycle projects must be expended in 2 years.

NVTA adopts a list of projects annually to be funded by the TFCA Program Manager funds. Historically, the call for projects has been extended and program funds have been rolled over due to lack of eligible project submissions from jurisdictions. Unused TFCA program manager funds can be allocated to other counties, although this has not yet occurred. At the February TAC meeting, staff proposed programming TFCA funds for a three-year cycle similar to the State Transportation Improvement Program (STIP) in order to aid in local planning processes. NVTA receives approximately \$190,000 annually.

The TFCA program can fund a wide range of project types, including the construction of new bicycle lanes; shuttle and feeder bus services to train stations; ridesharing programs to encourage carpool and transit use; bicycle facility improvements such as bicycle racks and lockers; electric vehicles and electric vehicle infrastructure; and arterial management projects that reduce traffic congestion such as signal interconnect projects.

Napa County has approximately \$594,227 in Program Manager Funds for FYE 2019 through FYE 2021. This amount includes \$12,931 set aside for Administration costs for NVTA in the FYE 2019 Expenditure Plan, plus an additional estimated \$380,000 for FYE 2020 and 2021.

The NVTA Board authorized staff to commit a minimum of \$200,000 non-federal matching funds for the Imola Park and Ride Express Bus Improvement Project in November 2017. The total cost for the project is \$3,950,100 and will be funded with a various sources. \$381,296 from TFCA for FY2019-20 will be committed to the project. The funding source composition is shown in Table 1:

Table 1:

Funding Source Composition	Amount	Percentage
TPI	\$ 507,094	12.8
TFCA	\$ 381,296	9.7
Other Funds	\$ 450,000	11.4
TDA	\$ 2,611,710	66.1
Total	\$ 3,950,100	100

\$200,000 in TFCA funds were previously committed as local match for the Vine Trail Calistoga to St. Helena when the project was initiated in 2015 and will be programmed in the outer year of the three-year program cycle.

SUPPORTING DOCUMENTS

Attachment: (1) TFCA FYE 2019-2021 Applications

PROJECT INFORMATION

A. Project Number: 19NAP01

B. Project Title: Imola Park & Ride-Phase 1 Express Bus Platform Improvements
Bicycle and Pedestrian access improvements

C. TFCA County Program Manager Funds Allocated: \$ 359,296

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

E. Total TFCA Funds Allocated (sum of C and D):\$ 359,296

F. Total Project Cost: \$2,700,000

Indicate the TFCA dollars allocated (C, D and E) and total project cost (D). Data from Line E (Total TFCA Funds) should be used to calculate C-E.

G. Project Description:

Grantee will use TFCA funds to relocate existing bus stop to Imola Avenue and improve the Imola Park and Ride facility. Two new bus stop platforms will be constructed on the northbound and southbound SR29 ramps. The project includes construction of sidewalk, curb and gutter on the south side of Imola Ave. from the Imola Park & Ride lot to the southbound bus platform . Additional pedestrian crossing improvements will be made for access to the northbound platform. (Attachment A)Long term bicycle parking in the Park and Ride lot will be included to encourage first/last mile connections by bicycle.

These improvements are designed to improve frequency and reduce running time and improve accessibility for the Route 29 Express to the Vallejo Ferry Terminal and El Cerrito Del Norte BART station. Currently, the Route departs from the Soscol Gateway Transit Center in the center of Napa off of the SR29 Corridor. Relocating the stop to the Imola Avenue ramps will significantly reduce running time for the route.

Based on the NVRTA Express Bus Study, it is anticipated that increased frequency and reduced running times will result in a 10-15% increase in ridership on the Route 29. This equates to approximately 160 one-way trips per day, up from 144 currently at the Soscol Gateway Transit Center.

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

A Final Report Form 1 for Smart Growth Projects/Transit Information will be provided upon completion of the project

I. Completed Cost Effectiveness Worksheet attached

RIDESHARING, BICYCLE, SHUTTLE, AND SMART GROWTH PROJECTS

FYE 2019 TFCA Program Manager Fund Worksheet

Version 2019.1, updated 1/23/2018

General Information Tab: Complete areas shaded in yellow.

Project Number (19XXYY)	19NAP01
Project Title	Imola Park and Ride Facility & Transit Improvements
Project Type Code (e.g., 7a)	8c
County (2-3 character abbreviation)	NAP
Worksheet Calculated By	Diana Meehan
Date of Submission	
Project Sponsor	
Project Sponsor Organization	Napa Valley Transportation Authority
Public Agency? (Y or N)	Y
Contact Name	Diana Meehan
Email Address	dmeehan@nvta.ca.gov
Phone Number	707-259-8327
Mailing Address	625 Burnell Street
City	Napa
State	CA
Zip	94559
Project Schedule	
Project Start Date	9/1/2019
Project Completion Date	12/30/2021
Final Report to CMA	

RIDESHARING, BICYCLE, SHUTTLE, AND SMART GROWTH PROJECTS

FYE 2019 TFCA Program Manager Fund Worksheet

Version 2019.1, Updated 1/23/2018

Regional Fund Proj. #:	N/A
Route Name:	

Cost Effectiveness Inputs	
# Years Effectiveness:	3
Total Cost for route:	\$2,700,000
TFCA Cost for route 40%:	\$359,296
TFCA Cost for route 60%:	N/A
Total TFCA Cost for route:	\$359,296

Program Manager Proj. #	
-------------------------	--

Calculations Tab: Complete areas shaded in yellow only.

SAMPLE ENTRIES ARE SHOWN IN LIGHT BLUE

Emission Reduction Calculations								
Step 1 - Emissions for Eliminated Trips								
A	B	C	D	E	F	G	H	I
# Trips/Day (1-way)	Days/Yr	Trip Length (1-way)	VMT	ROG Emissions (gr/yr)	NOx Emissions (gr/yr)	Exhaust & Trip End PM10 Emissions (gr/yr) *	Other PM10 Emissions (gr/yr) *	CO2 Emissions (gr/yr)
100	250	16	400,000	71,900	62,950	989	98,798	154,024,624
160	240	33.1	1,271,040	207,621	193,217	2,937	313,941	433,805,952
			0	0	0	0	0	0
Total			1,271,040	207,621	193,217	2,937	313,941	433,805,952

Step 2 - Emissions for New Trips to Access Transit/Ridesharing								
50	250	3	37,500	11,900	7,588	144	9,262	14,439,808
			0	0	0	0	0	0
			0	0	0	0	0	0
Total			0	0	0	0	0	0

Step 3A - Emissions for Shuttle/Vanpool Vehicles up to GVW of 14,000 lbs.

A	B	C	D	E	F	G	H	I	J	K	L	M	N
See Emission Factor Tab, ARB Table 2 or 7													
# Vehicles, Model Year	Emission Std.	Vehicle GVW	ROG Factor (gr/mi)	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
Total									0	0	0	0	0

Step 3B - Emissions for Buses

A	B	C	D	E	F	G	H	I	J	K	L	M	N
See Emission Factors Tab, Emissions for Buses Table													
# Vehicles	Engine Year, Make, & Model	Retrofit Device Name	ROG Factor (gr/mi)	NOx Factor (g/mi)	Exhaust PM10 Factor (g/mi)	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)
									0	0	0	0	0
									0	0	0	0	0
Total									0	0	0	0	0

Cost Effectiveness Results

	Annual	Lifetime	
1. VMT Reduced	1,271,040	3,813,120	Miles
2. Trips Reduced	38,400	115,200	Trips
3. ROG Emissions Reduced	0.23	0.69	Tons
4. NOx Emissions Reduced	0.21	0.64	Tons
5. PM Emissions Reduced	0.35	1.05	Tons
6. PM Weighted Emissions Reduced	0.41	1.23	Tons
7. CO2 Emissions Reduced	478.2	1434.5	Tons
8. Emission Reductions (ROG, NOx & PM)	0.79	2.37	Tons
9. TFCA Project Cost - Cost Effectiveness (ROG, Nox & PM)		\$151,384	/Ton
10. TFCA Project Cost - Cost Effectiveness (ROG, NOx & Weighted PM). THIS VALUE MUST MEET POLICY REQUIREMENTS.		\$140,462	/Ton

Notes & Assumptions

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

Project sponsor will use TFCA funds to construct new express bus platforms and update the Imola Park and Ride facility including Bicycle and Pedestrian infrastructure improvements. These improvements are identified in the NVTa 2017 Express Bus Study.

6 month average on/off for Route 29 Express Bus Service to El Cerrito Del Norte BART Station at Soscil Gateway Transit Center were 144/day
Based on the NVTa Express Bus Study (2017) NVTa anticipates that increased frequency and reduced running times will result in a 10-15% increase in ridership on Rt. 29
This equates to 158-165 one-way trips per day, up from 144 trips once the stop is relocated to the Imola Park and Ride

Trip distance (one-way) to El Cerrito Del Norte BART from Imola P & R	33 miles
Projected trips per day per NVTa Travel Behavior Study with Imola P&R improvements	160 avg.
Days/Year based on 20 days/mo. Weekday commute trips	240

RIDESHARING, BICYCLE, SHUTTLE, AND SMART GROWTH PROJECTS
FYE 2019 Worksheet, Version 2019.1, updated 1/23/2018

Average Auto Emission Factors							
Yrs Eff	Trip Fac.	Run Emis. (VMT)	Trip Fac.	Run Emis. (VMT)	Exhaust	Tire, Brakes, Road PM	PM Commute Trip End
1	0.508	0.148	0.166	0.147	0.00216	0.24700	0.00500
2	0.508	0.148	0.166	0.147	0.00216	0.24700	0.00500
3	0.508	0.148	0.166	0.147	0.00216	0.24700	0.00500
4	0.508	0.148	0.166	0.147	0.00216	0.24700	0.00500
5	0.508	0.148	0.166	0.147	0.00216	0.24700	0.00500
6	0.397	0.121	0.125	0.114	0.00216	0.24700	0.00500
7	0.397	0.121	0.125	0.114	0.00216	0.24700	0.00500
8	0.397	0.121	0.125	0.114	0.00216	0.24700	0.00500
9	0.397	0.121	0.125	0.114	0.00216	0.24700	0.00500
10	0.397	0.121	0.125	0.114	0.00216	0.24700	0.00500
11	0.316	0.101	0.096	0.091	0.00216	0.24700	0.00400
12	0.316	0.101	0.096	0.091	0.00216	0.24700	0.00400
13	0.316	0.101	0.096	0.091	0.00216	0.24700	0.00400
14	0.316	0.101	0.096	0.091	0.00216	0.24700	0.00400
15	0.316	0.101	0.096	0.091	0.00216	0.24700	0.00400
16	0.276	0.095	0.081	0.081	0.00216	0.24700	0.00400
17	0.276	0.095	0.081	0.081	0.00216	0.24700	0.00400
18	0.276	0.095	0.081	0.081	0.00216	0.24700	0.00400
19	0.276	0.095	0.081	0.081	0.00216	0.24700	0.00400
20	0.276	0.095	0.081	0.081	0.00216	0.24700	0.00400

Sources:

CARB Methods to Find the Cost-Effectiveness of Funding Air Quality Projects, Table 3 Average Auto Emission Factors, Update from Dennis Wade email, Using columns covering years of project implementation; methodology per Yvette DiCarlo (ARB), Feb. 2010.

CO2 Emission Factors

Gasoline	18.6 lbs/gal	343.9 g/mile
Diesel	22.2 lbs/gal	301.1 g/mile
CNG (from gasoline)	lbs/gal	
CNG(from diesel)	lbs/gal	
Electric	0.00 lbs/gal	0 g/mile
Propane/LPG		
Hybrid		
Approx. Fleet Avg	18.64 lbs/gal	341.3 g/mile

CO2 factors from EMFAC 2014 - cal yr 2017, LDA, LDT1, LDT2, and MCY

Fuel Consumption		VMT %	Weighted
Lt. Duty Cars & Trucks	21.93 mpg	85.8%	18.82
Md. Duty	1 13.93 mpg	13.7%	1.91
Diesel Bus	2 4.64 mpg	0.5%	0.02
		Weighted Avg	20.75

ARB Table 2:

Baseline Vehicle

Based on LEV II standards
with 120,000 mile durability

Weight (lbs.) ¹	ROG	NOx	PM10		CO ₂ ⁴
			Exhaust	Total ³	
Up to 8500	0.09	0.07	0.01	0.21	546
8501-10,000	0.195	0.2	0.12	0.32	735
10,001-14,000	0.23	0.4	0.12	0.32	824

Source: Based on LEV II standards, ARB LEV II Final Regulation Order

Cleaner Vehicles (2004+)

Ultra low-emission light-duty and medium-duty vehicle (ULEV) emission factors in grams per mile with 120,000 mile durability

Weight (lbs.) ¹	ROG	NOx	PM10		CO ₂
			Exhaust	Total ³	
Up to 8500	0.06	0.06	0.010	0.053	546
8501-10,000	0.143	0.2	0.058	0.121	735
10,001-14,000	0.167	0.4	0.058	0.126	824

Super ultra low-emission vehicle (SULEV) factors in grams per mile with 120,000 mile durability

Weight (lbs.) ¹	ROG	NOx	PM10		CO ₂
			Exhaust	Total ³	
Up to 8500	0.01	0.02	0.010	0.053	546
8501-10,000	0.1	0.1	0.058	0.121	735
10,001-14,000	0.117	0.2	0.058	0.126	824

Zero-emission light-duty and medium-duty vehicle (ZEV) emission factors in grams per mile

Weight (lbs.) ¹	ROG	NOx	PM10		CO ₂
			Exhaust	Total ³	
Up to 8500	0	0	0	0.0432	92
8501-10,000	0	0	0	0.0432	92
10,001-14,000	0	0	0	0.0432	144

Source: California Air Resources Board - Methods to Find the Cost-Effectiveness of Funding Air Quality Projects, Table 2. Document updated May 2013.

¹ Gross vehicle weights can be associated with passenger capacity as follows: 5751-8500,

³ Total PM10 factors include exhaust, brake wear, and entrained road dust.

CO2 Table for Light- and Light Heavy-Duty Shuttles

CO2 Emission Factors for Shuttle/Vanpool Vehicles up to 14,000 lbs.

GVWR	CO2 (gr/mi)		
	Up to 8500	8501-10,000	10,001-14,000
	1	2	3
LEV	546	735	824
ULEV	546	735	824
SULEV*	546	735	824
ZEV	92	92	144

* Also PZEV and AT-PZEV

Sources:

CO2 factors from Amir Fanai (BAAQMD) - updated from EMFAC 2011 Version 1.1

ARB Table 5-C:

Diesel^b Medium Heavy-Duty Vehicles (g/mile)^a: 14,001-33,000 lbs

Model Year	ROG ^c	NOx	Exhaust PM2.5	Exhaust PM10	Other PM	CO2 ^e
Pre-1987	0.75	14.52	0.64	0.69	0.289	1321.2

1987-1990	0.59	14.31	0.69	0.75	0.289	1307.3
1991-1993	0.26	10.7	0.38	0.41	0.289	1266.3
1994-1997	0.2	10.51	0.21	0.23	0.289	1171.0
1998-2002	0.2	10.33	0.23	0.25	0.289	1201.0
2003-2006	0.13	6.84	0.14	0.16	0.289	1215.4
2007-2009	0.11	4.01	0.02	0.02	0.289	1241.9
2007-2009 (0.5 g/bhp-hr NOx or Cleaner) ^d	0.1	1.73	0.02	0.02	0.289	1241.9
2010+	0.09	0.74	0.02	0.02	0.289	1246.0

Source for ROG, NOx, and PM2.5: Methods to Find the Cost-Effectiveness of Funding Air Quality Projects Table 5-C

See "Other PM10, Diesel Fleet" for Other PM calculations

Source for PM10: Carl Moyer Guidelines, July 11, 2014, Table D-3

Source for CO2 Values calculated by Amir Fanai (BAAQMD) using EMFAC 2007 V2.3

a - EMFAC 2011 Zero-Mile Based Emission Factors.

b - Emission factors incorporate the ultra low-sulfur diesel fuel correction factors listed in Table D-26 of the Moyer guidelines.

c - ROG - HC * 1.26639.

d - These values are interpolated between 1.2 g/bhp-hr Nox standard for 2007-2009 model years and 0.2 g/bhp-hr Nox standard for 2010+ model years.

CO2 from EMFAC 2014, includes both RUNEX, other CO2 emissions averaged over VMT for a total per mile figure. Ken Mak, updated Dec 12, 2016

ARB Table 5-D:

Diesel^b Heavy Heavy-Duty Vehicles (g/mile)^a: 33,001-60,000 lbs

Model Year	ROG ^c	NOx	Exhaust PM2.5	Exhaust PM10	Other PM	CO2 ^e
Pre-1987	1.09	21.37	1.15	1.25	0.289	2202.4
1987-1990	0.86	21.07	1.25	1.35	0.289	2571.8
1991-1993	0.56	18.24	0.52	0.56	0.289	2788.6
1994-1997	0.42	17.92	0.34	0.37	0.289	1909.8
1998-2002	0.43	17.61	0.37	0.40	0.289	2817.7
2003-2006	0.27	11.64	0.23	0.25	0.289	2065.3
2007-2009	0.23	6.62	0.03	0.03	0.289	1995.2
2007-2009 (0.5 g/bhp-hr NOx or Cleaner) ^d	0.2	2.88	0.03	0.03	0.289	1995.2
2010+	0.19	1.27	0.03	0.03	0.289	2113.3

Source for ROG, NOx, and PM2.5: Methods to Find the Cost-Effectiveness of Funding Air Quality Projects Table 5-D

See "Other PM10, Diesel Fleet" for Other PM calculations

Source for PM10: Carl Moyer Guidelines, July 11, 2014, Table D-4

a - EMFAC 2011 Zero-Mile Based Emission Factors.

b - Emission factors incorporate the ultra low-sulfur diesel fuel correction factors listed in Table D-26 of the Moyer guidelines.

c - ROG - HC * 1.26639.

d - These values are interpolated between 1.2 g/bhp-hr Nox standard for 2007-2009 model years and 0.2 g/bhp-hr Nox standard for 2010+ model years.

CO2 from EMFAC 2014, includes both RUNEX, other CO2 emissions averaged over VMT for a total per mile figure. Ken Mak, updated Dec 12, 2016

ARB Table 5-E:

Diesel Urban Buses (g/mile)^b. 33,000+ lbs

EO Certification Standards ^f (g/bhp-hr)		ROG ^a	NOx	Exhaust PM2.5	Exhaust PM10	Other PM	CO2
6.0 NOX	0.6 PM10	1.15	22.32	1.59	1.73	0.996	2,987.98
5.0 NOX	0.1 PM10	0.96	18.60	0.26	0.29	0.996	2,716.99
5.0 NOX	0.07 PM10	0.96	18.60	0.19	0.20	0.996	2,524.99
4.0 NOX	0.05 PM10	0.77	14.88	0.13	0.14	0.996	2,416.99
2.5 NOX + NMHC	0.05 PM10	0.46	8.84	0.13	0.14	0.996	2,003.00
1.20 NOX	0.01 PM10	0.23	4.46	0.03	0.03	0.996	2,416.99
0.20 NOX	0.01 PM10	0.04	0.74	0.03	0.03	0.996	2,239.81

Source for ROG, NOx, and PM2.5: Methods to Find the Cost-Effectiveness of Funding Air Quality Projects Table 5-E. Source for PM10: Carl Moyer Guidelines, 7/11/14, Table D-5

Source for "Other PM": Methods to Find the Cost-Effectiveness of Funding Air Quality Projects Table 1. Average for Tire Wear, Brake Wear, and Road Dust values. PM2.5 converted to PM10.

Source for CO2 Values calculated by Amir Fanai (BAAQMD) using EMFAC 2007 V2.3

a - ROG = HC * 1.26639

b - Mileage based emissions factors were calculated using conversion factors from Table D-28 of the Moyer guidelines.

f - No diesel buses have been certified to the 0.5 g/bhp/hr for the 2004-2006 model year emission standard.

CO2 from EMFAC 2014, includes both RUNEX, other CO2 emissions averaged over VMT for a total per mile figure. Ken Mak, updated Dec 12, 2016

ARB Table 5-F:

Natural Gas Urban Buses (g/mile)^b 33,000+ lbs

EO Certification Standards (g/bhp-hr)		ROG ^a	NOx	Exhaust PM2.5	Exhaust PM10	Other PM	CO2
5.0 NOX	0.10 PM10	6.33	20.00	0.37	0.40	0.996	2,535.04
5.0 NOX	0.07 PM10	6.33	20.00	0.26	0.28	0.996	2,535.04
4.0 NOX	0.05 PM10	5.07	16.00	0.18	0.20	0.996	2,535.04
2.5 NOX + NMHC	0.05 PM10	2.53	8.00	0.18	0.20	0.996	2,535.04
1.8 NOX + NMHC ^g	0.02 PM10	1.82	5.76	0.07	0.08	0.996	2,535.04
1.2 NOX	0.01 PM10	1.52	4.80	0.04	0.04	0.996	2,535.04
0.2 NOX	0.01 PM10	0.25	0.80	0.04	0.04	0.996	2,535.04

Source for ROG, NOx, and PM2.5: Methods to Find the Cost-Effectiveness of Funding Air Quality Projects Table 5-F

Source for "Other PM": Methods to Find the Cost-Effectiveness of Funding Air Quality Projects Table 1. Average for Tire Wear, Brake Wear, and Road Dust values. PM2.5 converted to PM10.

Source for PM10: Carl Moyer Guidelines, July 11, 2014, Table D-6

Source for CO2 Value: EMFAC 2007 for Diesel Urban Bus, aggregate value for CO2_RUNEX(Pavley I+LCFS) for all model years. Methodology suggested by Dennis Wade from ARB; natural gas vehicles are certified to deisel standards. - Avra Goldman

a - ROG = HC * 1.26639

b - Mileage based emissions factors were calculated using conversion factors from Table D-28 of the Moyer guidelines.

f - A majority of the natural gas urban buses have been certified to the optional standards. Therefore, these values are based on the optional standards.

g - many natural gas urban buses have been certified to optional standards below this level.

