

Napa Valley Transportation Authority

625 Burnell Street
Napa, CA 94559



Agenda - Final

Thursday, October 3, 2019
2:00 PM

JoAnn Busenbark Board Room

Technical Advisory Committee

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

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

This Agenda shall be made available upon request in alternate formats to persons with a disability. Persons requesting a disability-related modification or accommodation should contact the TAC Secretary at (707) 259-8631 during regular business hours, at least 48 hours prior to the time of the meeting.

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

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

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

1. Call To Order
2. Introductions
3. Public Comment
4. Committee Member and Staff Comments

5. STANDING AGENDA ITEMS

- 5.1 County Transportation Agency (CTA) Report (Danielle Schmitz)
- 5.2 Project Monitoring Funding Programs* (Alberto Esqueda)
- 5.3 Caltrans' Report* (Ahmad Rahimi)
- 5.4 Vine Trail Update (Erica Ahmann Smithies)
- 5.5 Transit Update (Matthew Wilcox)
- 5.6 Measure T Update (Alberto Esqueda)

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

6. CONSENT AGENDA

- 6.1 **Meeting Minutes of September 5, 2019 TAC Meeting (Kathy Alexander) (Pages 8-12)**

Body: TAC action will approve the September 5, 2019 meeting minutes.

Recommendation: Approval

Estimated Time: 2:10 p.m.

Attachments: [Draft Minutes.pdf](#)

7. REGULAR AGENDA ITEMS

7.1 Napa Countywide Bicycle Plan Draft (Diana Meehan) (Pages 13-15)

Body: The TAC will review the updates to the Napa Countywide Bicycle Plan and provide a recommendation to the NVTB Board.

Recommendation: Action

Estimated Time: 2:15 p.m.

Attachments: [Staff Report.pdf](#)

7.2 Napa Countywide Transportation Plan Goals and Objectives (Alberto Esqueda) (Pages 16-20)

Body: The TAC will review the updates to the Draft Goals and Objectives and provide a recommendation to the NVTB Board of Directors.

Recommendation: Action

Estimated Time: 2:25 p.m.

Attachments: [Staff Report.pdf](#)

7.3 Faster Bay Area Overview (Danielle Schmitz) (Pages 21-22)

Body: Staff will provide an overview of the Faster Bay Area, a measure effort led by the Bay Area Council.

Recommendation: Information only

Estimated Time: 2:35 p.m.

Attachments: [Staff Report.pdf](#)

7.4 Community Based Transportation Plan Draft (Jonathan Spencer) (Pages 23-36)

Body: The TAC will review the updates to the Community Based Transportation Plan Draft and provide a recommendation to the NVTB Board.

Recommendation: Action

Estimated Time: 2:40 p.m.

Attachments: [Staff Report.pdf](#)

7.5 Soscol Junction Update (Rebecca Schenck) (Pages 37-38)

Body: Staff will provide and update on the Soscol Junction project.

Recommendation: Information only

Estimated Time: 2:55 p.m.

Attachments: [Staff Report.pdf](#)

7.6 State Route 29 (SR 29) Comprehensive Multimodal Corridor Plan (CMCP) Update (Rebecca Schenck) (Pages 39-40)

Body: Staff will provide an update on the SR29 CMCP.

Recommendation: Information only

Estimated Time: 3:00 p.m.

Attachments: [Staff Report.pdf](#)

7.7 Legislative Update (Danielle Schmitz) (Pages 40-59)

Body: Staff will review the state legislative updates.

Estimated Time: 3:05 p.m.

Attachments: [Staff Report.pdf](#)

7.8 October 16, 2019 NVTa Board Meeting and NVTa-TA Board Meeting Draft Agendas* (Danielle Schmitz)

Body: Staff will review the October 16, 2019 NVTa Board and NVTa-TA Board meeting draft agendas.

Recommendation: Information only

Estimated Time: 3:10 p.m.

8. FUTURE AGENDA ITEMS**9. ADJOURNMENT****9.1 Approval of Next Regular Meeting Date of November 7, 2019 and Adjournment.**

I, Kathy Alexander, hereby certify that the agenda for the above stated meeting was posted at a location freely accessible to members of the public at the NVTa offices, 625 Burnell Street, Napa, CA by 5:00 p.m., on Friday, September 27, 2019.

Kathy Alexander (e-sign)

Kathy Alexander, Deputy Board Secretary

*Information will be available at the meeting

Glossary of Acronyms

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

Glossary of Acronyms

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

Napa Valley Transportation Authority

625 Burnell Street
Napa, CA 94559

October 3, 2019
TAC Agenda Item 6.1
Continued From: New
Requested Action: Approval

Meeting Minutes - Draft

Technical Advisory Committee

Thursday, September 5, 2019

2:00 PM

JoAnn Busenbark Board Room

1. Call To Order

Chair Ahmann Smithies called the meeting to order at 2:01 p.m.