Alternative Fuel Medium Heavy-Duty Vehicles (g/mile)^a: 14,001-33,000 lbs

Model Year	ROG	NOx	Exhaust PM10	Other PM	CO2
Pre 1990, 6.0 NOX	3.61	11.40	1.140	0.244	2202.4
1990, 6.0 NOX	3.42	10.80	0.450	0.244	2571.8
1991-1993, 5.0 NOX	2.85	9.00	0.180	0.244	2788.6
1994-1997, 5.0 NOX	2.85	9.00	0.180	0.244	1909.8
1998-2001, 4.0 NOX	2.28	7.20	0.180	0.244	2817.7
2002-2006, 2.5 NOX	1.14	3.60	0.020	0.244	2065.3
2007-2009, 1.8 NOX	0.82	2.59	0.020	0.244	1995.2
2007-2009, 1.5 NOX	0.68	2.16	0.020	0.244	1995.2
2007-2009, 1.2 NOX	0.55	1.73	0.020	0.244	1995.2
2007-2009, 0.84 NOX	0.38	1.21	0.020	0.244	1995.2
2007-2009, 0.5 NOX	0.29	0.90	0.020	0.244	1995.2
2010+, 0.2 NOX	0.11	0.36	0.020	0.244	2113.3

Source for ROG, Nox: Method to Find the Cost-Effectiveness of Funding Air Quality Projects (May 2013), table 5-B, Source for PM10: Carl Moyer Guidelines (July 2014), table D-2

See "Other PM10, Diesel Fleet" for Other PM calculations

Source for CO2 Values: used values for medium heavy-duty deisel vehicles, per Dennis Wade's suggestion (ARB), as Alt. fuel vehicles are certified to deisel standard and alt. fuel is not available on EMFAC. - Avra Goldman

a - Mileage based emissions factors were calculated using conversion factors from Carl Moyer Guidelines, Table D-28 & D-24

Alternative Fuel Heavy Heavy-Duty Vehicles (g/mile)^a: 33,001-60,000 lbs

Model Year	ROG	NOx	Exhaust PM10	Other PM	CO2
Pre 1990, 6.0 NOX	5.89	18.60	1.860	0.289	2202.4
1990, 6.0 NOX	5.70	18.00	0.750	0.289	2571.8
1991-1993, 5.0 NOX	4.75	15.00	0.300	0.289	2788.6
1994-1997, 5.0 NOX	4.59	14.50	0.290	0.289	1909.8
1998-2001, 4.0 NOX	3.67	11.60	0.290	0.289	2817.7
2002-2006, 2.5 NOX	1.84	5.80	0.030	0.289	2065.3
2007-2009, 1.8 NOX	1.32	4.18	0.030	0.289	1995.2
2007-2009, 1.5 NOX	1.10	3.48	0.030	0.289	1995.2
2007-2009, 1.2 NOX	0.88	2.78	0.030	0.289	1995.2
2007-2009, 0.84 NOX	0.62	1.95	0.030	0.289	1995.2
2007-2009, 0.5 NOX	0.46	1.45	0.030	0.289	1995.2
2010+, 0.2 NOX	0.18	0.58	0.030	0.289	2113.3

Source for ROG, Nox: Method to Find the Cost-Effectiveness of Funding Air Quality Projects (May 2013), table 5-B, Source for PM10: Carl Moyer Guidelines (July 2014), table D-2

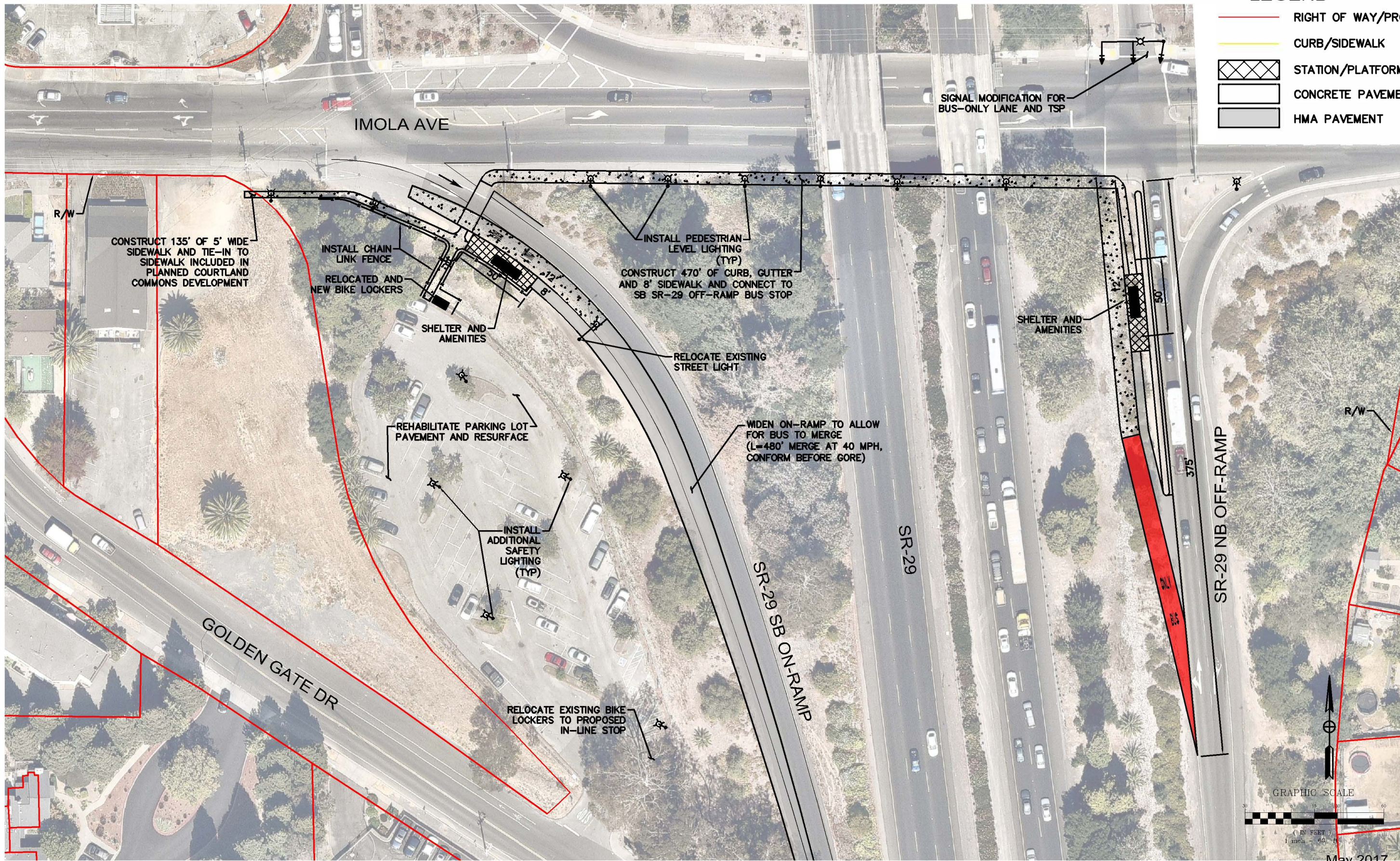
See "Other PM10, Diesel Fleet" for Other PM calculations

Source for CO2 Values: used values for heavy heavy-duty deisel vehicles, per Dennis Wade's (ARB) suggestion, as Alt. fuel vehicles are certified to deisel standard and alt. fuel is not available on EMFAC. - Avra Goldman

a - Mileage based emissions factors were calculated using conversion factors from Carl Moyer Guidelines, Table D-28 & D-24

GASOLINE MEDIUM DUTY VEHICLES (5751-8500 lbs)

Model year	ROG	NOX	PM10 Exhaust	PM10 TW+BW+RD*	CO2
2000	0.669	0.962	0.004	0.204	619.041
2001	0.563	0.776	0.004	0.204	619.338
2002	0.524	0.768	0.004	0.204	619.106
2003	0.468	0.759	0.004	0.204	618.481
2004	0.254	0.154	0.000	0.200	618.978



Vine Transit Express Bus Corridors Study
 Conceptual Estimate of Project Costs
 Imola Park and Ride (D.2)
 Engineer's Opinion of Probable Cost
 June 2017

Item	Description	Quantity	Unit	Unit Cost	Total
1	Traffic Control	1	LS	\$50,000	\$50,000
2	Erosion Control	1	LS	\$15,000	\$15,000
3	Clearing and Grubbing	1	LS	\$10,000	\$10,000
4	Roadway Excavation (Includes removal of sidewalk, curb/gutter, etc.)	1	LS	\$110,000	\$110,000
5	Resurface Pavement (Slurry Seal)	34,200	SF	\$1	\$34,200
6	Roadway Pavement (HMA/AB) (Includes reconstruction of 50% of Parking Lot Pavement)	28,290	SF	\$15	\$424,350
7	Roadway Pavement (Concrete/AB)	3,695	SF	\$25	\$92,375
8	Curb and Gutter	1,175	LF	\$35	\$41,125
9	Sidewalk/Driveway	4,540	SF	\$15	\$68,100
10	Chain Link Fence (6')	225	LF	\$30	\$6,750
11	ADA Curb Ramp	1	EA	\$5,000	\$5,000
12	Hardscaping	-	SF	\$15	\$0
13	Landscaping/Clean water features	-	SF	\$45	\$0
14	Signing and Striping	1	LS	\$15,000	\$15,000
15	RRFB	-	EA	\$15,000	\$0
16	Signal Modification/Relocation (NB Ramps - Includes TSP)	1	LS	\$200,000	\$200,000
17	Signal Modification/Relocation (SB Ramps)	1	LS	\$75,000	\$75,000
18	Station Platform	1,200	SF	\$25	\$30,000
19	Relocate Existing Bike Lockers	1	EA	\$3,000	\$3,000
20	Bike Racks/Lockers	1	EA	\$5,000	\$5,000
21	Bench	2	EA	\$5,000	\$10,000
22	Real-Time Arrival Signs	2	EA	\$15,000	\$30,000
23	Wayfinding Signs	2	EA	\$10,000	\$20,000
24	Wi-Fi	2	EA	\$5,000	\$10,000
25	Shelter	2	EA	\$75,000	\$150,000
26	Utilities (5% of project items)	1	LS	\$70,300	\$70,300
27	Drainage (7% of project items)	1	LS	\$98,400	\$98,400
28	Lighting and Electrical (20% of project items)	1	LS	\$281,000	\$281,000
29	Mobilization (10% of project items)	1	LS	\$140,500	\$140,500
				Construction Sub-Total	\$1,995,100
				40% Contingency	\$798,040
				Construction Total	\$2,793,200
	RIGHT OF WAY ACQUISITION	-	SF	\$45	\$0
	ENGINEERING/DESIGN (18% OF CONSTRUCTION COST)	1	LS	\$502,776	\$502,776
	ENVIRONMENTAL (10% OF CONSTRUCTION COST)	1	LS	\$279,320	\$279,320
	CONSTRUCTION MANAGEMENT (15% OF CONSTRUCTION COST)	1	LS	\$418,980	\$418,980
	PERMITTING (2% OF CONSTRUCTION COST)	1	LS	\$55,864	\$55,864
				Other Project Costs Total =	\$1,256,900
				GRAND TOTAL =	\$4,050,100

The Engineer has no control over the cost of labor, materials, equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable costs provided herein are based on the information known at the time of the opinion.

PROJECT INFORMATION

A. Project Number: 21NAP01

B. Project Title: Napa Valley Vine Trail- Calistoga to St. Helena Segment

C. TFCA County Program Manager Funds Allocated: \$ 200,000

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

E. Total TFCA Funds Allocated (sum of C and D):\$ 200,000

F. Total Project Cost: \$9,100,000

G. Project Description:

Grantee will use TFCA funds to construct a Class I Multi-use facility from the City of Calistoga to the City of St. Helena. This segment is primarily adjacent to the SR29 corridor, a high volume two-lane highway that currently lacks adequate bicycle and pedestrian facilities. The total segment length for this project is 9.1 miles. The total project once complete will be a total of 47 miles, from Calistoga to the Vallejo Ferry Terminal.

The Class I facility will consist of a 10' wide paved path with 2' shoulders on either side. Crossing improvements (HAWK Signals and ladder crossings) will be installed to facilitate safe crossings along the route.

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

A Final Report Form 3 for Bicycle Projects will be provided upon completion of the project

I. Completed Cost Effectiveness Worksheet attached

RIDESHARING, BICYCLE, SHUTTLE, AND SMART GROWTH PROJECTS

FYE 2019 TFCA Program Manager Fund Worksheet

Version 2019.1, updated 1/23/2018

General Information Tab: Complete areas shaded in yellow.

Project Number (19XXYY)	21NAP01
Project Title	Napa Valley Vine Trail-Calistoga to St. Helena Segment
Project Type Code (e.g., 7a)	7a
County (2-3 character abbreviation)	NAP
Worksheet Calculated By	Diana Meehan
Date of Submission	March 20, 2018
Project Sponsor	
Project Sponsor Organization	Napa Valley Transportation Authority
Public Agency? (Y or N)	Y
Contact Name	Herb Fredricksen
Email Address	hfredricksen@nvta.ca.gov
Phone Number	707-259-5951
Mailing Address	625 Burnell St.
City	Napa
State	CA
Zip	94559
Project Schedule	
Project Start Date	12/1/2021
Project Completion Date	6/30/2023
Final Report to CMA	10/31/2023

RIDESHARING, BICYCLE, SHUTTLE, AND SMART GROWTH PROJECTS

FYE 2019 TFCA Program Manager Fund Worksheet

Version 2019.1, Updated 1/23/2018

Regional Fund Proj. #:	N/A
Route Name:	Napa Valley Vine Trail-Calistoga to St. Helena Segment

Cost Effectiveness Inputs	
# Years Effectiveness:	3
Total Cost for route:	\$9,100,000
TFCA Cost for route 40%:	\$200,000
TFCA Cost for route 60%:	N/A
Total TFCA Cost for route:	\$200,000

Program Manager Proj. # 21NAP01

Calculations Tab: Complete areas shaded in yellow only.

SAMPLE ENTRIES ARE SHOWN IN LIGHT BLUE

Emission Reduction Calculations								
Step 1 - Emissions for Eliminated Trips								
A	B	C	D	E	F	G	H	I
# Trips/Day (1-way)	Days/Yr	Trip Length (1-way)	VMT	ROG Emissions (gr/yr)	NOx Emissions (gr/yr)	Exhaust & Trip End PM10 Emissions (gr/yr) *	Other PM10 Emissions (gr/yr) *	CO2 Emissions (gr/yr)
100	250	16	400,000	71,900	62,950	989	98,798	154,024,624
240	250	9.4	564,000	113,952	92,868	1,518	139,305	192,493,200
			0	0	0	0	0	0
Total			564,000	113,952	92,868	1,518	139,305	192,493,200

Step 2 - Emissions for New Trips to Access Transit/Ridesharing								
A	B	C	D	E	F	G	H	I
# Trips/Day (1-way)	Days/Yr	Trip Length (1-way)	VMT	ROG Emissions (gr/yr)	NOx Emissions (gr/yr)	Exhaust & Trip End PM10 Emissions (gr/yr) *	Other PM10 Emissions (gr/yr) *	CO2 Emissions (gr/yr)
50	250	3	37,500	11,900	7,588	144	9,262	14,439,808
			0	0	0	0	0	0
			0	0	0	0	0	0
Total			0	0	0	0	0	0

Step 3A - Emissions for Shuttle/Vanpool Vehicles up to GVW of 14,000 lbs.

A	B	C	D	E	F	G	H	I	J	K	L	M	N
See Emission Factor Tab, ARB Table 2 or 7													
# Vehicles, Model Year	Emission Std.	Vehicle GVW	ROG Factor (gr/mi)	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
Total									0	0	0	0	0

Step 3B - Emissions for Buses

A	B	C	D	E	F	G	H	I	J	K	L	M	N
See Emission Factors Tab, Emissions for Buses Table													
# Vehicles	Engine Year, Make, & Model	Retrofit Device Name	ROG Factor (gr/mi)	NOx Factor (g/mi)	Exhaust PM10 Factor (g/mi)	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)
									0	0	0	0	0
									0	0	0	0	0
Total									0	0	0	0	0

Cost Effectiveness Results			Annual	Lifetime
1. VMT Reduced			564,000	1,692,000 Miles
2. Trips Reduced			60,000	180,000 Trips
3. ROG Emissions Reduced			0.13	0.38 Tons
4. NOx Emissions Reduced			0.10	0.31 Tons
5. PM Emissions Reduced			0.16	0.47 Tons
6. PM Weighted Emissions Reduced			0.19	0.56 Tons
7. CO2 Emissions Reduced			212.2	636.6 Tons
8. Emission Reductions (ROG, NOx & PM)			0.38	1.15 Tons
9. TFCA Project Cost - Cost Effectiveness (ROG, Nox & PM)				\$173,971 /Ton
10. TFCA Project Cost - Cost Effectiveness (ROG, NOx & Weighted PM). THIS VALUE MUST MEET POLICY REQUIREMENTS.				\$160,642 /Ton

Notes & Assumptions

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

TFCA funds will be used to construct a 9.4 mile Class I section of the Napa Valley Vine Trail from Calistoga to St. Helena. The project is adjacent to the SR29 Corridor and will serve multiple schools, residences, commuters and visitor destinations.

The ADT on SR29 adjacent to the project is approximately 30,000.

Project length	9.4mi		
ADT	30,000	0.8	240 one way trips reduced

RIDESHARING, BICYCLE, SHUTTLE, AND SMART GROWTH PROJECTS
FYE 2019 Worksheet, Version 2019.1, updated 1/23/2018

Average Auto Emission Factors							
Yrs Eff	Trip Fac.	Run Emis. (VMT)	Trip Fac.	Run Emis. (VMT)	Exhaust	Tire, Brakes, Road PM	PM Commute Trip End
1	0.508	0.148	0.166	0.147	0.00216	0.24700	0.00500
2	0.508	0.148	0.166	0.147	0.00216	0.24700	0.00500
3	0.508	0.148	0.166	0.147	0.00216	0.24700	0.00500
4	0.508	0.148	0.166	0.147	0.00216	0.24700	0.00500
5	0.508	0.148	0.166	0.147	0.00216	0.24700	0.00500
6	0.397	0.121	0.125	0.114	0.00216	0.24700	0.00500
7	0.397	0.121	0.125	0.114	0.00216	0.24700	0.00500
8	0.397	0.121	0.125	0.114	0.00216	0.24700	0.00500
9	0.397	0.121	0.125	0.114	0.00216	0.24700	0.00500
10	0.397	0.121	0.125	0.114	0.00216	0.24700	0.00500
11	0.316	0.101	0.096	0.091	0.00216	0.24700	0.00400
12	0.316	0.101	0.096	0.091	0.00216	0.24700	0.00400
13	0.316	0.101	0.096	0.091	0.00216	0.24700	0.00400
14	0.316	0.101	0.096	0.091	0.00216	0.24700	0.00400
15	0.316	0.101	0.096	0.091	0.00216	0.24700	0.00400
16	0.276	0.095	0.081	0.081	0.00216	0.24700	0.00400
17	0.276	0.095	0.081	0.081	0.00216	0.24700	0.00400
18	0.276	0.095	0.081	0.081	0.00216	0.24700	0.00400
19	0.276	0.095	0.081	0.081	0.00216	0.24700	0.00400
20	0.276	0.095	0.081	0.081	0.00216	0.24700	0.00400

Sources:

CARB Methods to Find the Cost-Effectiveness of Funding Air Quality Projects, Table 3 Average Auto Emission Factors, Update from Dennis Wade email, Using columns covering years of project implementation; methodology per Yvette DiCarlo (ARB), Feb. 2010.

CO2 Emission Factors

Gasoline	18.6 lbs/gal	343.9 g/mile
Diesel	22.2 lbs/gal	301.1 g/mile
CNG (from gasoline)	lbs/gal	
CNG(from diesel)	lbs/gal	
Electric	0.00 lbs/gal	0 g/mile
Propane/LPG		
Hybrid		
Approx. Fleet Avg	18.64 lbs/gal	341.3 g/mile

CO2 factors from EMFAC 2014 - cal yr 2017, LDA, LDT1, LDT2, and MCY

Fuel Consumption		VMT %	Weighted
Lt. Duty Cars & Trucks	21.93 mpg	85.8%	18.82
Md. Duty	13.93 mpg	13.7%	1.91
Diesel Bus	4.64 mpg	0.5%	0.02
		Weighted Avg	20.75

ARB Table 2:

Baseline Vehicle

Based on LEV II standards

with 120,000 mile durability

Weight (lbs.) ¹	ROG	NOx	PM10		CO ₂ ⁴
			Exhaust	Total ³	
Up to 8500	0.09	0.07	0.01	0.21	546
8501-10,000	0.195	0.2	0.12	0.32	735
10,001-14,000	0.23	0.4	0.12	0.32	824

Source: Based on LEV II standards, ARB LEV II Final Regulation Order

Cleaner Vehicles (2004+)

Ultra low-emission light-duty and medium-duty vehicle (ULEV) emission factors in grams per mile with 120,000 mile durability

Weight (lbs.) ¹	ROG	NOx	PM10		CO ₂
			Exhaust	Total ³	
Up to 8500	0.06	0.06	0.010	0.053	546
8501-10,000	0.143	0.2	0.058	0.121	735
10,001-14,000	0.167	0.4	0.058	0.126	824

Super ultra low-emission vehicle (SULEV) factors in grams per mile with 120,000 mile durability

Weight (lbs.) ¹	ROG	NOx	PM10		CO ₂
			Exhaust	Total ³	
Up to 8500	0.01	0.02	0.010	0.053	546
8501-10,000	0.1	0.1	0.058	0.121	735
10,001-14,000	0.117	0.2	0.058	0.126	824

Zero-emission light-duty and medium-duty vehicle (ZEV) emission factors in grams per mile

Weight (lbs.) ¹	ROG	NOx	PM10		CO ₂
			Exhaust	Total ³	
Up to 8500	0	0	0	0.0432	92
8501-10,000	0	0	0	0.0432	92
10,001-14,000	0	0	0	0.0432	144

Source: California Air Resources Board - Methods to Find the Cost-Effectiveness of Funding Air Quality Projects, Table 2. Document updated May 2013.