2. Introductions

Kate Miller introduced Jonathan Spencer, NVTa's new Transportation Planner.

Also present:

Steve Lederer, County of Napa
Kevin Johnson, Fehr & Peers
Barry Eberling, Napa Valley Register

Present: 8 - Eric Whan
Joe Tagliaboschi
Doug Weir
Ahmad Rahimi
Chairperson Erica Ahmann Smithies
Aaron Hecock
Steve Hartwig
Derek Rayner

Absent: 6 - Brent Cooper
Dana Ayers
Lorien Clark
Juan Arias
Daniel Gordon
Bobby Lu

3. Public Comment

No public comment was received.

4. Committee Member and Staff Comments

Erica Ahmann Smithies, City of St. Helena - noted a multiple-street Measure T paving project is underway and a sidewalk improvement project will start next week.

Danielle Schmitz, NVTa - stated the Soscol Junction Environmental Impact Report will be released September 20; a Public Open House will be held Tuesday, October 8. Reminded the TAC of the Transportation Summit on September 18, at CIA Copia, 500 1st Street, Lower Level in Napa. The Summit starts with an open house from 4:00 - 5:15 p.m., followed by an open question and answer session with the NVTa Board from 5:15 - 6:00 p.m.

Steve Hartwig, City of American Canyon - announced this was his last TAC meeting as he accepted a position with the County of Sacramento. Member Hartwig also provided an update

on the City's Measure T grinding and paving project.

Eric Whan, City of Napa - Roundabouts Project update - First and California Streets will be closed starting next week. Paving on Trancas from State Route 29 to Jefferson Street is underway and the second phase of Trower paving will start very soon, both are Measure T projects.

Steve Lederer, County of Napa - provided updates on the following projects: Measure T paving project in the County's sections of the Imola/Shetler area; a retaining wall on Silverado Trail at Pratt Avenue; paving on Devlin Road; and storm repair projects.

Ahmad Rahimi, Caltrans - Governor Newsom appointed Toks Omishakin as Caltrans' Director; Jim Davis was appointed as the Chief Deputy Director.

Diana Meehan, NVT - the Napa Countywide Bicycle Plan environmental document has been released, comments are due by Monday, September 9, 2019.

Joe Tagliaboschi, Town of Yountville - provided updates on Measure T micro-surfacing project and an SB 1 curb and gutter project. Additionally, the Town is using its Measure T 6.67% Equivalent Funds to pave Phase 2 of a multi-use path behind a school; replace a section of the Vine Trail by California Street with concrete; and slurry and restripe a segment of the Vine Trail from Town limits to Madison Street.

5. STANDING AGENDA ITEMS

5.1 County Transportation Agency (CTA) Report (Danielle Schmitz)

No report - the CTA did not meet in August.

5.2 Project Monitoring Funding Programs* (Alberto Esqueda)

Alberto Esqueda reviewed the updates to the Project Monitoring spreadsheets.

5.3 Caltrans' Report (Ahmad Rahimi)

Ahmad Rahimi reviewed the monthly report.

Several TAC members reported there have been several Caltrans projects that they were not aware of prior to the work starting nor were the projects listed in the monthly report. It was determined that the projects are maintenance projects and Mr. Rahimi will include maintenance projects on the monthly report.

Mr. Rahimi also provided presentations on the Sulphur Creek Bridge, York Bridge, and Hopper Slough projects in St. Helena that included proposed alternatives, traffic impacts, and time estimates. Mr. Rahimi requested the TAC's input on the project alternatives.

5.4 Vine Trail Update (Erica Ahmann Smithies)

Report by Sanjay Mishra.

Mr. Mishra provided the following updates:

- The Vine Trail is in the design and environmental phase, 65% design should be completed in November 2019.
- PG&E is planning a gas line project on the Vine Trail alignment a few months before construction starts on the trail and will coordinate with staff.

- Status of easements on Ehlers Lane and Vine Avenue.

5.5 Transit Update (Matthew Wilcox)

Report by Kate Miller.

At their July meeting, the NVTB Board approved changes to the Vine local routes in the City of Napa. Staff will start an informational outreach program this month.

The City of American Canyon has requested adding a second shuttle to their service - the contract will be presented to the NVTB Board for approval at its September meeting.

5.6 Measure T Update (Alberto Esqueda)

Report by Alberto Esqueda.

Mr. Esqueda provided a summary of the September 4, 2019 Independent Taxpayer Oversight Committee meeting that included:

- The jurisdictions are on track to meet the 6.67% Equivalent requirement.
- The ITOC requested that each requirement of the ordinance be posted on the website.
- One member requested verification that signs are being posted on projects as required by the ordinance.
- The County of Napa presented its projects in place of the City of American Canyon.
- The City of American Canyon will present its projects at the December 4, 2019 meeting.