¹ Gross vehicle weights can be associated with passenger capacity as follows: 5751-8500,

³ Total PM10 factors include exhaust, brake wear, and entrained road dust.

CO2 Table for Light- and Light Heavy-Duty Shuttles

CO2 Emission Factors for Shuttle/Vanpool Vehicles up to 14,000 lbs.

GVWR	CO2 (gr/mi)		
	Up to 8500	8501-10,000	10,001-14,000
	1	2	3
LEV	546	735	824
ULEV	546	735	824
SULEV*	546	735	824
ZEV	92	92	144

* Also PZEV and AT-PZEV

Sources:

CO2 factors from Amir Fanai (BAAQMD) - updated from EMFAC 2011 Version 1.1

ARB Table 5-C:

Diesel^b Medium Heavy-Duty Vehicles (g/mile)^a: 14,001-33,000 lbs

Model Year	ROG ^c	NOx	Exhaust PM2.5	Exhaust PM10	Other PM	CO2 ^e
Pre-1987	0.75	14.52	0.64	0.69	0.289	1321.2

1987-1990	0.59	14.31	0.69	0.75	0.289	1307.3
1991-1993	0.26	10.7	0.38	0.41	0.289	1266.3
1994-1997	0.2	10.51	0.21	0.23	0.289	1171.0
1998-2002	0.2	10.33	0.23	0.25	0.289	1201.0
2003-2006	0.13	6.84	0.14	0.16	0.289	1215.4
2007-2009	0.11	4.01	0.02	0.02	0.289	1241.9
2007-2009 (0.5 g/bhp-hr NOx or Cleaner) ^d	0.1	1.73	0.02	0.02	0.289	1241.9
2010+	0.09	0.74	0.02	0.02	0.289	1246.0

Source for ROG, NOx, and PM2.5: Methods to Find the Cost-Effectiveness of Funding Air Quality Projects Table 5-C

See "Other PM10, Diesel Fleet" for Other PM calculations

Source for PM10: Carl Moyer Guidelines, July 11, 2014, Table D-3

Source for CO2 Values calculated by Amir Fanai (BAAQMD) using EMFAC 2007 V2.3

a - EMFAC 2011 Zero-Mile Based Emission Factors.

b - Emission factors incorporate the ultra low-sulfur diesel fuel correction factors listed in Table D-26 of the Moyer guidelines.

c - ROG - HC * 1.26639.

d - These values are interpolated between 1.2 g/bhp-hr Nox standard for 2007-2009 model years and 0.2 g/bhp-hr Nox standard for 2010+ model years.

CO2 from EMFAC 2014, includes both RUNEX, other CO2 emissions averaged over VMT for a total per mile figure. Ken Mak, updated Dec 12, 2016

ARB Table 5-D:

Diesel^b Heavy Heavy-Duty Vehicles (g/mile)^a: 33,001-60,000 lbs

Model Year	ROG ^c	NOx	Exhaust PM2.5	Exhaust PM10	Other PM	CO2 ^e
Pre-1987	1.09	21.37	1.15	1.25	0.289	2202.4
1987-1990	0.86	21.07	1.25	1.35	0.289	2571.8
1991-1993	0.56	18.24	0.52	0.56	0.289	2788.6
1994-1997	0.42	17.92	0.34	0.37	0.289	1909.8
1998-2002	0.43	17.61	0.37	0.40	0.289	2817.7
2003-2006	0.27	11.64	0.23	0.25	0.289	2065.3
2007-2009	0.23	6.62	0.03	0.03	0.289	1995.2
2007-2009 (0.5 g/bhp-hr NOx or Cleaner) ^d	0.2	2.88	0.03	0.03	0.289	1995.2
2010+	0.19	1.27	0.03	0.03	0.289	2113.3

Source for ROG, NOx, and PM2.5: Methods to Find the Cost-Effectiveness of Funding Air Quality Projects Table 5-D

See "Other PM10, Diesel Fleet" for Other PM calculations

Source for PM10: Carl Moyer Guidelines, July 11, 2014, Table D-4

a - EMFAC 2011 Zero-Mile Based Emission Factors.

b - Emission factors incorporate the ultra low-sulfur diesel fuel correction factors listed in Table D-26 of the Moyer guidelines.

c - ROG - HC * 1.26639.

d - These values are interpolated between 1.2 g/bhp-hr Nox standard for 2007-2009 model years and 0.2 g/bhp-hr Nox standard for 2010+ model years.

CO2 from EMFAC 2014, includes both RUNEX, other CO2 emissions averaged over VMT for a total per mile figure. Ken Mak, updated Dec 12, 2016

ARB Table 5-E:**Diesel Urban Buses (g/mile)^b. 33,000+ lbs**

EO Certification Standards ^f (g/bhp-hr)		ROG ^a	NOx	Exhaust PM2.5	Exhaust PM10	Other PM	CO2
6.0 NOX	0.6 PM10	1.15	22.32	1.59	1.73	0.996	2,987.98
5.0 NOX	0.1 PM10	0.96	18.60	0.26	0.29	0.996	2,716.99
5.0 NOX	0.07 PM10	0.96	18.60	0.19	0.20	0.996	2,524.99
4.0 NOX	0.05 PM10	0.77	14.88	0.13	0.14	0.996	2,416.99
2.5 NOX + NMHC	0.05 PM10	0.46	8.84	0.13	0.14	0.996	2,003.00
1.20 NOX	0.01 PM10	0.23	4.46	0.03	0.03	0.996	2,416.99
0.20 NOX	0.01 PM10	0.04	0.74	0.03	0.03	0.996	2,239.81

Source for ROG, NOx, and PM2.5: Methods to Find the Cost-Effectiveness of Funding Air Quality Projects Table 5-E. Source for PM10: Carl Moyer Guidelines, 7/11/14, Table D-5

Source for "Other PM": Methods to Find the Cost-Effectiveness of Funding Air Quality Projects Table 1. Average for Tire Wear, Brake Wear, and Road Dust values. PM2.5 converted to PM10.

Source for CO2 Values calculated by Amir Fanai (BAAQMD) using EMFAC 2007 V2.3

a - ROG = HC * 1.26639

b - Mileage based emissions factors were calculated using conversion factors from Table D-28 of the Moyer guidelines.

f - No diesel buses have been certified to the 0.5 g/bhp/hr for the 2004-2006 model year emission standard.

CO2 from EMFAC 2014, includes both RUNEX, other CO2 emissions averaged over VMT for a total per mile figure. Ken Mak, updated Dec 12, 2016

ARB Table 5-F:**Natural Gas Urban Buses (g/mile)^b 33,000+ lbs**

EO Certification Standards (g/bhp-hr)		ROG ^a	NOx	Exhaust PM _{2.5}	Exhaust PM ₁₀	Other PM	CO ₂
5.0 NOX	0.10 PM10	6.33	20.00	0.37	0.40	0.996	2,535.04
5.0 NOX	0.07 PM10	6.33	20.00	0.26	0.28	0.996	2,535.04
4.0 NOX	0.05 PM10	5.07	16.00	0.18	0.20	0.996	2,535.04
2.5 NOX + NMHC	0.05 PM10	2.53	8.00	0.18	0.20	0.996	2,535.04
1.8 NOX + NMHC ^g	0.02 PM10	1.82	5.76	0.07	0.08	0.996	2,535.04
1.2 NOX	0.01 PM10	1.52	4.80	0.04	0.04	0.996	2,535.04
0.2 NOX	0.01 PM10	0.25	0.80	0.04	0.04	0.996	2,535.04

Source for ROG, NOx, and PM2.5: Methods to Find the Cost-Effectiveness of Funding Air Quality Projects Table 5-F

Source for "Other PM": Methods to Find the Cost-Effectiveness of Funding Air Quality Projects Table 1. Average for Tire Wear, Brake Wear, and Road Dust values. PM2.5 converted to PM10.

Source for PM10: Carl Moyer Guidelines, July 11, 2014, Table D-6

Source for CO2 Value: EMFAC 2007 for Diesel Urban Bus, aggregate value for CO2_RUNEX(Pavley I+LCFS) for all model years. Methodology suggested by Dennis Wade from ARB; natural gas vehicles are certified to deisel standards. - Avra Goldman

a - ROG = HC * 1.26639

b - Mileage based emissions factors were calculated using conversion factors from Table D-28 of the Moyer guidelines.

f - A majority of the natural gas urban buses have been certified to the optional standards. Therefore, these values are based on the optional standards.

g - many natural gas urban buses have been certified to optional standards below this level.

Alternative Fuel Medium Heavy-Duty Vehicles (g/mile)^a: 14,001-33,000 lbs

Model Year	ROG	NOx	Exhaust PM10	Other PM	CO2
Pre 1990, 6.0 NOX	3.61	11.40	1.140	0.244	2202.4
1990, 6.0 NOX	3.42	10.80	0.450	0.244	2571.8
1991-1993, 5.0 NOX	2.85	9.00	0.180	0.244	2788.6
1994-1997, 5.0 NOX	2.85	9.00	0.180	0.244	1909.8
1998-2001, 4.0 NOX	2.28	7.20	0.180	0.244	2817.7
2002-2006, 2.5 NOX	1.14	3.60	0.020	0.244	2065.3
2007-2009, 1.8 NOX	0.82	2.59	0.020	0.244	1995.2
2007-2009, 1.5 NOX	0.68	2.16	0.020	0.244	1995.2
2007-2009, 1.2 NOX	0.55	1.73	0.020	0.244	1995.2
2007-2009, 0.84 NOX	0.38	1.21	0.020	0.244	1995.2
2007-2009, 0.5 NOX	0.29	0.90	0.020	0.244	1995.2
2010+, 0.2 NOX	0.11	0.36	0.020	0.244	2113.3

Source for ROG, NOx: Method to Find the Cost-Effectiveness of Funding Air Quality Projects (May 2013), table 5-B, Source for PM10: Carl Moyer Guidelines (July 2014), table D-2

See "Other PM10, Diesel Fleet" for Other PM calculations

Source for CO2 Values: used values for medium heavy-duty deisel vehicles, per Dennis Wade's suggestion (ARB), as Alt. fuel vehicles are certified to deisel standard and alt. fuel is not available on EMFAC. - Avra Goldman

a - Mileage based emissions factors were calculated using conversion factors from Carl Moyer Guidelines, Table D-28 & D-24

Alternative Fuel Heavy Heavy-Duty Vehicles (g/mile)^a: 33,001-60,000 lbs

Model Year	ROG	NOx	Exhaust PM10	Other PM	CO2
Pre 1990, 6.0 NOX	5.89	18.60	1.860	0.289	2202.4
1990, 6.0 NOX	5.70	18.00	0.750	0.289	2571.8
1991-1993, 5.0 NOX	4.75	15.00	0.300	0.289	2788.6
1994-1997, 5.0 NOX	4.59	14.50	0.290	0.289	1909.8
1998-2001, 4.0 NOX	3.67	11.60	0.290	0.289	2817.7
2002-2006, 2.5 NOX	1.84	5.80	0.030	0.289	2065.3
2007-2009, 1.8 NOX	1.32	4.18	0.030	0.289	1995.2
2007-2009, 1.5 NOX	1.10	3.48	0.030	0.289	1995.2
2007-2009, 1.2 NOX	0.88	2.78	0.030	0.289	1995.2
2007-2009, 0.84 NOX	0.62	1.95	0.030	0.289	1995.2
2007-2009, 0.5 NOX	0.46	1.45	0.030	0.289	1995.2
2010+, 0.2 NOX	0.18	0.58	0.030	0.289	2113.3

Source for ROG, Nox: Method to Find the Cost-Effectiveness of Funding Air Quality Projects (May 2013), table 5-B, Source for PM10: Carl Moyer Guidelines (July 2014), table D-2

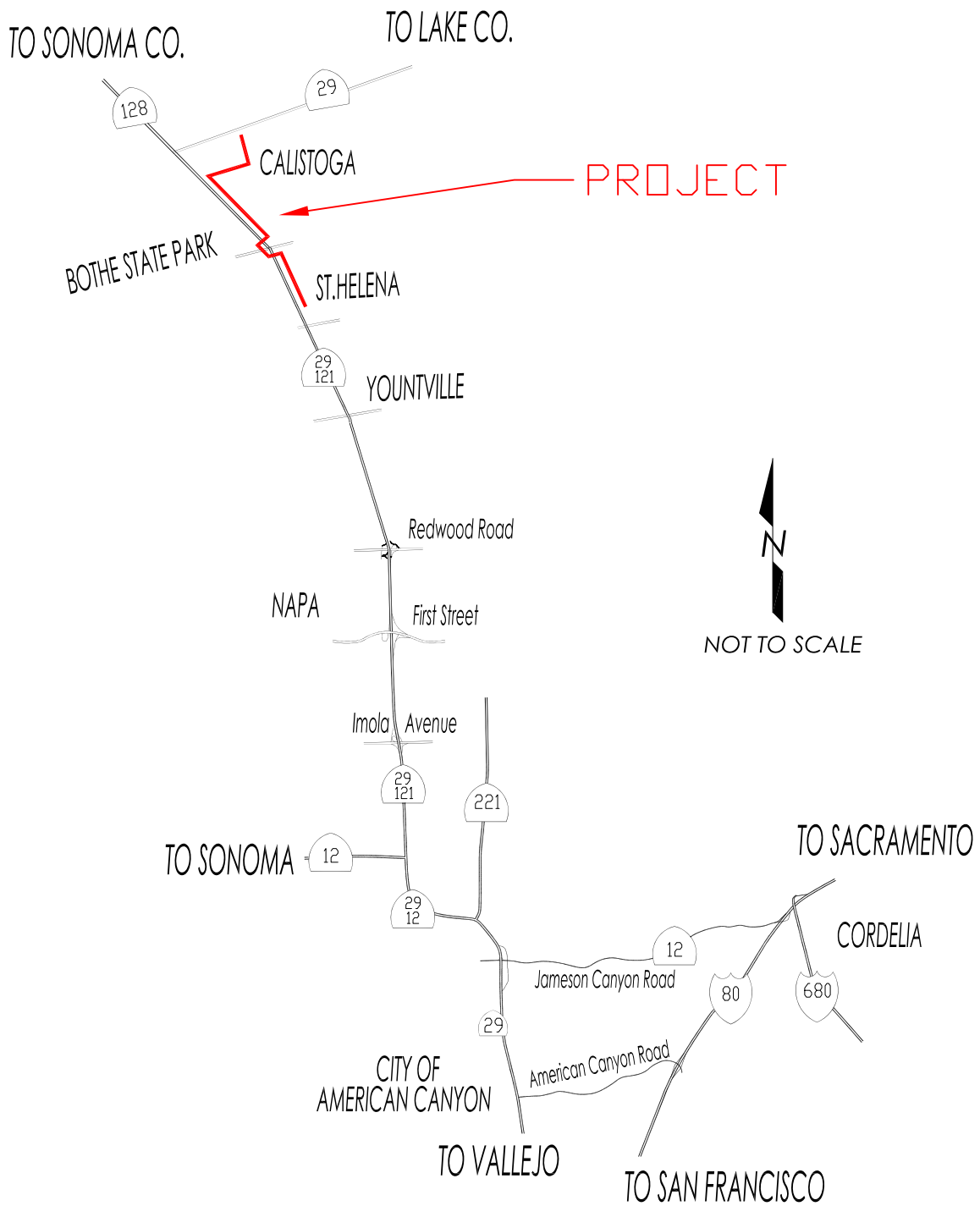
See "Other PM10, Diesel Fleet" for Other PM calculations

Source for CO2 Values: used values for heavy heavy-duty deisel vehicles, per Dennis Wade's (ARB) suggestion, as Alt. fuel vehicles are certified to deisel standard and alt. fuel is not available on EMFAC. - Avra Goldman

a - Mileage based emissions factors were calculated using conversion factors from Carl Moyer Guidelines, Table D-28 & D-24

GASOLINE MEDIUM DUTY VEHICLES (5751-8500 lbs)

Model year	ROG	NOX	PM10 Exhaust	PM10 TW+BW+RD*	CO2
2000	0.669	0.962	0.004	0.204	619.041
2001	0.563	0.776	0.004	0.204	619.338
2002	0.524	0.768	0.004	0.204	619.106
2003	0.468	0.759	0.004	0.204	618.481
2004	0.254	0.154	0.000	0.200	618.978



LOCATION MAP

NOT TO SCALE

Detailed Engineer's Estimate and Total Project Cost

Important: Read the Instructions in the other sheet (tab) before entering data. Do not enter in shaded fields (with formulas).

Project Information:

Agency:

Napa County Transportation and Planning Agency

Application ID:

04-Napa County Transp. Planning Agency - 1

Prepared by:

RSA/HF

Date:

5/26/2015

Project Description:

Construction of Class 1 Facility between Pratt Avenue in St. Helena and Lincoln Avenue in Calistoga

Project Location:

Between Calistoga and St Helena, Napa County CA

Engineer's Estimate and Cost Breakdown:

Engineer's Estimate (for Construction Items Only)

Cost Breakdown

Note: Cost can apply to more than one category. Therefore may be over 100%.

ATP Eligible Items

Landscaping

Non-Participating Items

To be Constructed by Corps/CCC

Item No.	Item	Quantity	Units	Unit Cost	Total Item Cost	%	\$	%	\$	%	\$	%	\$
1	Mobilization, Traffic Control, Dust Control, Water Pollution Program	1	LS	\$ 200,000	\$ 200,000	100%	\$200,000						
2	Clearing, Grubbing Tree removal	1	LS	\$ 80,000	\$ 80,000	100%	\$80,000						
3	Demolition	1	LS	\$ 80,000	\$ 80,000	100%	\$80,000						
4	Utility Relocation	1	l.s.	\$ 54,260	\$ 54,260					100%	\$54,260		
5	Earthwork	6,000	c.y.	\$ 10	\$ 60,000	100%	\$60,000						
6	Soil Export	5,700	c.y.	\$ 20	\$ 114,000	100%	\$114,000						
7	Asphalt Concrete	2,766	ton	\$ 200	\$ 553,210	100%	\$553,210						
8	Type II Base 6' deep	4,321	c.y.	\$ 75	\$ 324,056	100%	\$324,056						
9	Thermoplastic paving striping	1	l.s.	\$ 5,000	\$ 5,000	100%	\$5,000						
10	Dunaweal bike/red bridge (135 lf)	1	s.f.	\$ 300,000	\$ 300,000	100%	\$300,000						
11	Mill Creek bike/ped bridge	1	s.f.	\$ 55,550	\$ 55,550	100%	\$55,550						
12	Retaining Walls - CMU or Block	6,000	s.f.	\$ 45	\$ 270,000	100%	\$270,000						
13	Park Tread paving	208,820	s.f.	\$ 16	\$ 3,341,120	100%	\$3,341,120						
14	Box Culverts	2	ea	\$ 100,000	\$ 200,000	100%	\$200,000						
15	Culverts	3	ea	\$ 5,000	\$ 15,000	100%	\$15,000						
16	Stormwater	1	l.s.	\$ 314,633	\$ 314,633	100%	\$314,633						
17	Sidewalk	2,000	s.f.	\$ 12	\$ 24,000	100%	\$24,000						
18	Curb and Gutter	300	l.f.	\$ 18	\$ 5,400	100%	\$5,400						
19	Concrete Headwalls	3	ea	\$ 10,000	\$ 30,000	100%	\$30,000						
20	PCC Curb Ramp	10	ea	\$ 4,000	\$ 40,000	100%	\$40,000						
21	HAWK Signals	2	ea	\$ 150,000	\$ 300,000	100%	\$300,000						
22	Landscaping	1	ea	\$ 40,400	\$ 40,400			100%	\$40,400				
23	Site Amenities	1	ea	\$ 328,600	\$ 328,600	10%	\$32,860			90%	\$295,740	5%	\$17,163
Subtotal of Construction Items:					\$6,735,229		\$6,344,829		\$40,400		\$350,000		\$17,163
Construction Item Contingencies (% of Construction Items): Enter in the cell to the right				15.00%	\$1,010,284								
Total (Construction Items & Contingencies) cost:					\$7,745,513								

Project Cost Estimate:

Type of Project Delivery Cost

Cost \$

Preliminary Engineering (PE)

Environmental Studies and Permits(PA&ED):

\$ 260,000

Plans, Specifications and Estimates (PS&E):

\$ 700,000

Total PE:

\$ 960,000

12.39%

25% Max

Right of Way (RW)

Right of Way Engineering:

\$ 50,000

Acquisitions and Utilities:

\$ 50,000

Total RW:

\$ 100,000

Construction (CON)

Construction Engineering (CE):

\$ 400,000

4.91%

15% Max

Total Construction Items & Contingencies:

\$7,745,513

Total CON:

\$ 8,145,513

Total Project Cost Estimate:

\$ 9,205,513

Attachment G

60

NAPA VALLEY VINE TRAIL: ST. HELENA to CALISTOGA

Trail Demand/Usage Estimate

Est. Population Within .5 mile of project* 5,840

Est. Population Within 3 miles of project** 11,679

Est. Number of Annual Visitors in 3 miles of project*** 1,595,000

Recreational Use by Local Residents		
Bicyclists (existing)	23,358	annual trips
Bicyclists (future)	58,395	annual trips
Net increased bicycle trips	35,037	annual trips
Pedestrian (existing)	44,380	annual trips
Pedestrians (future)	88,760	annual trips
Net increased pedestrian trips	44,380	annual trips
TOTAL increased trips	79,417	annual trips
School/Work Commuting Use by Local Residents		
Bicyclists (existing)	5,606	annual trips
Bicyclists (future)	33,636	annual trips
Net increased bicycle trips	28,030	annual trips
Pedestrian (existing)	33,636	annual trips
Pedestrians (future)	70,074	annual trips
Net increased pedestrian trips	36,438	annual trips
TOTAL increased trips	64,468	annual trips
Recreational Use by Visitors		
Total Annual Napa Valley visitors	2,900,000	
Visitors visiting the St Helena to Calistoga area	1,595,000	55.1% of total
Visitors choosing to bike on trail in St.Helena and Calistoga corridor	255,200	
Visitors choosing to walk on trail in St.Helena and Calistoga corridor	63,800	
TOTAL increased trips	319,000	

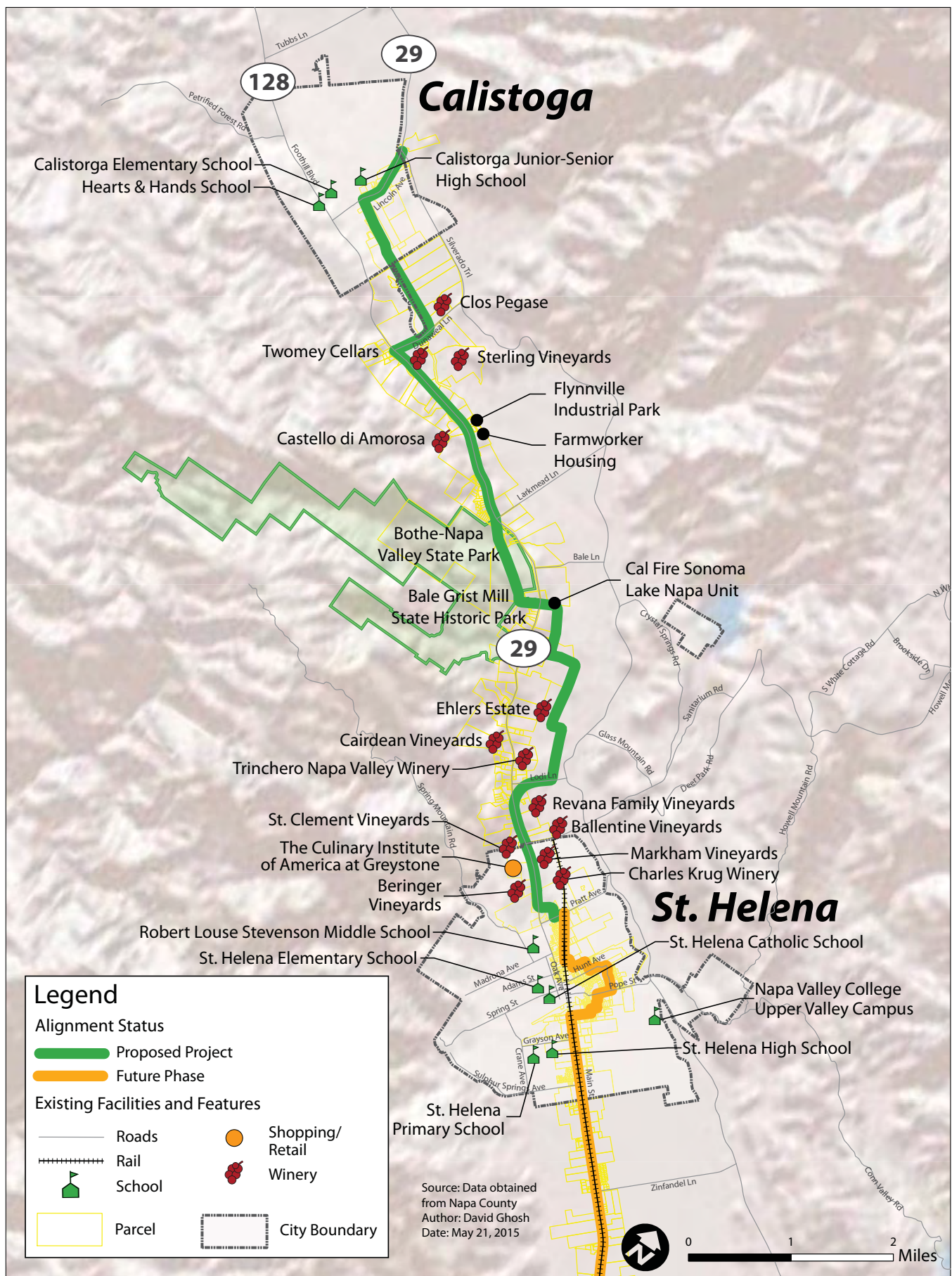
* Includes 50% of population of Calistoga, St. Helena

**Includes 100% population of Calistoga, St. Helena, Deer Park

*** Estimate of 55.1%. Based on Survey Napa Valley Visitor Industry Economic Impact Report

Trips by mode and type				
	Annual uses	Recreation	Commuting	Daily Uses
Bicyclists (existing)	28,964	23,358	5,606	79
Bicyclists (future)	347,231	313,595	33,636	951
Pedestrian (existing)	78,016	44,380	33,636	214
Pedestrians (future)	222,634	152,560	70,074	610
Combined Bicyclists and Pedestrians (existing)	106,980	67,738	39,241	293
Combined Bicyclists and Pedestrians (future)	569,865	466,155	103,710	1,561

I-1.A



Major Facilities Served by the Napa Valley Vine Trail - St. Helena to Calistoga



I-1.B.a

NAPA VALLEY VINE TRAIL: ST. HELENA to CALISTOGA

Schools: Location from project & Attendance

School	Address	Distance from proposed project.	Enrollment 2014/15	# of students living on route proposed for improvement
St Helena High	1401 Grayson Ave, St Helena CA 94574	1.4 miles	507	75
Robert Louis Stevenson M	1316 Hillview Pl, St Helena, CA 94574	0.6 miles	288	43
St Helena Elementary	1325 Adams St, St Helena, CA 94574	0.7 miles	236	35
St Helena Primary	1701 Grayson Ave, St Helena, CA 94574	1.5 miles	238	3
Calistoga Junior-Senior H	1608 Lake St, Calistoga, CA 94515	0.4 miles	360	54
Calistoga Elementary	1327 Berry St, Calistoga, CA 94515	0.3 miles	490	74
Napa College North Valley Campus	1088 College Av, St Helena, CA 94574	1.5 miles	750	250
Totals			2869	534

2016 Traffic Volumes on California State Highways

Dist	Route	County	Postmile	Description	Back Peak Hour	Back Peak Month	Back AADT	Ahead Peak Hour	Ahead Peak Month	Ahead AADT
04	029	NAP	R 10.389	NAPA, JCT. RTE. 121 NORTH	4500	55000	51000	4900	63000	60000
04	029	NAP	11.548	FIRST STREET	4900	63000	60000	5900	75000	71000
04	029	NAP	12.039	NAPA, LINCOLN AVENUE	5900	75000	71000	5200	66000	63000
04	029	NAP	13.058	TRANCAS/REDWOOD ROADS	5200	66000	63000	3950	51000	48000
04	029	NAP	15.581	OAK KNOLL AVENUE	2950	38000	36000	2850	37000	35000
04	029	NAP	19.031	CALIFORNIA DRIVE	2650	33500	32000	2900	27500	26000
04	029	NAP	22.52	OAKVILLE GRADE ROAD	2900	27500	26000	2800	26500	25500
04	029	NAP	24.595	RUTHERFORD, JCT. RTE. 128 EAST	2800	26500	25500	2500	26500	22900
04	029	NAP	26.57	ZINFANDEL LANE	2750	26500	25000	2850	27000	25500
04	029	NAP	28.75	ST. HELENA, ADAMS STREET	2200	21400	20100	2000	19000	17800
*04	029	NAP	29.25	ST. HELENA, PRATT AVENUE	2050	20500	18200	2000	20100	18000
04	029	NAP	30.66	LODI LANE	1650	16700	15300	1650	16400	15000
*04	029	NAP	33.47	LARKMEAD LANE	1550	15500	14200	1550	15300	14100
04	029	NAP	36.893	CALISTOGA, JCT. RTE. 128 NORTHWEST	1550	15300	14000	1150	11100	10200
04	029	NAP	37.902	CALISTOGA, SILVERADO TRAIL	570	5200	4800	570	5200	4800
04	029	NAP	39.5	TUBBS LANE	570	5200	4850	1000	9000	8400
04	029	NAP	48.582	NAPA/LAKE COUNTY LINE	1000	9200	8500			
01	029	LAK	0	NAPA/LAKE COUNTY LINE				970	8800	8200
01	029	LAK	4.15	RANCHERIA ROAD	870	9700	9300	870	10300	9900
01	029	LAK	4.54	DRY CREEK CUTOFF	870	10300	9900	1150	12000	11200
01	029	LAK	5.811	MIDDLETOWN, JCT. RTE. 175	1250	12600	11900	1250	13200	12000
01	029	LAK	6.36	MIDDLETOWN, BUTTS CANYON ROAD	1250	13200	12000	1250	13400	12200
01	029	LAK	11.124	HIDDEN VALLEY/SPRUCE ROAD	1150	11700	11100	960	10500	9900
01	029	LAK	11.93	SPRUCE GROVE ROAD	960	10500	9900	960	10500	9900
01	029	LAK	20.31	JCT. RTE. 53 NORTH	1200	12500	11600	1150	12600	11600
01	029	LAK	21.65	SEIGLER CANYON ROAD	1150	12600	11600	1050	11600	10600
01	029	LAK	22.19	POINT LAKEVIEW DRIVE	1050	11600	10600	930	10300	9500
01	029	LAK	27.89	JCT. RTE. 281	930	10300	9500	970	10600	9200
01	029	LAK	31.05	JCT. RTE. 175	1000	10400	9800	1000	10800	10300
01	029	LAK	32.35	BOTTLE ROCK ROAD	1000	10800	10300	1200	12200	11300
01	029	LAK	R 34.58	MAIN STREET	1200	12700	11400	1200	12100	11200
01	029	LAK	R 34.747	KELSEYVILLE, LIVE OAK DRIVE	1200	12100	11200	1100	12300	11500
01	029	LAK	R 35.32	KELSEYVILLE, BELL HILL ROAD	1050	11800	11000	1050	11800	11000
01	029	LAK	R 36.289	RENFRO DRIVE	1050	11800	11000	1300	14100	13000
01	029	LAK	R 37.669	ARGONAUT ROAD	1300	14400	13200	1300	14100	13100
01	029	LAK	R 38.592	HIGHLAND SPRINGS ROAD	1300	14100	13100	1400	15000	13900
01	029	LAK	R 40.14	JCT. RTE. 175	1500	15100	14500	1300	13700	13000



NAPA VALLEY TRANSPORTATION AUTHORITY Board Agenda Letter

TO: Board of Directors
FROM: Kate Miller, Executive Director
REPORT BY: Rebecca Schenck, Transportation Program Planner
(707) 259-8636 / Email: rschenck@nvta.ca.gov
SUBJECT: Membership into the National Joint Powers Alliance

RECOMMENDATION

That the Napa Valley Transportation Authority (NVTA) Board approve NVTA's membership in the National Joint Powers Alliance (NJPA).

COMMITTEE RECOMMENDATION

None

EXECUTIVE SUMMARY

The NJPA is a national cooperative offering purchasing solutions on behalf of its members. The contract opportunities offer both time and money savings for their members by consolidating the efforts of numerous individually prepared solicitations to one national, cooperatively shared process. Joining the NJPA could provide substantial savings on the cost of future purchases.

FISCAL IMPACT

Is there a Fiscal Impact? No fee to join the NJPA

CEQA REQUIREMENTS

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

BACKGROUND AND DISCUSSION

The NJPA is a national cooperative offering purchasing solutions on behalf of its member agencies, which include government, education, and non-profit agencies nationwide. These cooperative purchasing opportunities leverage the aggregation of volume from members nationwide.

Nearby member organizations include City of Napa, Napa Superior Court, Napa Valley College, Napa Unified School District, Napa County Office of Education, County of Napa, Napa Sanitation District and Justin-Siena High School.

The no fee, lifetime membership could yield substantial savings for anticipated equipment, services, and materials purchases relating to the Vine Transit Maintenance Facility or similar projects NVTa will deliver. Except for a few offerings, nearly all solicitations through the organization meets federal and state procurement requirements.

SUPPORTING DOCUMENTS

None



May 16, 2018
NVTA Agenda Item 10.1

Continued From: New
Action Requested: INFORMATION

NAPA VALLEY TRANSPORTATION AUTHORITY Board Agenda Letter

TO: NVTA Board of Directors
FROM: Kate Miller, Executive Director
REPORT BY: Rebecca Schenck, Transportation Program Planner
(707) 259-8631 / Email: rschenck@nvta.ca.gov
SUBJECT: Vine Transit Bus Maintenance Facility Project 60% Design Update

RECOMMENDATION

That the Napa Valley Transportation Authority (NVTA) Board receive an update on the 60% design of the Vine Transit Bus Maintenance Facility Project and explanation for changes in square footage.

COMMITTEE RECOMMENDATION

None

EXECUTIVE SUMMARY

NVTA staff presented the 30% design of the Vine Transit Bus Maintenance Facility Project to the NVTA Board in February. Now that 60% design is under review, staff has prepared another update.

PROCEDURAL REQUIREMENTS

1. Staff Report
2. Public Comments

FISCAL IMPACT

Is there a Fiscal Impact? None.

CEQA REQUIREMENTS

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

BACKGROUND AND DISCUSSION

History of the Original Project

In December 2013, NVRTA completed the Bus Maintenance Yard and Fueling Facility Study. The study identified potential sites in Napa County for a new facility and screened the sites based on prioritized criteria for the required facility and program. Based on this study, NVRTA purchased two parcels on Sheehy Court for the project. The original project involved the construction of a 23,164 sf bus maintenance facility and bus wash and a single-story 3,917 sf administration office building on approximately 4.88 acres. The information in this report was the basis for the Original Project in the Environmental Impact Report for the Vine Transit Bus Maintenance Facility.

History of the Modified Project

In July 2017, the NVRTA Board authorized the award of Agreement No. 17-15 to Kimley Horn and Associates, Inc. for the Vine Transit Maintenance Facility Architecture & Engineering Design Services. Since that time, NVRTA staff and Kimley Horn have worked together on the design of the new Vine Transit Bus Maintenance Facility, which is referred to as the Modified Project in the Addendum to the Environmental Impact Report (EIR). The Board received an update on the design at schematic design (30%) in February and now the design is at 60%. The 60% design builds upon the 30% design and provides additional detail on mechanical, electrical, plumbing, equipment, and materials for the project. The layout of the Vine Transit Bus Maintenance Facility has not changed significantly from the 30% design. A brief presentation will show renderings of various spaces within the NVRTA facility.

Detailed Explanation of Changes from Original to Modified Project

A general comparison of the Original Project and the Modified Project is possible, but an exact comparison of square footages to explain the 5,029 SF increase in the size of the Administration and Operation Office Building and the 1,858 SF decrease in the Bus Maintenance Building and Bus Wash Facility is not possible because the total square footage was derived from a combination of the initial feasibility study and a schematic design – neither of which are still in play. Table 1 provides a total change from the feasibility study to the current square footage. The Original Project for the bus maintenance facility was a preliminary design and applied generic square footages and industry standard percentages to items for interior building/circulation areas. These were insufficient to accommodate the basic needs of the administration building, storage and utilities. As you can see from the final layout in Attachment 2, the square footage for the

administration offices are modest with the exception of the conference room which was modified from the original conference room sized for 10 to 15 people to its final square footage of 1,063 with room to accommodate 70 to 80 people for bus driver and regional meetings. Given its proximity location to a major highway interchange at SR 12/SR 29, staff thought it essential to include the extra square footage both to accommodate driver trainings and meetings but also to accommodate regional meetings such as SR 37, SR 29, and other regional transportation gatherings. The facility size adequately accommodates driver training and driver meetings (100 drivers). The room can also be divided so that confidential drug testing and training can be conducted simultaneously.

Table 1

	Original Project	Modified Project	Relative Change
Administration and Operations Office Building	3,917 square feet (building footprint)	8,946 square feet (building footprint)	Increase of 5,029 square feet
Bus Maintenance Building and Bus Wash Building	23,164 square feet (building footprint with bus wash)	21,306 square feet (building footprint, but now bus is separate)	Decrease of 1,858 square feet
Total	27,081 square feet	30,252 square feet	Increase of 3,171 square feet

For Administration and Operations Office Building Table 2 (below) lists square footages by space usage in its currently modified form. The items in **bold** in the table are items that were not included as part of the Original Project including the training room, unisex toilets, lobby, wellness room (drug testing and nursing), quiet room (for drivers working split shifts), lobby, equipment yard and patio. All of these room/space requirements are essential for a well-functioning modern transit system. These spaces amount to about 2,979 SF of additional space. The rest of the total 5,029 SF difference between the Original and the Modified Project is simply the matter of having an actual design in place and accounting for necessary items like electrical room, mechanical room and AV storage as well as an underestimation of the space needs of the dispatchers, drivers and other operations personnel.

For the Bus Maintenance Building and Bus Wash Building, the decrease in size between the original and the modified project is the result the elimination of articulated buses. NVTa has decided to grow its fleet with 40-45 ft buses eliminating the need for a special bay and a larger bus wash to serve articulated bus and hence decreasing the square footage needs.

Table 2

Modified Project Square Footage	
Training Room	1,063.96
AV Storage	180.57
Coffee Bar	165.00
Data/Comm	134.33
Electric	183.73
Storage	278.35
General Manager	235.94
HR	139.11
Safety/Training Manager	137.81
NVTA Flex Office	149.60
Clerk	93.97
Mechanical	108.68
Janitor	61.81
Drivers Room	792.45
Operations Manager	172.74
Unisex Toilets (3)	260.45
Lobby	318.49
Halls	1,186.95
Wellness Room	107.14
Quiet Room	97.79
Women's Restroom	287.90
Men's Restroom	293.21
Ops and Road Supervisors	427.26
Dispatch Vestibule	231.73
Exterior Lockers	193.83
Equipment Yard	551.18
Patio	486.04
Dispatch	606.40
TOTAL	8,946

Details on Modified Project

Maintenance Building

Break Room:

<http://pano.autodesk.com/pano.html?url=jpgs/4e9a3e67-f53f-4bf4-835c-521abbc2fe94>

Maintenance Bays 01:

<http://pano.autodesk.com/pano.html?url=jpgs/5d25b304-55e1-49bd-b22d-96ca22ac4db6>

Maintenance Bays 02:

<http://pano.autodesk.com/pano.html?url=jpgs/6bb0d3ab-1320-486a-9746-545fab89ecdf>

Operations Building

Drivers Room:

<http://pano.autodesk.com/pano.html?url=jpgs/2463cdb7-4a02-4002-977a-24f72e39c3f6>

Training Room:

<http://pano.autodesk.com/pano.html?url=jpgs/eefb81eb-e575-4f85-bd94-8fcfeec0ac29>

Restroom:

<http://pano.autodesk.com/pano.html?url=jpgs/c19aeb11-b0a9-46b9-ab7e-6466dba2bd9f>

Dispatch Vestibule:

<http://pano.autodesk.com/pano.html?url=jpgs/fe008b26-9b9a-45dd-a458-8ebe218502ae>

SUPPORTING DOCUMENTS

- Attachment: (1) Vine Transit Bus Maintenance Facility 60% Design: Basis of Design Products
(2) Operations Building Layout