6. PRESENTATIONS

6.1 Draft Travel Behavior Study (Kevin Johnson) (Pages 8-11)

Kevin Johnson of Fehr and Peers provided a presentation on the draft Travel Behavior Study that included:

- A description of the data collected and the collection process
- Trip types: Napa County pass through; in to Napa County; out of Napa County; and intra-Napa County
- Peak travel time characteristics
- Trip purpose
- Vehicle miles travelled (VMT)
- Explanation of seasonal variation allowances

7. CONSENT AGENDA

7.1 Meeting Minutes of July 11, 2019 TAC Meeting (Kathy Alexander) (Pages 12-15)

MOTION by HECOCK, SECOND by HARTWIG to APPROVE the Meeting Minutes of the July 11, 2019 TAC meeting. Motion was unanimously approved.

8. REGULAR AGENDA ITEMS

8.1 State Transportation Improvement Program (STIP) Project List (Danielle Schmitz) (Pages 16-79)

Report by Danielle Schmitz.

Ms. Schmitz provided an update on the 2020 Regional Transportation Improvement Program (RTIP) funding and reported that staff's recommendation includes:

- County of Napa's request to move \$98,000 from Silverado Trail Phase L to Napa Vine Trail, St. Helena to Calistoga segment
- New RTIP capacity - \$2.045 million to be programmed to Soscol Junction PS&E for a total of \$5.045 million in PS&E

Additionally, Ms. Schmitz reported that revised PPR forms are required for all RTIP projects and requested that the following project sponsors provide her with revised PPR forms: City of Napa, City of St. Helena, and City of American Canyon.

MOTION by TAGLIABOSCHI, SECOND by RAYNER to recommend the NVTB Board approve programming all 2020 Regional Transportation Improvement Program (RTIP) fund capacity to Soscol Junction. Motion was unanimously approved.

8.2 Napa Countywide Transportation Plan Goals and Objectives (Alberto Esqueda) (Pages 80-84)

Report by Alberto Esqueda.

Mr. Esqueda provided an overview of the Draft Countywide Transportation Plan (CTP) Goals and Objectives. Staff is working on a measurable economic vitality goal. The public can find information, take a survey and provide comments at nvtatransportationplan.org. TAC members need to provide comments as soon as possible.

Mr. Esqueda will provide an updated CTP Goals and Objectives at the October TAC meeting for the TAC to review and provide a recommendation to the NVTB Board at its October meeting.

Member Whan will provide comments for Goal 3, Objective 4, regarding working with local legislators and funding agencies.

8.3 Metropolitan Transportation Commission's (MTC's) Regional Growth Framework (Danielle Schmitz) (Pages 86-108)

Report by Danielle Schmitz.

Ms. Schmitz provided an update on the Regional Growth Framework that included Letter of Interest requirements for Priority Development Areas (PDAs), Priority Conservation Areas (PCAs) and Priority Production Areas (PPAs). She also noted that Napa County will receive \$2.1 million in One Bay Area Grant (OBAG) PCA funding.

8.4 Community Based Transportation Plan (CBTP) Update (Danielle Schmitz) (Pages 109-121)

Report by Danielle Schmitz.

Ms. Schmitz provided an update on the Community Based Transportation Plan (CBTP). Jonathan Spencer has been working on the CBTP data and emailed the TAC requesting input on the CBTP identified project list and CBTP identified program needs spreadsheets. Projects identified on list will be eligible for Lifeline funding. TAC members need to submit information to Mr. Spencer by September 13, 2019.

8.5 Legislative Update* (Kate Miller)

Kate Miller reviewed the Legislative Update.

8.6 September 18, 2019 NVTA Board Meeting Draft Agenda* (Kate Miller)

Kate Miller reviewed the September 18, 2019 NVTA Board Meeting Draft Agenda.

9. FUTURE AGENDA ITEMS

No future agenda items were requested.

10. ADJOURNMENT**10.1 Approval of Next Regular Meeting Date of October 3, 2019 and Adjournment**

The next Regular Meeting will be October 3, 2019.

Chair Ahmann Smithies adjourned the meeting at 4:14 p.m.



NAPA VALLEY TRANSPORTATION AUTHORITY

TAC Agenda Letter

TO: Technical Advisory Committee
FROM: Kate Miller, Executive Director
REPORT BY: Diana Meehan, Senior Planner
(707) 259-8327 / Email: dmeehan@nvta.ca.gov
SUBJECT: Countywide Bicycle Plan – Environmental Document and Plan Adoption

RECOMMENDATION

That the Technical Advisory Committee (TAC) recommend the Napa Valley Transportation Authority Board (1) accept the Countywide Bicycle Plan environmental document-Initial Study/Mitigated Negative Declaration (IS/MND) and (2) approve the Countywide Bicycle Plan.