FLEET MAINTENANCE & OPERATIONS FACILITY
60% DESIGN



OPERATIONS BUILDING - COFFEE BAR



OPERATIONS BUILDING - DRIVERS ROOM



OPERATIONS BUILDING - ENTRY

BASIS OF DESIGN
PRODUCTS



SS - 1
SOLID SURFACE

MFR: CAMBRIA
CLR: CLYDE



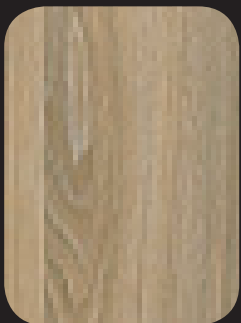
PLAM- 1
PLASTIC LAMINATE

MFR: LAMIN-ART
CLR: WEATHERED
IRONWOOD
TYP: SUPPERMATTE



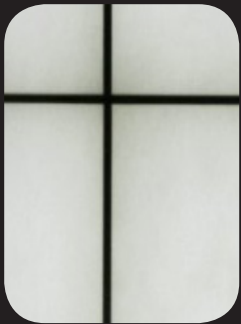
SS - 2
SOLID SURFACE

MFR: CAMBIRA
CLR: TORQUAY



PLAM- 2
PLASTIC LAMINATE

MFR: LAMIN-ART
CLR: AMERICAN
ELM
TYP: SUPERMATTE



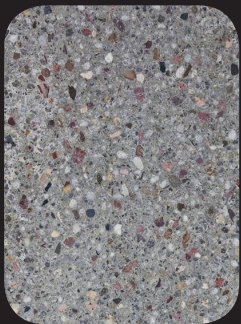
TP- 1
TRANSLUCENT
PANELS

MFR: KALWALL
CLR: WHITE
TYP: 12%, 35% VT
SIZ: 10" WIDE



MP- 3
METAL PANELS

MFR: MORIN
CLR: BLUE GRAY
SIZ: 18" WIDE



CONC - 1
CONCRETE

TYP: HONED

FLEET MAINTENANCE & OPERATIONS FACILITY

60% DESIGN



OPERATIONS BUILDING - TRAINING ROOM



OPERATIONS BUILDING - DISPATCH VESTIBULE



MAINTENANCE BUILDING - BREAK ROOM

BASIS OF DESIGN

PRODUCTS



SS - 1

SOLID SURFACE

MFR: CAMBRIA

CLR: CLYDE



PLAM - 1

PLASTIC LAMINATE

MFR: LAMIN-ART

CLR: WEATHERED IRONWOOD

TYP: SUPPERMATTE



SS - 2

SOLID SURFACE

MFR: CAMBIRA

CLR: TORQUAY



PLAM - 2

PLASTIC LAMINATE

MFR: LAMIN-ART

CLR: AMERICAN ELM

TYP: SUPERMATTE



CP - 1

CARPET TILES

MFR: INTERFACE

CLR: NATURAL LOOM

SIZ: 10X40



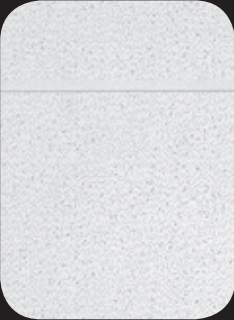
CP - 2

CARPET TILES

MFR: INTERFACE

CLR: RAFFIA LOOM

SIZ: 10X40



ACT - 1

ACOUSTIC CEILING TILES

MFR: ARMSTRONG

CLR: WHITE

SIZ: 2X6, 2X2



NAPA VALLEY TRANSPORTATION AUTHORITY

FLEET MAINTENANCE & OPERATIONS FACILITY

60% DESIGN



OPERATIONS BUILDING - RESTROOM



MAINTENANCE BUILDING - MAINTENANCE BAYS



MAINTENCE BUILDING - MAINTENANCE BAYS

BASIS OF DESIGN PRODUCTS



WT - 1
WALL TILES

MFR: IRIS CERAMICA
CLR: OCEAN
TYP: SLIDE, GLOSSY
SIZ: 8X24



WT - 2
WALL TILES

MFR: IRIS CERAMICA
CLR: WHITE
TYP: SLIDE, GLOSSY
SIZ: 8X24



FT - 1
FLOOR TILE

MFR: IRIS CERAMICA
CLR: BLACK
TYP: ATELIER, HONED
SIZ: 12X24



PL - 1
PLASTIC

MFR: SCRANTON
CLR: STAINLESS
TYP: ROTARY BRUSHED



SS - 3
SOLID SURFACE

MFR: CORIAN
CLR: WITCH HAZEL

FLEET MAINTENANCE & OPERATIONS FACILITY

60% DESIGN



OVERALL AERIAL VIEW



OVERALL TOP VIEW

BASIS OF DESIGN PRODUCTS



SP - 1
SOLAR PANELS



MP - 1
METAL PANELS

MFR: MORIN
CLR: ZINC GRAY
TYP: STANDING SEAM
SIZ: 12" WIDE



MP - 2
METAL PANELS

MFR: MORIN
CLR: REGAL WHITE
TYP: INTERLOCKING
SIZ: 18" WIDE



NAPA VALLEY TRANSPORTATION AUTHORITY

FLEET MAINTENANCE & OPERATIONS FACILITY
60% DESIGN



- SP - 1
- AL - 1
- TP - 1
- MP - 2
- MP - 3
- STL - 1
- GW - 1

OPERATIONS BUILDING - SOUTH EAST VIEW FROM PEDESTRIAN WALKWAY



- SP - 1
- MP - 1
- AL - 1
- MP - 2
- MP - 3

OPERATIONS BUILDING - WEST VIEW FROM BUS PARKING

BASIS OF DESIGN PRODUCTS



MP- 3
METAL PANELS

MFR: MORIN
CLR: BLUE GRAY
SIZ: 18" WIDE



STL- 1
WHEATHERED STEEL



GW- 1
GABION WALL

FLEET MAINTENANCE & OPERATIONS FACILITY

60% DESIGN



MAINTENANCE BUILDING - NORTH WEST VIEW FROM BUS PARKING ENTRANCE



MAINTENANCE BUILDING - WEST VIEW FORM CREEK

BASIS OF DESIGN PRODUCTS



TP- 1

TRANSLUCENT
PANELS

MFR: KALWALL

CLR: WHITE

TYP: 12%, 35% VT

SIZ: 10" WIDE



AL- 1

ALUMINUM WITH
POWDER COAT FINISH

MFR: CONSTRUCTION
SPECIALTIES

CLR: ANTIQUE OAK

FLEET MAINTENANCE & OPERATIONS FACILITY
60% DESIGN



OPERATIONS BUILDING - ENTRANCE SIGN



MONUMENT SIGN



EMPLOYEE AND STAFF PARKING SIGN



MAINTENANCE BUILDING - ENTRANCE SIGN

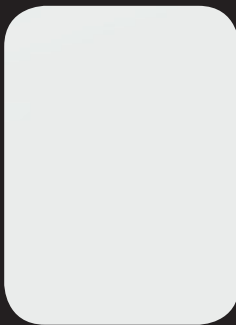
BASIS OF DESIGN PRODUCTS



STL- 1
WHEATHERED STEEL



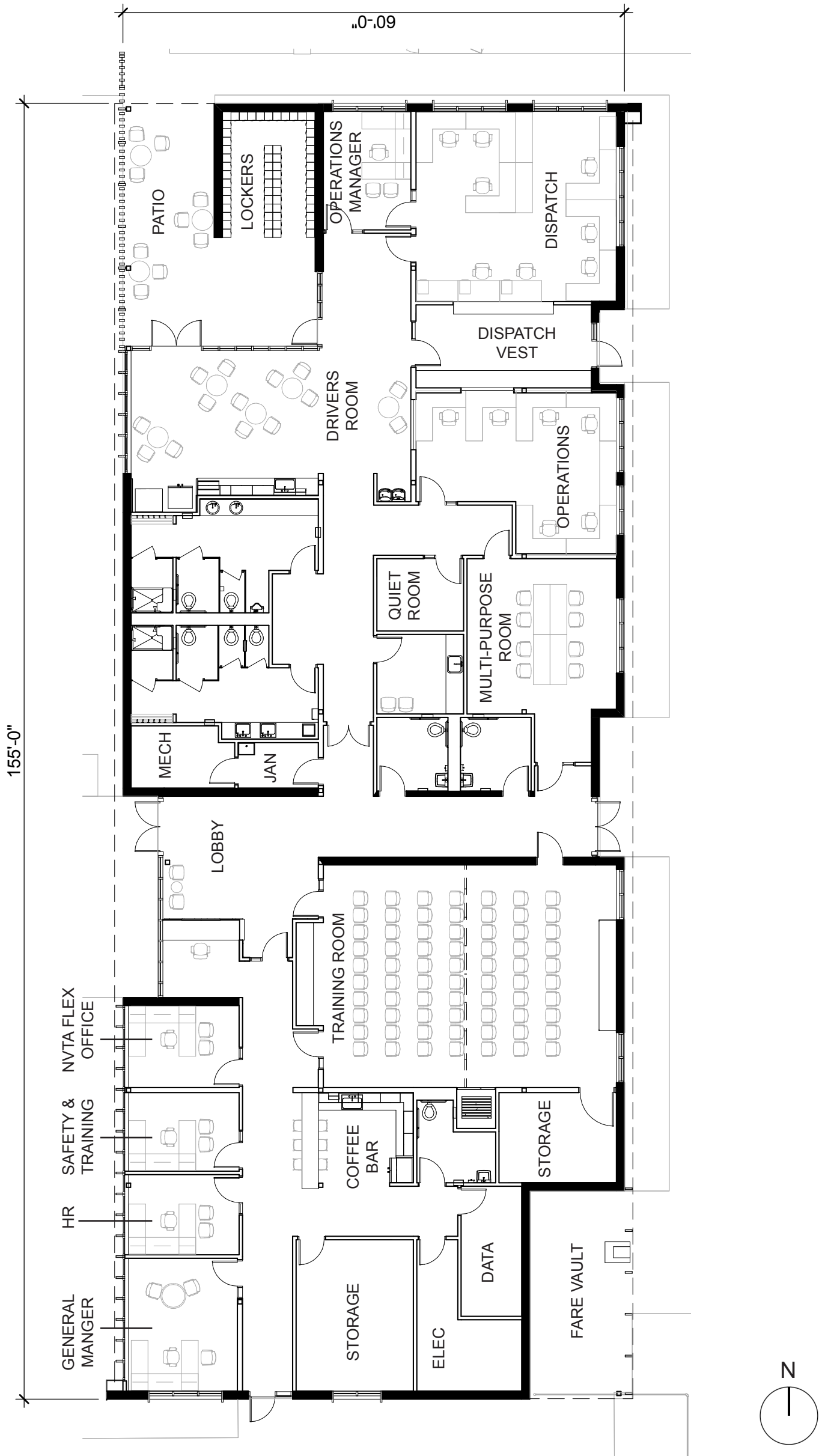
GW- 1
GABION WALL



AL - 2
PAINTED ALUMINUM

FLEET MAINTENANCE & OPERATIONS FACILITY

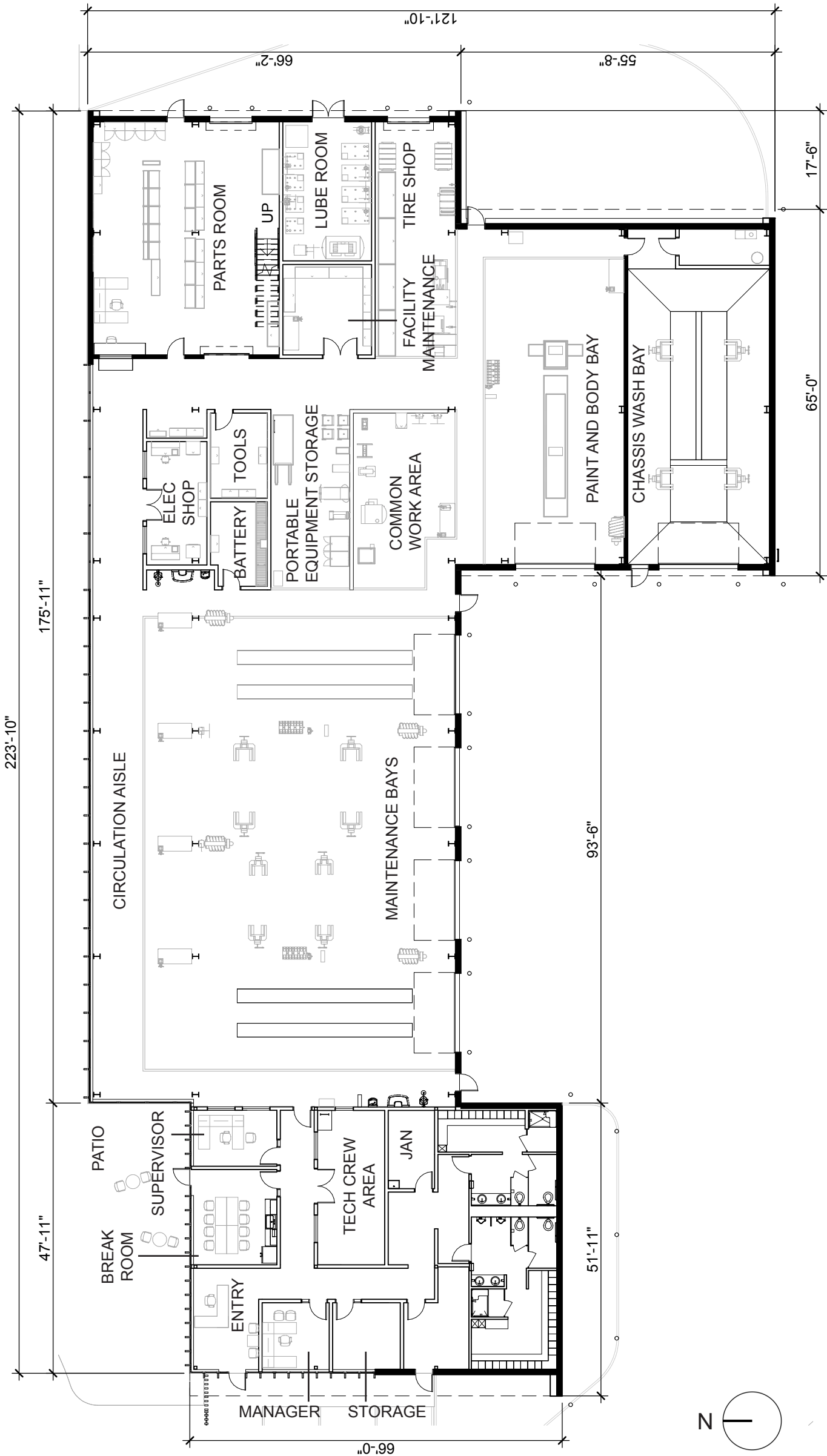
60% DESIGN



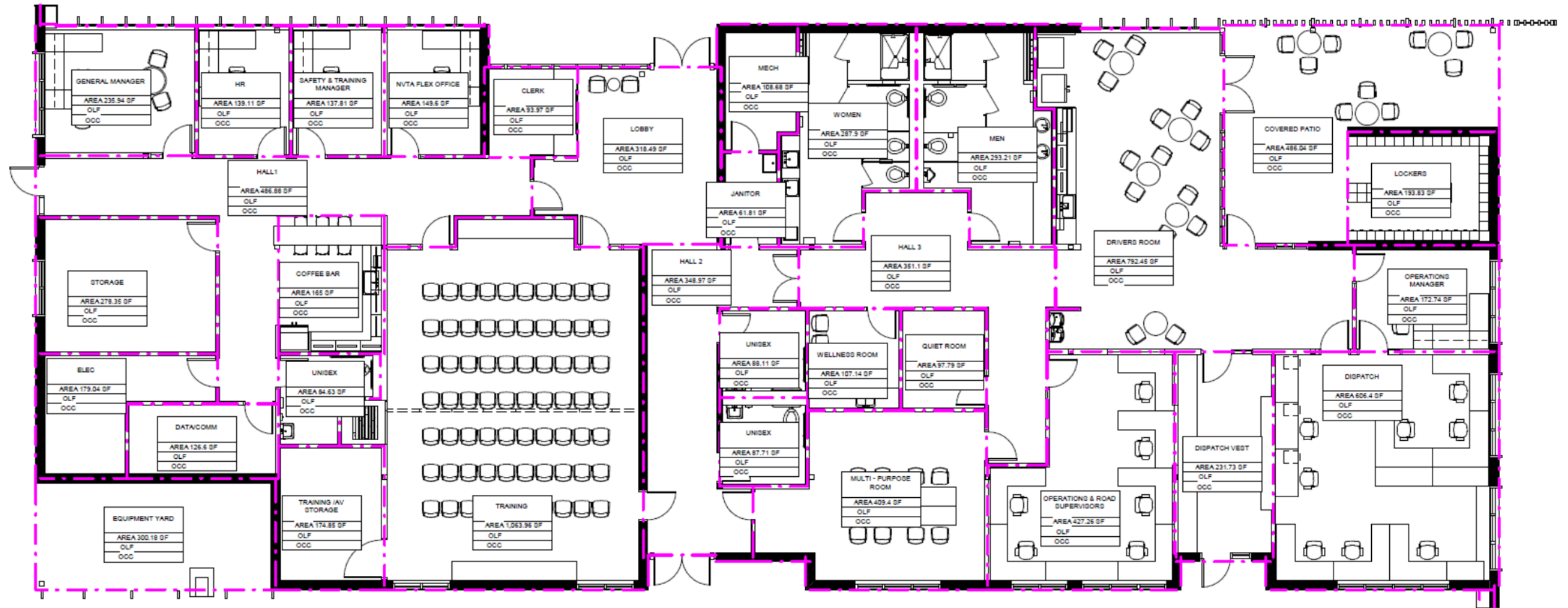
OPERATIONS BUILDING - FLOOR PLAN

FLEET MAINTENANCE & OPERATIONS FACILITY

60% DESIGN



MAINTENANCE BUILDING - FLOOR PLAN





NAPA VALLEY TRANSPORTATION AUTHORITY Board Agenda Letter

TO: Board of Directors
FROM: Kate Miller, Executive Director
REPORT BY: Antonio Onorato, Director of Administration, Finance and Policy
(707) 259-8779 / Email: aonorato@nvta.ca.gov
SUBJECT: Other Post-Employment Benefits (OPEB) Policy

RECOMMENDATION

That the Napa Valley Transportation Authority (NVTA) Board amend the Other Post-Employment Benefits (OPEB) Policy.

COMMITTEE RECOMMENDATION

None

EXECUTIVE SUMMARY

On April 1, 2008, the then Napa County Transportation and Planning Agency (NCTPA) Board adopted a resolution entitled *Electing to Be Subject to Public Employees Medical and Hospital Care Act Only with Respect to Members of a Specific Employee Organization and Fixing the Employers Contribution for Annuitants at Different Amounts* (Attachment 2) that established NVTA's Public Employees Retirement System pension structure and future OPEB framework. On April 21, 2010, the board acted to update the OPEB component, Resolution 10-13 (Attachment 3), to establish a non-irrevocable fund with the California Employer' Retiree Benefit Trust (CERBT) fund.

Staff was recently informed by CERBT there was no record of Resolution 2010-13 being submitted. Consequently, the OPEB to retirees is based on the benefit policy ratified in the 2008 Resolution. Staff recognizes that the 2008 Resolution is not financially viable for its long term sustainability. As an alternative, staff is recommending a third option, Proposed Benefit #3. This option is outlined in Table 2, below, and detailed in Attachment 1, Proposed Benefits Analysis by Bartel & Associates.

This proposal would make OPEB available to staff members only after 10 years of service and only if they retire from the agency. Staff is recommending that the Board act to adopt Benefit Proposal #3 primarily because NVTa is finding it more and more difficult to recruit and retain qualified staff since the Public Employee Pension Reform Act (PEPRA) was passed. Improving retiree medical benefits is one way to achieve recruitment and retention goals.

PROCEDURAL REQUIREMENTS

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

FISCAL IMPACT

Is there a fiscal impact? Yes. The proposed policy change will increase annual OPEB costs as a percentage of payroll from 1.7% to 2.8%, but is still less than the 4.6% of the current resolution in effect.

Future Fiscal Impact: Yes, if approved, NVTa annually prefunds the OPEB unfunded liability based on the Actuarial Determined Liability from the valuation report.

Consequences if not approved: The 2008 OPEB policy would remain in effect.

CEQA REQUIREMENTS

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

BACKGROUND AND DISCUSSION

NVTa employees are eligible to receive retiree health benefits after five (5) years of CalPERS vested service. The initial 2008 Resolution establishing the OPEB policy structure provided full retiree benefits, for the employee, spouse, and dependents. At the time, there was no action to commission an actuarial valuation report or establish a trust to fund future expenses.

The previous Executive Director (ED) revised the OPEB policy and reportedly submitted the resolution to CalPERS in April 2010. It appears that the new benefits calculation was developed without consulting CalPERS on its legalities or compliance with trust regulations. The revised OPEB benefit was memorialized in Resolution 2010-13 and adopted by the board on April 21, 2010. While the Board approved the resolution authorizing the ED to submit the necessary documents to CalPERS to codify the policy update and to pre-fund the trust by contributing the full Annually Determined Contribution-

ADC (formerly the Annually Required Contribution- ARC) based the biennial valuation report, there is no evidence that this occurred. Consequently, all retirees between 2008 to present electing to receive OPEB benefits, are receiving the full benefits provided under the original policy.

To remedy the OPEB policy, staff is recommending adopting a revised OPEB – Proposal Benefit #3. This scenario retains some of the benefits lost in 2010, but lessens the cost impact of the 2008 Resolution currently in effect. Benefit #3 benefits grow every year after the tenth year of service eventually reaching 100% of costs capping out at \$500 for the individual and \$750 for dual coverage. This proposal is fiscally conservative as noted in Table 1 as it is below all other OPEB costs as a percentage of gross payroll other than St. Helena which is 100% employee paid.

OPEB surveys of Napa County governments and other similar jurisdictions

Comparing OPEB benefits between jurisdictions is challenging. Unlike pensions where benefits tend to be defined on a formula (i.e. 2% at 62 PEPR), each jurisdiction has vastly different circumstances and different options available for managing their respective OPEB policies. At a minimum, compensation assists for healthcare insurance premiums, but may also include life insurance, vision, dental, and access to other services. Additionally, there is no pre-requisite to fund future OPEB costs. Agencies may elect to set-aside funds each year toward their future OPEB costs or pay as they become due (pay-as-you-go method). Table 1, below, provides the results of a survey of OPEB benefits as a percentage of payroll expense for Napa County jurisdictions and other similar agencies in the Bay Area.

Table 1: OPEB Survey of Napa County Jurisdictions and Other Similar Agencies in the Bay Area

Jurisdiction	Total OPEB Cost (ADL)* as a Percent of Payroll	Source
NVTA (proposed)	2.8%	Benefits Analysis
American Canyon	9%	CAFR
City of Napa	3% Blended Rate	CAFR
County of Napa	6% (approx.)	
St. Helena	Employee only contribution	CAFR
Calistoga	5.7%	CAFR
Yountville	9.6%	CAFR
CCTA	9.8%	Financial Statements
County Connection	5.5%	6/30/2015

*Actuarially Determined Liability (formerly Actuarially Required Contribution- ARC)

Alternative OPEB Scenarios

NVTA asked Bartell to conduct an informal valuation of three (3) different cost scenarios: two (2) alternative funding scenarios and the cost of the 2008 Resolution. These are detailed in Attachment 1 and summarized in Table 2 below.

Table 2: Proposed Benefit Scenarios

Proposed Benefit #1	Proposed Benefit #2	Proposed Benefit #3 (Staff Recommendation)		
Equal Method \$500 EE \$750 EE+SP (no future increases)	2008 Resolution (unequal method) \$470.67 EE \$906.04 EE+1 \$1,177.85 FAM (no future increases once equal)	At least PEMHCA Min (Equal Method), but up to \$500 EE / \$750 EE+SP (no future increases) based on vesting with NVTA 50% at 10 years.... 75% at 15 years..... 100% at 20+ years		
		50% (10 years)	75% (15 years)	100% (20+ years)

OPEB Valuation Reports

Every biennial report since June 30, 2011 calculated OPEB based on the 2010 Resolution. While developing the most recent valuation report dated June 30, 2017 prepared by Bartell and Associates (Bartell), an inconsistency was discovered between the actual and budgeted payments to the only active retiree receiving retiree health benefits - the former Executive Director. Discussions with CalPERS revealed that the valuation report was based on a different methodology than the April 21, 2010 Resolution that the Board approved.