EXECUTIVE SUMMARY

NVRTA released the draft Countywide Bicycle Plan (CBP) in February 2019. Following the release, NVTA held a series of open house events and council presentations. The comment period on the draft environmental document closed on September 9, 2019. NVTA has compiled and addressed all comments received on the environmental document according to established CEQA requirements.

Some CBP highlights include:

- Identification of 450 miles of new bicycle facilities that will provide a low-stress bicycling environment for all types of riders
- Updated set of goals and policies developed to increase safety, improve access for disadvantaged communities, and encourage bicycling for transportation
- Strategies and methods for building out bicycle facilities countywide along with a developed set of performance measures to evaluate progress
- A Bicycle Facilities Toolkit that will provide implementing agencies with current best practices and standards for bicycle facility design

The CBP combined with the adopted Countywide Pedestrian Plan will provide a complete active transportation plan for Napa County. The final plan and environmental document are now ready for adoption by the NVTB Board in October.

FISCAL IMPACT

Is there a Fiscal Impact? No

BACKGROUND AND DISCUSSION

NVTB staff and its consultants, Toole Design Group LLC (TDG) began the process of updating the Countywide Bicycle Plan in summer 2017. Initial public outreach took place in summer 2017 at pop-ups like local farmers markets and other events such as Porchfest. Jurisdiction staff participated in bicycle-led field reviews in February 2018 to experience real-time riding conditions on existing facilities, and to identify gaps and potential enhancements within the bicycle facility network.

The current Bicycle Plan, last adopted in 2012, required a series of comprehensive changes to align with current best practices in bicycle facility design and updated requirements under the state Active Transportation Program. NVTB and jurisdictional staff reviewed and revised the CBP vision and goals in the spring 2018.

The Plan consists of 11 chapters and 10 appendices as described in Table 1. Staff will bring the final plan and environmental document to the NVTB Board in October for adoption.

Table 1 Countywide Bike Plan Organization

Chapter	Focus
Chapter 1	Introduction to the Plan
Chapter 2	Plan goals and policies and relationship to existing plans
Chapter 3	Existing bicycle environment in Napa County
Chapter 4	Countywide recommendations for bikeways and programs
Chapter 5	Implementation and funding strategy
Chapter 6	City of Calistoga Bicycle Plan
Chapter 7	City of St. Helena Bicycle Plan
Chapter 8	Town of Yountville Bicycle Plan
Chapter 9	City of Napa Bicycle Plan
Chapter 10	City of American Canyon Bicycle Plan
Chapter 11	Unincorporated Napa County Bicycle Plan
Appendix	Focus
Appendix A	Bicycle Facilities Toolkit, a guide for implementing bicycle facilities and improvements

Appendix B	Summary of public and stakeholder engagement that guided the Plan recommendations
Appendix C	Overview of relevant plans and policies related to bicycling in Napa County
Appendix D	Strategies for developing a bicycle count program
Appendix E	Full list of Proposed Bicycle Network projects
Appendix F	Summary of the Plan's fulfillment of Caltrans Active Transportation Program (ATP) grant requirements (to be included in the final plan)
Appendix G	Facility cost estimate details
Appendix H	Level of Traffic Stress and Bicycle Network Analysis Methodology
Appendix I	Glossary and Acronym List
Appendix J	Resolution of Adoption of this plan (to be included in the Final Plan)

The Final Draft Countywide Bicycle Plan and corresponding environmental documents are at the following link:

<https://www.nvta.ca.gov/napa-countywide-bicycle-plan-update>

Staff is requesting TAC recommend the NVTB Board accept the IS/MND and adopt the CBP at its October 23 Board meeting.

SUPPORTING DOCUMENTS

Attachments: None



NAPA VALLEY TRANSPORTATION AUTHORITY TAC Agenda Letter

TO: Technical Advisory Committee
FROM: Kate Miller, Executive Director
REPORT BY: Alberto Esqueda, Senior Program Planner/Administrator
(707) 259-5976 / Email: aesqueda@nvta.ca.gov
SUBJECT: Countywide Transportation Plan: Goals and Performance Measures

RECOMMENDATION

Staff requests that the Technical Advisory Committee (TAC) members review the Countywide Transportation Plan (CTP) goals and objectives and refer to the NVTA Board for approval at its October meeting.

EXECUTIVE SUMMARY

At the September 5 TAC meeting, staff presented the goals and objectives from the 2015 Countywide Transportation Plan – Vision 2040 - and asked the jurisdictions to provide comment on the revised goals for the new CTP – Advancing Mobility 2045.

Key concepts developed for the 2015 CTP are still relevant today.

These concepts are:

- Napa County has a number of constraints that prevent and/or limit expanding the highway and road system as a means to eliminate congestion.
- Napa County's employees traveling into the county from other locations and residents traveling to jobs outside the county is the largest factor contributing to congestion. Visitor trips to/from Napa County compound peak period congestion.
- Approximately 1% of Napa County commuters bike to work, and approximately 4% walk to work, while 76% drive alone.
- Housing costs and supply in Napa make it a challenge to provide sufficient housing stock for its growing workforce.

NVTA is proposing to use the same concepts as guiding principles to direct the development of the CTP.

Attachment 1 lists the proposed Goals and Objectives for the CTP, *Advancing Mobility 2045*.

BACKGROUND AND DISCUSSION

MTC has adopted new guidelines for CTPs. The guidelines require Countywide Transportation Agencies (CTAs) include performance goals and measures in their CTPs. NVTa is also responding to comments made by the Napa County Civil Grand Jury which recommended that NVTa include performance metrics and targets in its long-term planning process using those established by the Sonoma County Transportation Authority to underscore its recommendation.

Staff has evaluated performance metrics used by its partners in other counties and based on that assessment has developed a short list of proposed performance metrics to assess the progress in meeting the measurable goals and objectives in the CTP (Attachment 2). Since this is the first time NVTa is including performance metrics in a CTP, staff will create a baseline for existing conditions. The baseline will establish a starting point for each metric, which will help evaluate both negative and positive shifts in a particular metric. After establishing a baseline staff will set a target for each metric, with the goal to reach the target by the end of the 25-year period of the CTP. As an exercise, incremental targets may be established to assess progress over the four year period between Vision 2045 and Vision 2050, the next CTP. In some cases, the target will be higher than the baseline, for example in bus ridership the goal will be to increase ridership. In other cases the target will be lower than the baseline e.g. in vehicle miles traveled (VMT) the goal is to lower the amount of VMT in Napa County.

Input collected at NVTa's September 2019 Transportation Summit indicates the public's interest in congestion and sustainability metrics. There was less interest in equity metrics, nevertheless, equity has become a focus area by MTC and it is now a required section in the CTP. Given the changing demographics in Napa – a community that is aging and growing in diversity – and that many of the jobs created in Napa Valley provide lower wages, equity will be one of the central themes in NVTa's CTP.

SUPPORTING DOCUMENTS

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

~~Proposed-Draft~~ CTP 2045 Goals and Objectives

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

Objectives:

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

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

Objectives:

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

2.3. Work with Napa jurisdictions to adopt Vision Zero strategies that ~~meet-address~~ their needs and requirements. ~~Work with Napa jurisdictions to adopt complete streets policies to meet the Metropolitan Transportation Commission's funding eligibility requirements.~~

3.4. Ensure Measure T roadway funds are maximized to improve infrastructure, as allowed under the Ordinance, to benefit all transportation modes.

4.5. Prioritize projects that expand travel options for cyclists and pedestrians as well as those projects that improve operation and safety for vehicles, pedestrians, and cyclists

Goal 3: Use taxpayer dollars efficiently

Objectives:

~~4. Continue to prioritize local streets and road maintenance, consistent with Measure T.~~

2.1. Invest in fast and reliable bus service and infrastructure, so public transit is an attractive alternative to driving alone.

3.2. Identify innovative alternative solutions that minimize costs and maximize system performance.

~~4. Provide real-time traffic and transportation information via MTC's 511 or similar system by 2017.~~

5.3. Explore new transportation funding sources, including fees associated with new development.

4. Develop Foster partnerships with Caltrans, California Transportation Commission (CTC), Metropolitan Transportation Commission (MTC) and Napa's state legislators to support expanded transportation funding for local mobility needs and to accommodate demand from regional traffic that travels through Napa County.

Goal 4: Support Napa County's economic vitality.

Objectives:

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

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

Objectives:

1. Prioritize projects that reduce greenhouse gases.
2. Increase mode share for transit, walking, and bicycling ~~to 10% by 2035~~ 2045.
3. Reduce ~~the growth of automobile~~ vehicle miles traveled (VMT) ~~by shifting trips to other modes.~~
4. Encourage the provision of alternative fuel infrastructure.
5. Invest in improvements to the transportation network that serve land use, consistent with SB 375.
6. Identify revenues that support investments in Priority Development Areas (PDAs).