CERBT also indicated that Resolution 10-13 was never received by the Trust from the former Executive Director. Further, the updated OPEB policy, as written, would not have been accepted since it wasn't composed according to trust standards and the calculation methodology was in violation of trust regulations as well as Government Code.

Resolution 10-13 framed the benefit as "1.3x times the Public Employees' Medical and Hospital Care Act (PEMHCA) minimum." It should be noted that Bartell and Associates or CERBT does not advise agencies in the development of their respective OPEB policy. Those organizations merely calculate the benefit cost (Bartell) or administer the trust fund (CERBT). NVTA has the sole responsibility to ensure the OPEB policy is in compliance with the Government Code and agency policies. As such, a survey was taken of several local jurisdictions for comparative purposes.

Table 3: Results of Evaluation

2017/18 Actuarially Determined Contribution (ADC)
(000's Omitted)

	Current	Proposed Benefit		
		#1	#2	#3
■ 2017/18 ADC - \$				
• Normal Cost	\$ 34	\$ 49	\$ 65	\$ 44
• UAAL Amortization ⁴	(11)	(4)	(2)	(5)
• Admin Expenses	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
• Total ADC	23	45	63	39
■ Projected Payroll	1,398	1,398	1,398	1,398
■ 2017/18 ADC - % of Projected Payroll				
• Normal Cost	2.4%	3.5%	4.7%	3.2%
• UAAL Amortization	(0.7%)	(0.3%)	(0.1%)	(0.4%)
• Admin Expenses	<u>(0.0%)</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>
• Total ADC	1.7%	3.2%	4.6%	2.8%

Table 4: Actuarial Obligations

	Current	Proposed Benefit		
		#1	#2	#3
■ Present Value of Benefits				
• Actives	\$ 379	\$ 571	\$ 675	\$ 524
• Retirees	<u>49</u>	<u>49</u>	<u>49</u>	<u>49</u>
• Total	428	620	724	573
■ Actuarial Accrued Liability				
• Actives	121	201	222	183
• Retirees	<u>49</u>	<u>49</u>	<u>49</u>	<u>49</u>
• Total	170	250	271	232
■ Actuarial Value of Assets	<u>292</u>	<u>292</u>	<u>292</u>	<u>292</u>
■ Unfunded Liability	(122)	(42)	(21)	(60)
■ 2017/18 Normal Cost	34	49	65	44

OPEB Cost

Proposed Benefit #3, the staff recommendation, will cost roughly \$39,000 annually, based on the Actuarial Determined Liability, which is higher than the April 2010 policy adopted by the board \$23,000, but significantly less than the \$63,000 for the benefit memorialized in the 2008 Resolution.

Next Steps

Based on Board discussion and action, staff will recommend that the Board adopt a new policy by resolution at its June board meeting and perform an actuarial valuation based on that policy for submission to CERBT.

SUPPORTING DOCUMENTS

Attachments: (1) OPEB Benefits Analysis
(2) 2008 Resolution
(3) Resolution 10-13



NAPA VALLEY TRANSPORTATION AUTHORITY
RETIREE HEALTHCARE PLAN



June 30, 2017

Proposed Benefits Analysis

Deanna Van Valer, Assistant Vice President
Daniel Park, Actuarial Analyst
Bartel Associates, LLC

March 26, 2018

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BENEFIT SUMMARY - CURRENT

<div>■ Eligibility</div>	<div>■ Service (50¹ & 5 years CalPERS service) or disability retirement</div> <div>■ Retire directly from the Authority under CalPERS</div>												
<div>■ Current Medical Benefit</div>	<div>■ 1.3 times PEMHCA minimum dollar amounts. Monthly PEMHCA minimum and Authority Contribution amounts are:</div> <table><thead><tr><th><u>Year</u></th><th><u>PEMHCA Minimum</u></th><th><u>Authority Contribution</u></th></tr></thead><tbody><tr><td>2017</td><td>128.00</td><td>166.40</td></tr><tr><td>2018</td><td>133.00</td><td>172.90</td></tr><tr><td>2019+</td><td colspan="2">Increases at CPI-U Medical</td></tr></tbody></table> <div>■ Based upon Authority’s 2010 Board-approved PEMHCA Resolution. CalPERS currently does not recognize this resolution.</div> <div><div>• The Authority and its auditors agree that this valuation should be based upon the Board-approved resolution.</div><div>• Employees retiring in the future will not be paid the benefits valued in this report unless the Resolution is accepted by CalPERS.</div></div> <div>■ CalPERS’ administrative fees (0.33% for 2017/18)</div>	<u>Year</u>	<u>PEMHCA Minimum</u>	<u>Authority Contribution</u>	2017	128.00	166.40	2018	133.00	172.90	2019+	Increases at CPI-U Medical	
<u>Year</u>	<u>PEMHCA Minimum</u>	<u>Authority Contribution</u>											
2017	128.00	166.40											
2018	133.00	172.90											
2019+	Increases at CPI-U Medical												

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



March 26, 2018

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BENEFIT SUMMARY - CURRENT

■ Grandfathered Medical Benefit	<ul style="list-style-type: none"> ■ One grandfathered retiree receives amount under the prior PEMHCA resolution ■ Unequal method applied to \$470.67 for single coverage (or \$906.04 for dual coverage). In 2017, the amount paid by the Authority is 45% of these amounts, or \$211.80 for single coverage (or \$407.72 for dual coverage). ■ In prior valuation valued with 1.3 x PEMHCA minimum benefit 												
■ Surviving Spouse Benefit	<ul style="list-style-type: none"> ■ 100% of retiree benefit continues to surviving spouse if retiree elects CalPERS survivor allowance 												
■ Other OPEB	<ul style="list-style-type: none"> ■ None 												
■ Pay-As-You-Go Costs	<table> <tr> <th><u>Fiscal Year</u></th><th><u>Cash</u></th></tr> <tr> <td>2016/17</td><td>\$ 2,400</td></tr> <tr> <td>2015/16</td><td>2,118</td></tr> <tr> <td>2014/15</td><td>2,118</td></tr> <tr> <td>2013/14</td><td>3,106</td></tr> <tr> <td>2012/13</td><td>2,353</td></tr> </table>	<u>Fiscal Year</u>	<u>Cash</u>	2016/17	\$ 2,400	2015/16	2,118	2014/15	2,118	2013/14	3,106	2012/13	2,353
<u>Fiscal Year</u>	<u>Cash</u>												
2016/17	\$ 2,400												
2015/16	2,118												
2014/15	2,118												
2013/14	3,106												
2012/13	2,353												



March 26, 2018



BENEFIT SUMMARY - PROPOSED

■ Eligibility	<ul style="list-style-type: none"> ■ Service (50² & 5 years CalPERS service) or disability retirement ■ Retire directly from the Authority under CalPERS
■ Proposed Benefit #1	<ul style="list-style-type: none"> ■ If Authority service at retirement is greater than 10 years: \$500.00 for single coverage, \$750 for dual coverage. No future increases. ■ PEMHCA minimum (\$128 in 2017) for individuals with less than 10 years of Authority service at retirement ■ Grandfathered retiree will receive no less than his current benefit
■ Proposed Benefit #2	<ul style="list-style-type: none"> ■ Unequal method applied to \$470.67 for single coverage (\$906.04 for dual coverage, \$1,177.85 for family coverage). In 2017, the amount paid by the Authority is 45% of these amounts, or \$211.80 for single coverage (or \$407.72 for dual coverage).

² Age 52 for PEPR New Hires (hired ≥ 1/1/13).



March 26, 2018



BENEFIT SUMMARY - PROPOSED

■ Proposed Benefit #3	<ul style="list-style-type: none"> ■ Authority pays % of \$500 cap (\$750 for dual coverage) based on Authority years of service. No future increases. <table border="1" style="margin-left: 40px;"> <thead> <tr> <th>Service</th><th>%</th></tr> </thead> <tbody> <tr><td>10</td><td>50%</td></tr> <tr><td>11</td><td>55%</td></tr> <tr><td>12</td><td>60%</td></tr> <tr><td>13</td><td>65%</td></tr> <tr><td>14</td><td>70%</td></tr> <tr><td>15</td><td>75%</td></tr> </tbody> </table> <table border="1" style="margin-left: 40px;"> <thead> <tr> <th>Service</th><th>%</th></tr> </thead> <tbody> <tr><td>16</td><td>80%</td></tr> <tr><td>17</td><td>85%</td></tr> <tr><td>18</td><td>90%</td></tr> <tr><td>19</td><td>95%</td></tr> <tr><td>20</td><td>100%</td></tr> </tbody> </table> <ul style="list-style-type: none"> ■ PEMHCA minimum (\$128 in 2017) for individuals with less than 10 years of Authority service at retirement ■ Grandfathered retiree will receive no less than his current benefit 	Service	%	10	50%	11	55%	12	60%	13	65%	14	70%	15	75%	Service	%	16	80%	17	85%	18	90%	19	95%	20	100%
Service	%																										
10	50%																										
11	55%																										
12	60%																										
13	65%																										
14	70%																										
15	75%																										
Service	%																										
16	80%																										
17	85%																										
18	90%																										
19	95%																										
20	100%																										



March 26, 2018



PARTICIPANT STATISTICS

Participant Statistics

	6/30/17
■ Actives	
• Active Count	14
• Average Age	45.3
• Average Authority Service	5.0
• Average CalPERS Service	7.9
• PERSable Pay	
➢ Average	\$97,000
➢ Total (000s)	1,357
■ Retirees	
• Covered Count	1 ³
• Average Age	65.3
• Average Retirement Age	61.1

³ Excludes 2 waived retirees. Average age and average retirement age include the two waived retirees. The covered retiree is approximately age 69.



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PARTICIPANT STATISTICS

Active Medical Plan Coverage

Medical Plan	Region	Single	2-Party	Family	Waived	Total
Anthem Traditional	Bay Area	-	1	1	-	2
Kaiser	Bay Area	6	3	2	-	11
Waived		-	-	-	1	1
Total		6	4	3	1	14

Retiree Medical Plan Coverage

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



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ACTUARIAL ASSUMPTIONS & METHODS

	June 30, 2017 Valuation
■ Valuation Date	■ June 30, 2017 ■ 2017/18 & 2018/19 Fiscal Years (end of year payment)
■ Funding Policy	■ Full pre-funding in CalPERS OPEB Trust (CERBT #3)
■ Discount Rate	■ 5.50%
■ Aggregate Payroll Increases	■ 3.00%
■ Retirement, Mortality, Withdrawal, Disability	■ CalPERS 1997-2011 Experience Study ■ Mortality projected fully generational with Society of Actuaries Scale MP-16
■ Healthcare Trend	■ Decreasing gradually from 7.5% in 2019 & 2020 (Non-Medicare), 6.5% (Medicare), to 4.0% in 2076
■ Spouse Coverage at Retirement	■ 100% if covered as an active ■ 80% if member is waived while active
■ Child Coverage at Retirement	■ 10% of participating retirees coverage a child until member's age 65



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ACTUARIAL ASSUMPTIONS & METHODS

	June 30, 2017 Valuation
■ Participation at Retirement	■ Currently covered: <ul style="list-style-type: none"> ➢ 60% Current Benefit; ➢ 80% Proposed Benefits ■ Currently waived: <ul style="list-style-type: none"> ➢ 50% Current Benefit ➢ 70% Proposed Benefits
■ Cost Method	■ Entry Age Normal
■ Amortization Method	■ Level percentage of payroll (payments increase at 3.0% per year)
■ Actuarial Value of Assets	■ Valuation assets based on actual assets provided by CERBT ■ Investment gains/losses spread over a 5-year rolling period ■ Not less than 80% nor more than 120% of market value
■ All Other Assumptions & Methods	■ Same as June 30, 2017 Actuarial Valuation (refer to report dated November 30, 2017)



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RESULTS

Actuarial Obligations

June 30, 2017

(000's Omitted)

	Current	Proposed Benefit		
		#1	#2	#3
■ Present Value of Benefits				
• Actives	\$ 379	\$ 571	\$ 675	\$ 524
• Retirees	<u>49</u>	<u>49</u>	<u>49</u>	<u>49</u>
• Total	428	620	724	573
■ Actuarial Accrued Liability				
• Actives	121	201	222	183
• Retirees	<u>49</u>	<u>49</u>	<u>49</u>	<u>49</u>
• Total	170	250	271	232
■ Actuarial Value of Assets	<u>292</u>	<u>292</u>	<u>292</u>	<u>292</u>
■ Unfunded Liability	(122)	(42)	(21)	(60)
■ 2017/18 Normal Cost	34	49	65	44
■ 2017/18 Pay-Go Cost	3	4	4	4



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RESULTS

2017/18 Actuarially Determined Contribution (ADC)

(000's Omitted)

	Current	Proposed Benefit		
		#1	#2	#3
■ 2017/18 ADC - \$				
• Normal Cost	\$ 34	\$ 49	\$ 65	\$ 44
• UAAL Amortization ⁴	(11)	(4)	(2)	(5)
• Admin Expenses	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
• Total ADC	23	45	63	39
■ Projected Payroll	1,398	1,398	1,398	1,398
■ 2017/18 ADC - % of Projected Payroll				
• Normal Cost	2.4%	3.5%	4.7%	3.2%
• UAAL Amortization	(0.7%)	(0.3%)	(0.1%)	(0.4%)
• Admin Expenses	<u>(0.0%)</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>
• Total ADC	1.7%	3.2%	4.6%	2.8%

⁴ For proposed benefit scenarios, UAAL amortized over same average remaining period as current (14.1 years).



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**RESOLUTION ELECTING TO BE SUBJECT TO
PUBLIC EMPLOYEES' MEDICAL AND HOSPITAL CARE ACT
ONLY WITH RESPECT TO MEMBERS OF A SPECIFIC EMPLOYEE ORGANIZATION
AND
FIXING THE EMPLOYER'S CONTRIBUTION FOR EMPLOYEES AND THE
EMPLOYER'S CONTRIBUTION FOR ANNUITANTS AT DIFFERENT AMOUNTS**

- WHEREAS, (1) Government Code Section 22922(b) provides that a contracting agency may elect upon proper application to participate under the Public Employees' Medical and Hospital Care Act with respect to a recognized employee organization only; and
- WHEREAS, (2) Government Code Section 22892(c) provides that a contracting agency may fix the amount of the employer's contribution for employees and the employer's contribution for annuitants at different amounts provided that the monthly contribution for annuitants shall be annually increased by an amount not less than 5 percent of the monthly contribution for employees, until such time as the amounts are equal; and
- WHEREAS, (3) Napa County Transportation and Planning Agency (NCTPA), hereinafter referred to as Public Agency is a local agency contracting with the Public Employees' Retirement System; and
- WHEREAS, (4) The Public Agency desires to obtain for the members of Napa County Transportation and Planning Agency, who are employees and annuitants of the agency, the benefit of the Act and to accept the liabilities and obligations of an employer under the Act and Regulations; now, therefore, be it
- RESOLVED, (a) That the Public Agency elect, and it does hereby elect, to be subject to the provisions of the Act; and be it further
- RESOLVED, (b) That the employer's contribution for each employee shall be the amount necessary to pay the full cost of his/her enrollment, including the enrollment of family members, in a health benefits plan or plans up to a maximum of \$470.67 (monthly) with respect to employees enrolled for self alone, \$906.04 (monthly) for an employee enrolled for self and one family member, and \$1177.85 (monthly) for an employee enrolled for self and two or more family members plus administrative fees and Contingency Reserve Fund assessments; and be it further

- RESOLVED, (c) That the employer's contribution for each annuitant shall be the amount necessary to pay the cost of his enrollment, including the enrollment of his family members, in a health benefits plan up to a maximum of \$1.00 per month; and be it further
- RESOLVED, (d) That the employer's contribution for each annuitant shall be increased annually by Five (5) percent of the monthly contribution for employees, until such time as the contributions are equal; and that the contributions for employees and annuitants shall be in addition to those amounts contributed by the Public Agency for administrative fees and to the Contingency Reserve Fund; and be it further
- RESOLVED, (e) That the executive body appoint and direct, and it does hereby appoint and direct, NCTPA Executive Director to file with the Board of Administration of the Public Employees' Retirement System a verified copy of this Resolution, and to perform on behalf of said Public Agency all functions required of it under the Act and Regulations of the Board of Administration; and be it further
- RESOLVED, (f) That coverage under the Act be effective on April 1, 2008.

Adopted at a regular meeting of the Board of Directors of the Napa County Transportation and Planning Agency At 707 Randolph Street Suite 100, Napa CA 94559 this 19th day of March 2008.

Signed: Leon Garcia

Leon Garcia, NCTPA Chair

Attest: Karalyn E. Sanderlin

Karalyn E. Sanderlin, NCTPA Board Secretary



RESOLUTION NO. 10-13

**A RESOLUTION OF THE
NAPA COUNTY TRANSPORTATION AND PLANNING AGENCY (NCTPA)
APPROVING AN AGREEMENT AND ELECTION TO PREFUND OTHER POST
EMPLOYMENT BENEFITS (OPEB) THROUGH CalPERS; AUTHORIZING THE
EXECUTIVE DIRECTOR TO EXECUTE THE AGREEMENT; DELEGATION OF
AUTHORITY TO REQUEST DISBURSEMENTS; AND CERTIFICATION OF OPEB
FUNDING POLICY & GASB 43/45 REPORTING COMPLIANCE**

WHEREAS, the Governmental Accounting Standards Board, Statement No. 45 (GASB 45) requires accounting for future liabilities of retiree other post employment benefits; and

WHEREAS, Government Code Section 22940 established in the State Treasury the Annuitants' Health Care Coverage Fund for the pre-funding of health care coverage for annuitants (Pre-Funding Plan); and

WHEREAS, The California Public Employees' Retirement System (CalPERS) Board of Administration (Board) approved the establishment of the Pre-Funding Plan as a trust fund that functions within the meaning of Section 115 of the Internal Revenue Code as defined by Governmental Accounting Standards Board (GASB) Statement No. 45; and

WHEREAS, NCTPA elects to participate in the CalPERS Trust for all its employees that are entitled to other post employment benefits (OPEB); and

WHEREAS, CalPERS requires the governing body of a public agency, by resolution, to approve an agreement with CalPERS to participate in the Trust and a delegation of authority to specific staff to request disbursement of funds needed for Program costs;

NOW THEREFORE BE IT RESOLVED THAT:

The NCTPA Board approves and agrees to adopt the Agreement and Election of NCTPA to Pre-Fund Other Post Employment Benefits (OPEB) through CalPERS, a copy of which is attached hereto as "Exhibit A" and is incorporated herein by this reference.

The Executive Director is authorized to execute the attached agreement on behalf of NCTPA.

The Manager of Human Resources is directed to process the attached agreement with CalPERS and is authorized to take any additional necessary action required to implement this action of the Board of Directors.

This Resolution is effective upon its adoption.

Passed and Adopted on the 21st day of April 2010.


Jim Krider, Chair, NCTPA

ATTEST:


Karle Sanderlin, NCTPA Board Secretary

APPROVED:


Susan McGuigan, NCTPA Legal Counsel

Ayes: GARCIA, BENNETT, GINGLES,
DUNSFORD, KRIDER, MOTT,
DODD, CALDWELL, BRITTON,
CHILTON, SAUCERMAN

Noes: NONE

Absent: CRULL

"EXHIBIT A"

CALIFORNIA EMPLOYER'S RETIREE BENEFIT TRUST PROGRAM ("CERBT")

**AGREEMENT AND ELECTION
OF**

Napa County Transportation and Planning Agency
(NAME OF EMPLOYER)

**TO PREFUND OTHER POST EMPLOYMENT
BENEFITS THROUGH CalPERS**

WHEREAS (1) Government Code Section 22940 establishes in the State Treasury the Annuitants' Health Care Coverage Fund for the prefunding of health care coverage for annuitants (Prefunding Plan); and

WHEREAS (2) The California Public Employees' Retirement System (CalPERS) Board of Administration (Board) has sole and exclusive control and power over the administration and investment of the Prefunding Plan (sometimes also referred to as CERBT), the purposes of which include, but are not limited to (i) receiving contributions from participating employers and establishing separate Employer Prefunding Accounts in the Prefunding Plan for the performance of an essential governmental function (ii) investing contributed amounts and income thereon, if any, in order to receive yield on the funds and (iii) disbursing contributed amounts and income thereon, if any, to pay for costs of administration of the Prefunding Plan and to pay for health care costs or other post employment benefits in accordance with the terms of participating employers' plans; and

WHEREAS (3) Napa County Transportation and Planning Agency
(NAME OF EMPLOYER)

(Employer) desires to participate in the Prefunding Plan upon the terms and conditions set by the Board and as set forth herein; and

WHEREAS (4) Employer may participate in the Prefunding Plan upon (i) approval by the Board and (ii) filing a duly adopted and executed Agreement and Election to Prefund Other Post Employment Benefits (Agreement) as provided in the terms and conditions of the Agreement; and

WHEREAS (5) The Prefunding Plan is a trust fund that is intended to perform an essential governmental function within the meaning of Section 115 of the Internal Revenue Code as an agent multiple-employer plan as defined in Governmental Accounting Standards Board (GASB) Statement No. 43 consisting of an aggregation of single-employer plans, with pooled administrative and investment functions;

NOW, THEREFORE, BE IT RESOLVED THAT EMPLOYER HEREBY MAKES THE FOLLOWING REPRESENTATION AND WARRANTY AND THAT THE BOARD AND EMPLOYER AGREE TO THE FOLLOWING TERMS AND CONDITIONS:

A. Representation and Warranty

Employer represents and warrants that it is a political subdivision of the State of California or an entity whose income is excluded from gross income under Section 115 (1) of the Internal Revenue Code.