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

Objectives:

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

	Metric	Baseline	Target
Safety	Safety (e.g. Number of fatalities and serious injuries)		
Equity	Low Income households within .25 miles from transit stop		
Sustainability	Greenhouse Gas Emissions (e.g. amount of GHG per person/trip)		
	VMT (Vehicle Miles Traveled)		
	Active Transportation mode shares (i.e. walk, bike, transit)		
Congestion	Person Hours of Delay (i.e. number of hours spent in congestion per person)		
	Delay Index (i.e corridor free-flow travel time vs. congested travel time)		
System Maintenance & Rehabilitation	On-time Bus Performance/ Bus Headways Frequency		
	Pavement Condition (Pavement Condition Index)		
	Transit Ridership (Number of boardings and alightings)		



NAPA VALLEY TRANSPORTATION AUTHORITY TAC Agenda Letter

TO: Technical Advisory Committee
FROM: Kate Miller, Executive Director
REPORT BY: Kate Miller, Executive Director
(707) 259-8634 / Email: kmiller@nvta.ca.gov
SUBJECT: Freedom Affordability Speed Transparent Equity Reliability (FASTER) Initiative

RECOMMENDATION

That the Technical Advisory Committee (TAC) receive an update on the FASTER initiative and comment on NVTA's priority project list.

EXECUTIVE SUMMARY

The Bay Area Council along with the Silicon Valley Leadership Group and San Francisco Bay Area Planning and Urban Research Association (SPUR) are leading the effort for a proposed November 2020 transportation ballot initiative. In August, the FASTER group solicited project priorities from the Bay Area county transportation agencies, including NVTA. NVTA staff have evaluated FASTER's principles and will present proposed project priorities to the NVTA board at its October 23rd for consideration:

1. SR 29 Multi-Modal Corridor Improvements (South County)
2. Sonoma Marin Area Rail Transit (SMART) to Suisun and Vallejo (ferry)
3. SR 37 Improvements

Return to source is an outstanding and significant issue that has not been adequately addressed by the FASTER group. Napa tax generations would generate roughly \$40 million annually if a 1% sales tax was approved by the voters.

FINANCIAL IMPACT

Is there a fiscal impact? No

BACKGROUND AND DISCUSSION

FASTER would be a Bay Area-wide initiative for consideration by the State Legislature – which first must approve the proposed ballot measure – and the voters in November 2020. The group launched an opinion poll to test various concepts which received mixed results. The polling data showed that, in concept, the public is supportive of raising taxes to fund transportation investments, but is ambivalent about the mechanism that would raise the funds. Based on initial polling and feedback, the proposed approach would be a 1% region-wide sales tax that would generate \$100.6 billion over 40 years. The poll did not include specific projects.

The FASTER group have established a set of principles in its discussions with local officials and the State legislature. Those principles include:

- Prioritize the development and implementation of a true regional transit system
- Provide freedom of access, mobility and a true alternative to driving alone
- Solve existing barriers – including affordability, speed, reliability, and ability to access the system
- Support economic development: transit allows new areas for housing and business development throughout the 9 counties
- Reduce climate emissions and adapt to changing environment

An outstanding issue is how much of the proposed sales tax generated in Napa County would be spent on projects in Napa County.

A representative from the FASTER campaign will be presenting its proposal and polling information at the October 23rd NVTA board meeting.

SUPPORTING DOCUMENTS

Attachments: None



NAPA VALLEY TRANSPORTATION AUTHORITY TAC Agenda Letter

TO: Technical Advisory Committee
FROM: Kate Miller, Executive Director
REPORT BY: Jonathan Spencer – Associate Transportation Planner
(707) 259-8782/ Email: jspencer@nvta.ca.gov
SUBJECT: Community Based Transportation Plan Update

RECOMMENDATION

That the Technical Advisory Committee (TAC) review the list of Community Based Transportation Plan (CBTP) Programs and eligible projects.

EXECUTIVE SUMMARY

At the September 5th TAC meeting, NVTA staff presented the identified projects and programs for the CBTP and asked the TAC to provide additional jurisdictional projects to include in the plan. The intent of the Community Based Transportation Plan (CBTP) is to identify projects that meet the following criteria:

- 1) Developed through collaborative, inclusive planning process
- 2) Improve transportation choices
- 3) Identify and address transportation gaps
- 4) Focus on transportation needs specific to MTC-determined Communities of Concern (COCs) and local low-income, disabled, and senior Napa County residents

NVTA staff have conducted outreach to eight communities of concern (COCs) in Napa County to gain knowledge about transportation improvement priorities. In addition, NVTA formed a CBTP Steering Committee made up of social service and community-based organizations to veteran projects and programs and to gain further input on local needs.

FINANCIAL IMPACT

Is there a fiscal impact? No

BACKGROUND AND DISCUSSION

The purpose of the CBTP is to improve mobility options and close transportation gaps for low-income and disadvantaged communities in Napa County. Staff reviewed census data and other data sources to identify additional communities of concern (COC), beyond those identified by the Metropolitan Transportation Commission (MTC), for inclusion in the CBTP.

NVTA staff met with the Steering Committee to discuss outreach efforts. Based on input from the Steering Committee, staff identified outreach events to ensure equitable and appropriate outreach in all communities (Attachment 1). Prior to each event, staff issued press releases and coordinated with the local jurisdictions to inform and invite them to take part. The scheduled outreach events began in September of 2018 and concluded in early December of 2018.

Outreach

Many residents expressed their appreciation for the mobility programs NVTA offers. The CBTP outreach helped educate the public about the transportation options in the Napa Valley. For some residents, it was the first time hearing about NVTA's transit connections to Amtrak and BART. Staff prepared a draft list of CBTP-recommended transportation projects (Attachment 2) based on the comments and feedback received from outreach events and the online survey.

Evaluation of Transportation Proposals

NVTA staff created criteria to evaluate proposals to see if they addressed community needs identified through the outreach process. The Steering Committee reviewed and concurred with the evaluation criteria at its February 27, 2019 meeting. The criteria used to evaluate projects include:

1. Project Lead:
Existence of a "program champion", an agency (or agencies) that takes a leadership role in securing funding, staffing and other resources devoted to the proposed service or project.
2. Community Identified:
Does the proposal address transportation needs identified through public outreach? Ultimately, all proposed projects addressed transportation needs identified by the community.
3. Implementation:
Based on anticipated barriers to implementation (such as funding, resource allocation, and project development), the group placed proposals in implementation timeframes:

- Near-Term (to be implemented within 2 years)
 - Mid-Term (to be implemented in 3 to 5 years)
 - Long-Term (to be implemented in 6 years or more)
4. Cost/Funding
- Identify if funding might be available to plan, construct, and maintain the proposed projects and services. Availability of on-going funding/sources, especially for transit service operations, is considered when evaluating a proposal's sustainability. Although the project review group did consider the possible costs to develop and implement each proposal, proposals were not ranked based on their costs.
5. Benefit:
- Lastly, whether each proposal is easy for potential customers to use in addressing Lifeline Transportation barriers.
- Safety
 - System Performance (in addition to helping the community, does the project improve system performance?)
 - Emission reduction
 - Improved mobility
 - Improved Health Outcomes

Identified Projects

Based on the feedback from residents in the COCs, the list below represents transportation needs identified by the community for improving their mobility and quality of life. NVTa staff and the steering committee evaluated the projects against the criteria above and ranked them in the following order:

1. Hunt Ave Sidewalks/Pedestrian improvements
2. Bike facility from Jefferson Street to Soscol Avenue on Trancas
3. Pope Avenue Sidewalks/Pedestrian and Lighting improvements
4. Expanded TaxiScrip and VCommute Options
5. Bus shelter/benches at high usage stops
6. Enhanced pedestrian crossing/RRFB at Jefferson Street and Rubicon Street
7. Enhanced pedestrian crossing at Jefferson Street and El Capitan Way
8. Enhanced pedestrian Crossing/RRFB on Trancas Street at Valle Verde Drive
9. Transit service from St. Helena to Angwin and St. Helena Hospital
10. Transit service from Calistoga to Santa Rosa Kaiser
11. Expanded evening hours on local transit

CBTP Steering Committee

The Steering Committee convened on February 27, 2019 to review the projects and criteria staff prepared. Projects were then ranked based on the criteria. The Steering Committee reviewed the projects and criteria ranking and was in agreement with staff's proposal on the five criterion and the ranking of projects. The next step is for staff to work with local jurisdictions to identify additional projects that can meet the needs identified by the COCs and to formulate the draft plan.

SUPPORTING DOCUMENTS

Attachments: (1) Identified Programs
 (2) Identified Projects
 (3) Project Rankings
 (4) COCs Existing Conditions

Community Based Transportation Program (CBTP) Identified Needs

Identified Need	Potential Solutions
Improve pedestrian safety	High visibility crosswalks, RRFB at mid-block crosswalks, and add/repair sidewalks
Improve pedestrian access to schools and transit	Prioritizing sidewalk infrastructure around schools and transit, as identified in the countywide transportation plan and pedestrian plan
Improve transportation options to healthcare	Evaluating cost/benefit of either transit options, including a shuttle/vanpool, or TNC subsidies for Calistoga residents to access Kaiser Santa Rosa
Expand mobility options for low-income-, senior-, and disabled-residents	Evaluate and expand transportation accessibility options for seniors and disabled such as mileage reimbursement program, shared vehicle, etc. Conduct annual education programs for seniors and disabled
Increase local transit evening frequencies	Evaluation of increased service hours in City of Napa (Healthcare, Education, Supportive Services)
Increase transit amenities	Create a ridership-based priority list of high-use transit stops to then allocate funds adding amenities such as benches, shelters
Decrease transit fares for low-income individuals	Evaluating implementation of means based fares for low-income individuals who are not seniors/youth riders
Increase transit ADA access	Evaluate transit ADA access effectiveness: on smaller buses, at high handicap boarding stops, typical driver routines/accommodations