B. Adoption and Approval of the Agreement; Effective Date; Amendment

(1) Employer's governing body shall elect to participate in the Prefunding Plan by adopting this Agreement and filing with the CalPERS Board a true and correct original or certified copy of this Agreement as follows:

Filing by mail, send to: CalPERS
 Constituent Relations Office
 CERBT (OPEB)
 P.O. Box 942709
 Sacramento, CA 94229-2709

Filing in person, deliver to:
 CalPERS Mailroom
 Constituent Relations Office
 CERBT (OPEB)
 Attn: Employer Services Division
 400 Q Street
 Sacramento, CA 95811

(2) Upon receipt of the executed Agreement, and after approval by the Board, the Board shall fix an effective date and shall promptly notify Employer of the effective date of the Agreement.

(3) The terms of this Agreement may be amended only in writing upon the agreement of both CalPERS and Employer, except as otherwise provided herein. Any such amendment or modification to this Agreement shall be adopted and executed in the same manner as required for the Agreement. Upon receipt of the executed amendment or modification, the Board shall fix the effective date of the amendment or modification.

(4) The Board shall institute such procedures and processes as it deems necessary to administer the Prefunding Plan, to carry out the purposes of this Agreement, and to maintain the tax exempt status of the Prefunding Plan. Employer agrees to follow such procedures and processes.

C. Other Post Employment Benefits (OPEB) Cost Reports and Employer Contributions

(1) Employer shall provide to the Board an OPEB cost report on the basis of the actuarial assumptions and methods prescribed by the Board. Such report shall be for the Board's use in financial reporting, and shall be prepared at least as often as the minimum frequency required by GASB 43. This OPEB cost report may be prepared as an actuarial valuation report or, if the employer is qualified under GASB 45 and 57, may be prepared as an Alternative Measurement Method (AMM) report.

- (a) Unless qualified under GASB 45 and 57 to provide an AMM report, Employer shall provide to the Board an actuarial valuation report. Such report shall be for the Board's use in financial reporting, and shall be prepared at least as often as the minimum frequency required by GASB 43 and 57, and shall be:
 - 1) prepared and signed by a Fellow or Associate of the Society of Actuaries who is also a Member of the American Academy of Actuaries or a person with equivalent qualifications acceptable to the Board;
 - 2) prepared in accordance with generally accepted actuarial practice and GASB 43, 45 and 57; and,
 - 3) provided to the Board prior to the Board's acceptance of contributions for the valuation period or as otherwise required by the Board.
- (b) If qualified under GASB 45 and 57, Employer may provide to the Board an AMM report. Such report shall be for the Board's use in financial reporting, shall be prepared at least as often as the minimum frequency required by GASB 43 and 57, and shall be:
 - 1) affirmed by Employer's external auditor, or by a Fellow or Associate of the Society of Actuaries who is also a Member of the American Academy of Actuaries or a person with equivalent qualifications acceptable to the Board, to be consistent with the AMM process described in GASB 45;
 - 2) prepared in accordance with GASB 43, 45, and 57; and,
 - 3) provided to the Board prior to the Board's acceptance of contributions for the valuation period or as otherwise required by the Board.

(2) The Board may reject any OPEB cost report submitted to it, but shall not unreasonably do so. In the event that the Board determines, in its sole discretion, that

the OPEB cost report is not suitable for use in the Board's financial statements or if Employer fails to provide a required OPEB cost report, the Board may obtain, at Employer's expense, an OPEB cost report that meets the Board's financial reporting needs. The Board may recover from Employer the cost of obtaining such OPEB cost report by billing and collecting from Employer or by deducting the amount from Employer's account in the Prefunding Plan.

(3) Employer shall notify the Board of the amount and time of contributions which contributions shall be made in the manner established by the Board.

(4) Employer contributions to the Prefunding Plan may be limited to the amount necessary to fully fund Employer's actuarial present value of total projected benefits, as supported by the OPEB cost report acceptable to the Board. As used throughout this document, the meaning of the term "actuarial present value of total projected benefits" is as defined in GASB Statement No. 45. If Employer's contribution causes its assets in the Prefunding Plan to exceed the amount required to fully fund the actuarial present value of total projected benefits, the Board may refuse to accept the contribution.

(5) The minimum Employer contribution will be at least \$5000 or be equal to Employer's Annual Required Contribution, whichever is less, as that term is defined in GASB Statement No. 45. Contributions can be made at any time following the seventh day after the effective date of the Agreement provided that Employer has first complied with the requirements of Paragraph C.

D. Administration of Accounts, Investments, Allocation of Income

(1) The Board has established the Prefunding Plan as an agent plan consisting of an aggregation of single-employer plans, with pooled administrative and investment functions, under the terms of which separate accounts will be maintained for each employer so that Employer's assets will provide benefits only under employer's plan.

(2) All Employer contributions and assets attributable to Employer contributions shall be separately accounted for in the Prefunding Plan (Employer's Prefunding Account).

(3) Employer's Prefunding Account assets may be aggregated with prefunding account assets of other employers and may be co-invested by the Board in any asset classes appropriate for a Section 115 Trust.

(4) The Board may deduct the costs of administration of the Prefunding Plan from the investment income or Employer's Prefunding Account in a manner determined by the Board.

(5) Investment income shall be allocated among employers and posted to Employer's Prefunding Account as determined by the Board but no less frequently than annually.

(6) If Employer's assets in the Prefunding Plan exceed the amount required to fully fund the actuarial present value of total projected benefits, the Board, in compliance with applicable accounting and legal requirements, may return such excess to Employer.

E. Reports and Statements

(1) Employer shall submit with each contribution a contribution report in the form and containing the information prescribed by the Board.

(2) The Board shall prepare and provide a statement of Employer's Prefunding Account at least annually reflecting the balance in Employer's Prefunding Account, contributions made during the period and income allocated during the period, and such other information as the Board determines.

F. Disbursements

(1) Employer may receive disbursements not to exceed the annual premium and other costs of post employment healthcare benefits and other post employment benefits as defined in GASB 43.

(2) Employer shall notify CalPERS in writing in the manner specified by CalPERS of the persons authorized to request disbursements from the Prefunding Plan on behalf of Employer.

(3) Employer's request for disbursement shall be in writing signed by Employer's authorized representative, in accordance with procedures established by the Board. The Board may require that Employer certify or otherwise establish that the monies will be used for the purposes of the Prefunding Plan.

(4) Requests for disbursements that satisfy the requirements of paragraphs (2) and (3) that are received on or after the first of a month will be processed by the 15th of the following month. (For example, a disbursement request received on or between March 1st and March 31st will be processed by April 15th; and a disbursement request received on or between April 1st and April 30th will be processed by May 15th.)

(5) CalPERS shall not be liable for amounts disbursed in error if it has acted upon the written instruction of an individual authorized by Employer to request disbursements. In the event of any other erroneous disbursement, the extent of CalPERS' liability shall be the actual dollar amount of the disbursement, plus interest at the actual earnings rate but not less than zero.

(6) No disbursement shall be made from the Prefunding Plan which exceeds the balance in Employer's Prefunding Account.

G. Costs of Administration

Employer shall pay its share of the costs of administration of the Prefunding Plan, as determined by the Board.

H. Termination of Employer Participation in Prefunding Plan

(1) The Board may terminate Employer's participation in the Prefunding Plan if:

- (a) Employer gives written notice to the Board of its election to terminate;
- (b) The Board finds that Employer fails to satisfy the terms and conditions of this Agreement or of the Board's rules or regulations.

(2) If Employer's participation in the Prefunding Plan terminates for any of the foregoing reasons, all assets in Employer's Prefunding Account shall remain in the Prefunding Plan, except as otherwise provided below, and shall continue to be invested and accrue income as provided in Paragraph D.

(3) After Employer's participation in the Prefunding Plan terminates, Employer may not make contributions to the Prefunding Plan.

(4) After Employer's participation in the Prefunding Plan terminates, disbursements from Employer's Prefunding Account may continue upon Employer's instruction or otherwise in accordance with the terms of this Agreement.

(5) After thirty-six (36) months have elapsed from the effective date of this Agreement or at such earlier date as may be approved by the Board in its sole discretion:

- (a) Employer may request a trustee to trustee transfer of the assets in Employer's Prefunding Account. Upon satisfactory showing to the Board that the transfer will satisfy applicable requirements of the Internal Revenue Code and the Board's fiduciary duties, then the Board shall effect the transfer within one hundred twenty (120) days. The amount to be transferred shall be the amount in the Employer's Prefunding Account as of the disbursement date and shall include investment earnings up to the investment earnings allocation date immediately preceding the disbursement date. In no event shall the investment earnings allocation date precede the transfer by more than 120 days.
- (b) Employer may request a disbursement of the assets in Employer's Prefunding Account. Upon satisfactory showing to the Board that all of Employer's obligations for payment of post employment health care benefits and other post employment benefits and reasonable administrative costs of the Board have been satisfied, then the Board shall

effect the disbursement within one hundred twenty (120) days. The amount to be disbursed shall be the amount in the Employer's Prefunding Account as of the disbursement date and shall include investment earnings up to the investment earnings allocation date immediately preceding the disbursement date. In no event shall the investment earnings allocation date precede the disbursement by more than 120 days.

(6) After Employer's participation in the Prefunding Plan terminates and at such time that no assets remain in Employer's Prefunding Account, this Agreement shall terminate.

(7) If, for any reason, the Board terminates the Prefunding Plan, the assets in Employer's Prefunding Account shall be paid to Employer after retention of (i) amounts sufficient to pay post employment health care benefits and other post employment benefits to annuitants for current and future annuitants described by the employer's current substantive plan (as defined in GASB 43), and (ii) amounts sufficient to pay reasonable administrative costs of the Board.

(8) If Employer ceases to exist but Employer's Prefunding Plan continues to exist and if no provision has been made by Employer for ongoing payments to pay post employment health care benefits and other post employment benefits to annuitants for current and future annuitants, the Board is authorized to and shall appoint a third party administrator to carry out Employer's Prefunding Plan. Any and all costs associated with such appointment shall be paid from the assets attributable to contributions by Employer.

(9) If Employer should breach the representation and warranty set forth in Paragraph A., the Board shall take whatever action it deems necessary to preserve the tax-exempt status of the Prefunding Plan.

I. General Provisions

(1) Books and Records.

Employer shall keep accurate books and records connected with the performance of this Agreement. Employer shall ensure that books and records of subcontractors, suppliers, and other providers shall also be accurately maintained. Such books and records shall be kept in a secure location at the Employer's office(s) and shall be available for inspection and copying by CalPERS and its representatives.

(2) Audit.

- (a) During and for three years after the term of this Agreement, Employer shall permit the Bureau of State Audits, CalPERS, and its authorized representatives, and such consultants and specialists as needed, at all

reasonable times during normal business hours to inspect and copy, at the expense of CalPERS, books and records of Employer relating to its performance of this Agreement.

- (b) Employer shall be subject to examination and audit by the Bureau of State Audits, CalPERS, and its authorized representatives, and such consultants and specialists as needed, during the term of this Agreement and for three years after final payment under this Agreement. Any examination or audit shall be confined to those matters connected with the performance of this Agreement, including, but not limited to, the costs of administering this Agreement. Employer shall cooperate fully with the Bureau of State Audits, CalPERS, and its authorized representatives, and such consultants and specialists as needed, in connection with any examination or audit. All adjustments, payments, and/or reimbursements determined to be necessary by any examination or audit shall be made promptly by the appropriate party.

(3) Notice.

- (a) Any notice, approval, or other communication required or permitted under this Agreement will be given in the English language and will be deemed received as follows:
 - 1. Personal delivery. When personally delivered to the recipient. Notice is effective on delivery.
 - 2. First Class Mail. When mailed first class to the last address of the recipient known to the party giving notice. Notice is effective three delivery days after deposit in a United States Postal Service office or mailbox.
 - 3. Certified mail. When mailed certified mail, return receipt requested. Notice is effective on receipt, if delivery is confirmed by a return receipt.
 - 4. Overnight Delivery. When delivered by an overnight delivery service, charges prepaid or charged to the sender's account, Notice is effective on delivery, if delivery is confirmed by the delivery service.
 - 5. Telex or Facsimile Transmission. When sent by telex or fax to the last telex or fax number of the recipient known to the party giving notice. Notice is effective on receipt, provided that (i) a duplicate copy of the notice is promptly given by first-class or certified mail or by overnight delivery, or (ii) the receiving party delivers a written confirmation of receipt. Any notice given by telex or fax shall be

deemed received on the next business day if it is received after 5:00 p.m. (recipient's time) or on a nonbusiness day.

6. E-mail transmission. When sent by e-mail using software that provides unmodifiable proof (i) that the message was sent, (ii) that the message was delivered to the recipient's information processing system, and (iii) of the time and date the message was delivered to the recipient along with a verifiable electronic record of the exact content of the message sent.

Addresses for the purpose of giving notice are as shown in Paragraph B.(1) of this Agreement.

- (b) Any correctly addressed notice that is refused, unclaimed, or undeliverable because of an act or omission of the party to be notified shall be deemed effective as of the first date that said notice was refused, unclaimed, or deemed undeliverable by the postal authorities, messenger or overnight delivery service.
- (c) Any party may change its address, telex, fax number, or e-mail address by giving the other party notice of the change in any manner permitted by this Agreement.
- (d) All notices, requests, demands, amendments, modifications or other communications under this Agreement shall be in writing. Notice shall be sufficient for all such purposes if personally delivered, sent by first class, registered or certified mail, return receipt requested, delivery by courier with receipt of delivery, facsimile transmission with written confirmation of receipt by recipient, or e-mail delivery with verifiable and unmodifiable proof of content and time and date of sending by sender and delivery to recipient. Notice is effective on confirmed receipt by recipient or 3 business days after sending, whichever is sooner.

(4) Modification

This Agreement may be supplemented, amended, or modified only by the mutual agreement of the parties. No supplement, amendment, or modification of this Agreement shall be binding unless it is in writing and signed by the party to be charged.

(5) Survival

All representations, warranties, and covenants contained in this Agreement, or in any instrument, certificate, exhibit, or other writing intended by the parties to be a part of their Agreement shall survive the termination of this Agreement until such time as all amounts in Employer's Prefunding Account have been disbursed.

(6) Waiver

No waiver of a breach, failure of any condition, or any right or remedy contained in or granted by the provisions of this Agreement shall be effective unless it is in writing and signed by the party waiving the breach, failure, right, or remedy. No waiver of any breach, failure, right, or remedy shall be deemed a waiver of any other breach, failure, right, or remedy, whether or not similar, nor shall any waiver constitute a continuing waiver unless the writing so specifies.

(7) Necessary Acts, Further Assurances

The parties shall at their own cost and expense execute and deliver such further documents and instruments and shall take such other actions as may be reasonably required or appropriate to evidence or carry out the intent and purposes of this Agreement.

A majority vote of Employer's Governing Body at a public meeting held on the 21 day of the month of April in the year 2010, authorized entering into this Agreement.

Signature of the Presiding Officer: _____

Printed Name of the Presiding Officer: Jim Krider, NCTPA Chair

Name of Governing Body: NCTPA Board of Directors

Name of Employer: Napa County Transportation and Planning Agency

Date: April 21, 2010

BOARD OF ADMINISTRATION
CALIFORNIA PUBLIC EMPLOYEES' RETIREMENT SYSTEM

BY _____
RONALD L. SEELING
ACTUARIAL AND EMPLOYER SERVICES BRANCH
CALIFORNIA PUBLIC EMPLOYEES' RETIREMENT SYSTEM

To be completed by CalPERS

The effective date of this Agreement is: _____



NAPA VALLEY TRANSPORTATION AUTHORITY Board Agenda Letter

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 Updates and State Bill Matrix

RECOMMENDATION

That the Napa Valley Transportation Authority (NVRTA) Board receive the monthly Federal and State Legislative updates, and act on new bills on the State Bill Matrix.

COMMITTEE RECOMMENDATION

None

EXECUTIVE SUMMARY

The Board will receive the Federal Transportation Legislative update (Attachment 1) provided by Van Scoyoc Associates, the State Legislative update (Attachment 2), and act on new bills included on the State Bill Matrix (Attachment 3).

FISCAL IMPACT

Is there a Fiscal Impact? No

SUPPORTING DOCUMENTS

Attachments: (1) May 1, 2018 Federal Legislative Update (Van Scoyoc Associates)
(2) May 1, 2018 State Legislative Update (Platinum Advisors)
(3) May 1, 2018 State Bill Matrix (Platinum Advisors)



TO: Kate Miller, NVTA
FROM: Steve Palmer, Channon Hanna, and David Haines
DATE: May 1, 2018
SUBJECT: Federal Legislative Update

The following is a summary of federal legislative activities related to transportation, housing, and environmental issues over the last month.

Legislative Action

Rail Safety Data. On April 10, the House of Representatives passed H.R. 4925, legislation requiring the Administrator of the Federal Railroad Administration (FRA) to implement certain recommendations for management and collection of railroad safety data. Upon House passage of the bill, it was sent to the Senate Committee on Commerce, Science, and Transportation for consideration in the Senate.

DHS Authorization. On March 7, the Senate and Governmental Affairs Committee held a markup of H.R. 2825, the Department of Homeland Security (DHS) Authorization Act.

EPA Deputy Administrator. On April 12, the Senate confirmed Andrew Wheeler to be Deputy Administrator of the Environmental Protection Agency (EPA). The Senate vote was 53-45 in favor of Wheeler to be Deputy Administrator.

Revised FAA Reauthorization Bill. On April 13, House Transportation and Infrastructure Committee Chairman Bill Shuster (R-PA) released an updated FAA Reauthorization bill. The new version of the bill did not contain the controversial proposal to move the Air Traffic Control Organization out of FAA and to a new, private nonprofit organization. The new bill provides an authorization of FAA programs through FY 2023, but freezes the Airport Improvement Program (AIP) at \$3.35 billion a year.

House Passage of FAA Reauthorization. On April 27, H.R. 4, the FAA Reauthorization, passed the House by a vote of 393-13. The House approved 105 amendments out of the 116 amendments considered. The bill authorizes the FAA through 2023.

Congressional Hearings

Clean Air Act. On April 10, the Senate Committee on Environment and Public Works Subcommittee on Clean Air and Nuclear Safety held a hearing on state perspectives of cooperative federalism under the Clean Air Act. Witnesses included California Secretary for Environmental Protection Matthew Rodriguez and representatives from Wyoming

Department of Environmental Quality, Kentucky Department for Environmental Protection, Texas Commission on Environmental Quality, and Delaware Department of Natural Resources and Environmental Control.

FY 2019 DHS Budget. On April 11, the House Subcommittee on Homeland Security Appropriations held a hearing on the proposed Department of Homeland Security's FY 2019 budget. DHS Secretary Kirstjen Nielsen was the lone witness.

FY 2019 DOT Budget. On April 11, the Senate Subcommittee on Transportation, Housing, and Urban Development held a hearing on the Department of Transportation's (DOT's) FY 2019 budget. DOT Secretary Elaine Chao was the sole witness at the hearing. Senators focused their questions on the Trump Administration policies regarding the Capital Investment Grant program, administered by the Federal Transit Administration (FTA).

Rail Safety and Infrastructure. On April 11, the House Subcommittee on Transportation, Housing, and Urban Development Appropriations held a hearing entitled "FY 2019 Budget Rail Safety and Infrastructure: Stakeholder Perspectives". Witnesses included representatives from Amtrak, the Associations of Railroads, Drexel University, and Metra Commuter Rail.

Utilizing Emissions with Technology. On April 11, the Senate Committee on Environment and Public Works held a hearing on S. 2602, the Utilizing Significant Emissions with Innovative Technologies Act (USE IT Act). The bill would support carbon dioxide utilization and direct air capture research to facilitate the permitting and development of carbon capture, utilization, and sequestration projects and carbon dioxide pipelines. Witnesses included Senator Heidi Heitkamp (D-ND) and representatives from University of Wyoming, Carbon Wrangler, Center for Carbon Removal, and University of Delaware.

Federal Housing Finance Agency. The House Financial Services Committee's Subcommittee on Oversight and Investigations held a hearing to examine the Federal Housing Finance Agency's performance as the regulator of the government sponsored enterprises, which include Fannie Mae, Freddie Mac, and the Federal Home Loan Banks. In addition, the Subcommittee discussed FHFA's oversight and regulation of Fannie Mae and Freddie Mac since the conservatorship of these two enterprises in 2008. FHFA Inspector General Laura Wertheimer was the sole witness at the hearing.

FY 2019 DOT Budget. On April 12, the House Subcommittee on Transportation, Housing, and Urban Development Appropriations held a hearing on President Trump's proposed FY 2019 budget for the DOT. DOT Secretary Elaine Chao was the sole witness at the hearing.

FY 2019 TSA Budget. On April 12, the House Homeland Security Committee's Subcommittee on Transportation and Protective Security held a hearing on the FY 2019 budget proposal for the Transportation Security Administration (TSA). Witnesses

included TSA Administrator David Pekoske, along with representatives from the Airports Council International and the American Federation of Government Employees.

Housing Choice Voucher Program. On April 17, the House Financial Services Committee's Subcommittee on Housing and Insurance held a hearing to review legislative proposals on the Housing Choice Voucher Program. Specifically, the hearing focused on how the proposals could improve mobility among families, foster kids and those individuals recovering from opioid addiction. The following bills were considered during the hearing: the Housing Choice Voucher Mobility Demonstration Act of 2018; the Transitional Housing for Opioid Recovery Demonstration Program Act of 2018; and the amended version of H.R. 2069, the Fostering Stable Housing Opportunities Act of 2018. Witness included representatives from the National Center for Housing & Child Welfare, Pennsylvania Department of Human Services, Foundation for Affordable Housing in Kentucky, and the Center for Budget & Policy Priorities.

Implementation of the Surface Transportation Board Reauthorization. On April 17, the House Transportation and Infrastructure Committee's Subcommittee on Railroads, Pipelines, and Hazardous Materials held a hearing to examine the implementation of the Surface Transportation Board Reauthorization of 2015. Witnesses included the Chair and Vice Chair of the Surface Transportation Board.

FY 2019 HUD Budget. On April 18, the Senate Appropriations Subcommittee on Transportation, Housing and Urban Development, and Related Agencies held a hearing on the FY 2019 budget proposal for the Department of Housing and Urban Development (HUD). HUD Secretary Ben Carson was the sole witness at the hearing.

THUD FY 2019 Member Day. On April 18, the House Appropriations Subcommittee on Transportation, Housing and Urban Development held a hearing to take testimony from Members of Congress on the agencies and programs under the jurisdiction of the Subcommittee.

FTA and HUD Nominations. On April 17, the Senate Banking, Housing, and Urban Affairs Committee held a hearing on three nominations, including The Honorable Thelma Drake, to be the Administrator for the Federal Transit Administration, and Seth Appleton, to be Assistant Secretary for Policy Development and Research.

HUD's Role in Rental Assistance. On April 25, the House Committee on Financial Services' Subcommittee on Housing and Insurance held a hearing to examine the U.S. Department of Housing and Urban Development's main rental assistance programs, which includes Housing Choice Vouchers, Project-Based Rental Assistance, Public Housing, and Housing for the Elderly and Persons with Disabilities. During the hearing, the Subcommittee also reviewed the Promoting Resident Opportunity through Rent Reform Act. Witnesses included representatives from California Housing Commission, Center on Budget and Policy Priorities, Florida Housing Authority, and the National Association of Housing and Redevelopment Officials.

FY 2019 FTA, FHWA & MARAD Budget. On April 26, House Appropriations Subcommittee on Transportation, Housing and Urban Development, and Related Agencies held a hearing on the FY 2019 budget proposal for the Federal Transit Administration, the Federal Highway Administration, and the U.S. Maritime Administration. Witnesses included the following individuals: Jane Williams, FTA Acting Administrator; Brandye Hendrickson, Federal Highway Administration (FHWA) Acting Administrator; U.S. Maritime Administration Administrator Mark Buzby.

FY 2019 DHS Budget. On April 26, the House Homeland Security Committee held a hearing to examine the FY 2019 budget request for the Department of Homeland Security. DHS Secretary Kirstjen Nielsen testified at the hearing.

FY 2019 EPA Budget. On April 26, the House Committee on Energy and Commerce's Subcommittee on Environment held a hearing to examine the FY 2019 budget request for the Environmental Protection Agency. EPA Administrator Scott Pruitt was the sole witness to testify at the hearing.

Executive Branch

Civil Monetary Penalty Adjustments for Inflation. On April 2, DHS posted a final rule making the 2018 annual adjustment to its civil monetary penalties. New penalty amounts will be effective for penalties assessed after April 2, 2018 for violations that occurred after November 2, 2015.

Federal Housing Finance Agency NPRM. On April 3, FHFA proposed to repeal two parts of the Federal Housing Finance Board regulations, one of which defines terms used in Finance Board regulations and one of which describes the process by which the Finance Board conducted its monthly interest rate survey (MIRS). Written comments on the proposed rulemaking must be received on or before May 18, 2018.

WIFIA Availability. On April 4, the U.S. Environmental Protection Agency announced the availability of financing that could provide as much as \$5.5 billion in loans, which could leverage over \$11 billion in water infrastructure projects through the Water Infrastructure Finance Innovation Act (WIFIA) program. Prospective borrowers seeking WIFIA credit assistance must submit a letter of interest by July 6, 2018.

Bus and Bus Facilities Grants. On April 5, the Federal Transit Administration (FTA) announced the award of \$264 million in grants for 139 projects to improve bus and bus facilities. FTA received applications for 453 eligible projects totaling approximately \$2 billion in funding requests. The selected projects will receive a combination of FY 2017 and FY 2018 funds.

One Federal Decision. On April 9, several federal agencies signed the One Federal Decision Memorandum of Understanding (MOU) which establishes a coordinated process for environmental reviews of major infrastructure projects. The MOU directs that one lead federal agency will be responsible for navigating each major infrastructure

project through the entire federal environmental review and federal permitting process. The MOU was signed by the Departments of the Interior, Agriculture, Commerce, Housing and Urban Development, Transportation, Energy, and Homeland Security, as well as, EPA, Army Corps of Engineers, Federal Energy Regulatory Commission, Advisory Council on Historic Preservation, and the Federal Permitting Improvement Steering Council.

FTA Oversight through Guidance to States. On April 9, the Government Accountability Office (GAO) released a report which found that FTA has made some progress implementing changes to the rail transit safety program; however, FTA has not provided all the necessary guidance and support to states' safety agencies to ensure they develop appropriate and effective rail transit safety inspection programs. GAO recommended that FTA (1) create a plan, with timeline, for developing risk-based inspection guidance for state safety agencies, and (2) develop and communicate a method for how FTA will monitor whether state safety agencies' enforcement practices are effective.

EPA Assistant Administrator Nomination. On April 9, President Trump nominated William McIntosh to be EPA Assistant Administrator. The nomination comes from the resignation of Michelle DePass. The nomination will next be considered by the Senate Committee on Environment and Public Works.

HUD Disaster Funding. On April 10, HUD announced the awarding of nearly \$28 billion to support long-term disaster recovery in hard-hit areas in California and other areas through the Community Development Block Grant – Disaster Recovery Program.

Executive Order Review of Welfare Programs. On April 10, President Trump signed an executive order that directs HUD, DOT, and several other agencies to review all regulations and guidance documents related to work requirements for federal public benefit programs, such as homelessness assistance programs and food stamps. The agencies were directed to submit a list of recommended regulatory and policy changes to OMB and the White House within 90 days of the executive order (early to mid-July).

Draft Safety Advisory Related to Temporary Signal Suspensions. On April 23, FRA posted a notice of the Agency's intent to issue a Safety Advisory addressing railroad operations under temporary signal suspensions. The Safety Advisory would identify existing industry best practices railroads utilize when implementing temporary signal suspensions and would recommend that railroads conducting rail operations under temporary signal suspensions develop and implement procedures and practices consistent with the identified best practices.

NOFO Low-No Emission Grants. On April 23, FTA announced the availability of \$84.45 million of FY 2018 funds for low or no emission vehicles as well as related equipment or facilities. The Low-No Program provides funding to state and local governmental authorities for the purchase or lease of zero-emission and low-emission transit buses, including acquisition, construction, and leasing of required supporting facilities. Applications are due on June 18, 2018.

Proposed Rent Reform. On April 25, HUD Secretary Ben Carson unveiled a package of reforms designed to offer Public Housing Authorities (PHAs), property owners, and HUD-assisted families a new set of rent structures. HUD is proposing a new structure of core rents. Under this core rent proposal, PHAs and owners would be required to verify income every three years rather than annually. HUD will also create a menu of 'choice rents' that PHAs and owners may implement for non-elderly/non-disabled households.

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May 1, 2018

TO: Kate Miller, Executive Director
Napa Valley Transportation Authority

FR: Steve Wallauch
Platinum Advisors

RE: Legislative Update

Deadlines: The last day for policy committees to hear and report to fiscal committees fiscal bills introduced in their house was April 27th. This was the first major deadline this year, other committee deadlines will fall in quick succession. The next major deadline is the House of Origin deadline on June 1st. This is when all bills introduced this year must be moved to the second house.

As for the budget, we anticipate the Governor will release of the May Revision on May 14th. This update to state revenues and new spending proposals from the Administration marks the end is near for the budget subcommittee hearings and a quick transition to the Budget Conference Committee reconciliation process.

Tax Receipts: The Department of Finance released its cash report covering the month of March. Revenues for the month of March exceeded the January 2018 forecast by \$706 million, and year to date revenues are \$3.3 billion above the forecast.

Because April is the most lucrative month for state income tax receipts, as in years past, the State Controller's office is providing a daily online tracker (https://www.sco.ca.gov/2018_personal_income_tax_tracker.html) for those who want to stay up-to-date. The funding target for is \$13.5 billion in income tax receipts. Based on the income tracker we are close to hitting that target. At the end of last week income tax receipts totaled \$13.4 billion, with one more day to go. One anomaly on the tracker is on April 26th where tax refunds exceeded tax receipts by \$306 million.

SB 1 Repeal: The repeal of SB 1 by a proposed Constitutional amendment initiative is heading toward the November 6th ballot. The deadline to submit at least 585,407 signatures is May 21st. The proponents have announced that they will be submitting over 940,000 signatures for verification this week.

SB 1 increased fuel taxes and vehicles fees and would invest \$5 billion annually into the maintenance of the state's transportation and transit system. The Constitutional amendment initiative would essentially repeal SB 1, and require voter approval of SB 1

and any future fuel tax or vehicle fee increase. Specifically, this initiative would require any fuel tax or vehicle fee imposed after January 1, 2017, to cease to be imposed unless and until it is approved by a majority of the electorate.

Funding Announcement: Last week the California State Transportation Agency (CalSTA) and the California Transportation Commission (CTC) announced awards for various SB 1 programs. CalSTA announced a multi-year award of Transit and Intercity Rail Capital Program (TIRCP) funds totaling \$4.3 billion.

In addition, the CTC staff released their funding recommendations for the Local Partnership competitive program, the Trade Corridor Enhancement Program, and the Solutions for Congested Corridor Program. The CTC is expected to adopt the staff recommendations at its meeting on May 16 & 17 in San Diego.

The complete list of awards can be found at the following links:

- Transit and Intercity Rail Capital Program

<https://calsta.ca.gov/wp-content/uploads/sites/12/2018/04/Transit-and-Intercity-Rail-Capital-Program-2018-Awards.pdf>

- Local Partnership Program

http://www.catc.ca.gov/programs/sb1/lpp/docs/042518_2018_LPP-Competitive_Staff_Recommendations.pdf

- Trade Corridor Enhancement Program

http://www.catc.ca.gov/programs/sb1/tcep/docs/042518_2018_Trade_Corridor_Enhancement_Program-Staff_Recommendations.pdf

- Solutions for Congested Corridors Program

http://www.catc.ca.gov/programs/sb1/sccp/docs/042518_2018_SCCP_Staff_Recommendations.pdf

Legislation:

Traffic Lights: As amended, Assemblyman Grayson's AB 2851 would require each city within the jurisdiction of the Metropolitan Transportation Commission (MTC) to develop and implement a traffic signal optimization plan. While the bill would appropriate \$2 million in cap & trade revenue in the 2020-21 fiscal year to assist with this effort, additional funding will be needed.

In addition to the MTC's Program for Arterial System Synchronization (PASS), AB 2851 would require each city in the MTC region to develop and implement a traffic signal optimization plan by July 1, 2020. These plans must include an estimate on the amount of GHG and other emissions that would be reduced through optimizing traffic signals, as

well as an estimate on the reduction in travel times. However, these requirements would not apply to state highways.

AB 2851 is currently in the Assembly Committee on Appropriations where it will likely be placed on the Suspense File due to the cap & trade appropriation and the costs associated with this mandate. While this bill might eventually be approved by the Appropriations Committee, it will likely be amended to remove the appropriations and somehow address the local mandate costs.

Housing & Redevelopment: This year there have been several measures introduced focused on promoting housing development. Many of these bills incentivize the use of infill or transit oriented development, and others focus on financing these projects through of tax increment financing. This past week and next week is a pivotal time for passage of these measures.

- One of the most publicized proposals was SB 827 by Senator Wiener. This bill would establish incentives that would preempt local planning ordinances for building housing projects near transit. The bill was amended to include displacement restrictions, and efforts were made to tighten up the definitions used for high quality transit corridors and major transit stops. These changes did little to address the concerns expressed by construction unions, local governments, and environmental justice groups. SB 827 failed passage in the Senate Committee on Transportation & Housing on a 4-6 vote – seven affirmative votes are need for passage. While reconsideration was granted, the outcome is unlikely to change because time is running out to rewrite this proposal.
- Since the demise of redevelopment, there have been hopes of resurrecting it. While Governor Brown will not sign any new redevelopment proposal, two measures have been introduced to start the discussion. AB 1778 (Holden) would re-enact redevelopment provision for project areas that finance transit oriented development projects. The initial hearing for this bill was cancelled, indicating AB 1778 is dead.

Assemblyman David Chiu has amended AB 3037 to add redevelopment and tax increment financing back to the code books. AB 3037 was approved by the Assembly Housing Committee, which is chaired by Assemblyman Chiu, as well as the Assembly Committee on Local Government. The bill is currently pending in the Assembly Appropriations Committee. Since AB 3037 does not require consent from an affected taxing entity, opposition is growing from counties over this provision.

- Other housing bills pending include AB 2553 (Friedman), AB 2923 (Chiu), and AB 2372 (Gloria). AB 2553 would allow local governments to create a district and use the tax increment revenue to rebate the property tax payment on housing projects. The Assembly Housing Committee allowed testimony to be given on AB 2553, but no vote was taken and the bill was held in the Committee. AB 2923 was approved by the Assembly Local Government Committee and the

Assembly Natural Resources Committee. This bill directs BART to develop zoning standards for BART owned property that would preempt local standards. AB 2923 is also pending in the Assembly Appropriations Committee. AB 2372 is sponsored by the City of San Diego and allows local governments the option to grant density and other incentives for housing projects near major transit stops. AB 2372 is scheduled to be heard by the Assembly Local Government Committee on May 9th.



May 1, 2018

New Positions

Bills	Subject	Status	Client - Position
<u>AB 2851</u> (Grayson D) Regional transportation plans: traffic signal optimization plans.	<p>AB 2851 would require each city within the jurisdiction of the Metropolitan Transportation Commission (MTC) to develop and implement a traffic signal optimization plan.</p> <p>Specifically, the bill would require each city in the MTC region to develop and implement a traffic signal optimization plan by July 1, 2020. These plans must include an estimate on the amount of GHG and other emissions that would be reduced through optimizing traffic signals.</p> <p>The bill appropriates \$2 million in cap & trade funds to assist with cost of these plans. However, NVT A may want to seek amendments to provide adequate funding. In addition, given the reliance on state highways in Napa, amendments should also be made to require Caltrans to develop and implement an optimization plan.</p>	ASSEMBLY APPR.	RECOMMENDED POSITION – Support & Seek Amendments

Existing Positions

Bills	Subject	Status	Client - Position
<u>AB 1</u> (Frazier D) Transportation funding.	AB 1 was Assemblyman Frazier's renewed effort to address the funding shortfall facing our transportation infrastructure. With that passage of SB1, this bill be will likely be used for another issue if it is moved forward.	ASSEMBLY TRANS DEAD	SUPPORT

<p><u>AB 399</u> (Grayson D) Autonomous vehicles: Contra Costa Transportation Authority: pilot project.</p>	<p>Last year, legislation was enacted to authorize the Contra Costa Transportation Authority to conduct a pilot project testing the use of autonomous vehicles on streets that are open to the public, but located within a private business park.</p> <p>AB 399 extends the sunset date on the authority for the pilot project to operate according to existing law, prior to the requirement to then comply with regulations being developed by the DMV. Currently, this pilot program must comply with the DMV regulations within 180 days of the operative date of the regulations. AB 399 extends this “phase-in” period to 12 months.</p>	<p>ASSEMBLY 2 YEAR DEAD</p>	<p>SUPPORT</p>
<p><u>AB 1454</u> (Bloom D) Transportation projects: lease agreements.</p>	<p>AB 1454 was amended to remove the language that deletes the sunset date on the authority for Caltrans and regional transportation agencies to enter into public private partnerships. As amended, the bill merely states that it is the intent of the Legislature to reestablish the public-private partnership process.</p> <p>AB 1454 has also not been set for hearing, and will not be moving forward.</p>	<p>ASSEMBLY RULES COMMITTEE -- DEAD</p>	<p>SUPPORT</p>
<p><u>AB 1759</u> (McCarty D) Public trust lands: City of Sacramento.</p>	<p>AB 1759 has been gutted and amended to deal with a state tides land issue in the City of Sacramento.</p> <p>As introduced the bill would withhold a city’s or county’s share of local street and road maintenance funds if that city or county fails to meet its minimum housing production goals as certified by the Department of Housing and Community Development.</p>	<p>ASSEMBLY NAT RES</p>	<p>WATCH</p>
<p><u>AB 1866</u> (Fong R) Transportation funding.</p>	<p>This new measure makes numerous changes to transportation funding programs. These changes largely reflect the transportation funding proposal pushed by the Assembly Republican Caucus last year.</p>	<p>ASSEMBLY TRANS</p>	<p>WATCH</p>

<u>AB 1901</u> <u>(Obernolte R)</u> California Environmental Quality Act: exemption: roadway projects.	This bill would extend to January 1, 2023, an existing CEQA exemption for counties or cities with a population of less than 100,000. The existing program provides a limited exemption from CEQA for maintenance projects within the existing right-of-way if specified conditions are met.	SENATE DESK	SUPPORT
<u>AB 3124</u> <u>(Bloom D)</u> Vehicles: length limitations: buses: bicycle transportation devices.	AB 3124 makes a small change with a big impact. This measure amends existing to authorizes an operator to equip a 60-foot articulated transit bus or trolley with a front-mounted bicycle rack that extends up to 40 inches from the front body of the bus when fully deployed and limits the handlebars of a bicycle that is being transported on such a rack from extending more than 46 inches from the front of the bus.	SENATE T & H	SUPPORT
<u>AB 3201</u> <u>(Daly D)</u> California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program.	<p>The California Transit Association (CTA) is sponsoring AB 3201 in an effort to secure a funding stream to transition to zero emission transit buses.</p> <p>AB 3201 as currently drafted would amend the California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program (Program) to require CARB to establish a funding program for large-scale deployments that meet current and future regulatory obligations. The bill would also clarify that infrastructure needs are also an eligible expense. While the content of AB 3201 will evolve, the intent of this bill is to create a dedicated funding stream to assist transit operators in transitioning to zero emission fleets.</p>	ASSEMBLY APPR	SUPPORT
<u>ACA 4</u> <u>(Aguiar-Curry D)</u> Local government financing: affordable housing and	<p>ACA 4 would generally lower the voter threshold to 55% for imposing the following taxes or issuing debt:</p> <ul style="list-style-type: none"> Creates an additional exception to the 1% limit that would authorize a city or county, to levy an ad valorem tax to service bonded 	ASSEMBLY L. GOV	SUPPORT

<p><u>ACA 4</u> (<u>Aguiar-Curry D</u>) (Cont.) public infrastructure: voter approval.</p>	<p>indebtedness incurred to fund the construction, reconstruction, rehabilitation, or replacement of public infrastructure or affordable housing.</p> <ul style="list-style-type: none"> • Authorizes a local government to impose, extend, or increase a special tax for the purposes of funding the construction, rehabilitation or replacement of public infrastructure or affordable housing. 		
<p>Regional Measure 3/Senate Bill 595 (Beall)</p>	<p>SB 595 authored by Senator Jim Beall was passed by the Legislature and signed into law by Governor brown in the fall of 2017. The bill authorizes the Bay Area Toll Authority to place Regional Measure 3 on the ballot. At its February 27th meeting, the County Board of Supervisors approved adding Regional Measure 3 to the June 5, 2018 ballot. If approved Regional Measure 3 will allow the Bay Area Toll Authority to increase tolls on the seven (7) state owned bridges, as follows: \$1 January 1, 2019, \$1 January 1, 2022, and \$1 January 1, 2025. Revenues raised will fund transportation projects on the expenditure plan to relieve congestion in the bridge corridors.</p>	<p>June 5, 2018 Statewide Primary Election</p>	<p>SUPPORT</p>
<p><u>SB 760</u> (<u>Wiener D</u>) Bikeways: design guides.</p>	<p>As approved by the Senate, SB 760 was scaled back. As currently drafted, SB 760 would simply allow Caltrans and local entities responsible for the development or operation of bikeways or roadways where bicycles are permitted, to consider additional street design guides such as the National Association of City Transportation Officials' (NACTO) Urban Street Design Guide.</p> <p>Prior versions of this bill would have placed new restrictions on Caltrans when programming funds in the State Highway Operation and Protection Program (SHOPP).</p>	<p>ASSEMBLY TRANS</p>	<p>WATCH</p>

<u>SB 827</u> (Wiener D) Planning and zoning: transit-rich housing bonus	SB 827 would authorize a “transit-rich housing project” to be eligible for a “transit-rich housing bonus.” A transit-rich housing project is a housing project that is located within ½ mile of a “major transit stop” or ¼ mile from a “high-quality transit corridor.” If the housing project meets these requirements then it would be exempt from local controls on residential density or floor area ratio, parking restrictions, and some height restrictions.	SENATE T. & H. – FAILED PASSAGE	WATCH
<u>SB 1434</u> (Leyva D) Transportation electrification: electricity rate design.	The CTA is also sponsoring SB 1434 (Leyva). This bill aims to address the volatility with electricity rates when charging battery electric buses. Specifically, SB 1434 directs the California Public Utilities Commission to initiate a new rate making proceeding for the cost of electricity that is used as a fuel. The fluctuation of electricity rates is a key obstacle in scaling up the use battery electric buses.	SENATE APPR	SUPPORT
<u>SCA 2</u> (Newman D) Motor vehicle fees and taxes: restriction on expenditures.	With the passage of ACA 5, SCA 2 was placed on the Inactive File. SCA 2 and ACA 5 are identical and would prospectively prohibit the use of truck weight fees to pay for transportation bonds approved after January 1, 2017. The bill would also expand the protections for Public Transportation Account revenues to also include the 1.75% increase to the diesel fuel sales tax that was enacted as part of the gas tax swap. The ban on borrowing fees and taxes would also apply to any vehicle fees or taxes dedicated to transportation accounts.	SENATE INACTIVE FILE	SUPPORT
<u>SCA 6</u> (Wiener D) Local transportation measures: special taxes: voter approval.	SCA 6 would allow a local government to impose any special tax with a 55% approval of the voters if the special tax dedicates 100% of the revenues, not including collection and administrative expenses, to transportation programs and projects.	SENATE APPR – SUSPENSE FILE	SUPPORT