DRAFT Community Based Transportation Plan Project List

Revisions

Project Number	Mode Type	Proposal	Community Need Addressed	Description	Sponsor	Estimated costs	Benefit	Implementation Timeline	Status	Project Rank
1	Active Transportation/Biking	Bike facility from Jefferson Street to Soscol Avenue	Access to and encouraging active transportation, public health	Class II Bike lanes for east-west connection along Trancas Street from Jefferson Street to Soscol Avenue	City of Napa	\$350,000	Safety; Reduced Emissions; Improved Mobility; Improved Health Outcomes	Long-term	Identified	
2	Active Transportation/Walking	Enhanced pedestrian Crossing/RRFB on Trancas Street at Valle Verde Drive	Improved pedestrian experience	Traffic calming and pedestrian improvements along Trancas Street at Valle Verde Drive including RRFB, ADA curb ramps, concrete, signing and striping	City of Napa	\$75,000	Safety; Improved Mobility	Medium-term	Identified	
3	Active Transportation/Walking	Enhanced pedestrian crossing/RRFB at Jefferson Street and Rubicon Street	Traffic calming, improved pedestrian experience	Traffic calming and pedestrian improvements at Jefferson Street and Rubicon Street including RRFB, ADA curb ramps, concrete, drainage, signing and striping	City of Napa	\$125,000	Safety; Improved Mobility	Medium-term	Identified	
4	Active Transportation/Walking	Enhanced pedestrian crossing at Jefferson Street and El Capitan Way	Improved safety for vehicles and improved pedestrian experience	Traffic calming and pedestrian improvements at Jefferson Street and El Capitan Way,-including ADA curb ramps, concrete and median work, signing and striping	City of Napa	\$100,000	Safety; Improved Mobility; Improved school access	Medium-term	Identified	
5	Transit	Bus shelter/benches at high usage stops	Transit Amenities	Improved transit experience and rider amenities at bus stops, in accordance with adopted Bus Stop policy	NVTA	\$250,000	Safety; Reduced Emissions; Improved Mobility	Medium-term	Identified	
6*	Active Transportation/Walking	Hunt Ave Sidewalks/Pedestrian improvements	Improved safety and pedestrian experience	Pedestrian safety improvements along Hunt Ave	City of St. Helena		Safety; Improved Mobility	Medium-term	Underway	
7*	Active Transportation/Walking	Pope Avenue Sidewalks/Pedestrian and Lighting improvements	Improved safety and pedestrian experience	Pedestrian, safety, lighting improvements along Hunt Ave	City of St. Helena		Safety; Improved Mobility	Medium-term	Identified	
8	Transit	Expanded evening hours on local transit	Improved Transit Access		NVTA	\$200,000/annually	Reduced Emissions; Improved Mobility	Medium-term	Identified	
9	All Mode types	Expanded TaxiScrip and VCommute Options	Improved ease of use and need, implementation of TNC options		NVTA	\$25,000/annually	Reduced Emissions; Improved Mobility	Medium-term	Identified	
10	Transit	Transit service from St. Helena to Angwin and St. Helena Hospital	Access to medical care	Expanded trip coverage area for low-income, disabled seniors	NVTA; P3	\$80,000/annually	Safety; Reduced Emissions; Improved Mobility; Improved Health Outcomes	Long-term	Identified	
11	Transit	Transit service from Calistoga to Santa Rosa Kaiser	Access to medical care	Two round trip bus trips from Calistoga to Santa Rose on Weekdays	NVTA; P3	\$195,000/annually	Safety; Reduced Emissions; Improved Mobility; Improved Health Outcomes	Long-term	Identified	

* Previously one project; now separated into two projects

Short-term: 1-2 years
Medium-term: 3-5 years
Long-term: 6 or more years

DRAFT Community Based Transportation Plan Project Rankings

Revisions

Project Number	Proposal	Sponsor	Estimated costs	Benefit	Implementation Timeline	Status	Project Rank
1	Bike facility from-Jefferson Street to Soscol Avenue	City of Napa	\$350,000	Safety; Reduced Emissions; Improved Mobility; Improved Health Outcomes	Long-term	Identified	3
2	Enhanced pedestrian Crossing/RRFB on Trancas Street at Valle Verde Drive	City of Napa	\$75,000	Safety; Improved Mobility	Medium-term	Identified	8
3	Enhanced pedestrian crossing/RRFB at Jefferson Street and Rubicon Street	City of Napa	\$125,000	Safety; Improved Mobility	Medium-term	Identified	6
4	Enhanced pedestrian crossing at Jefferson Street and El Capitan Way	City of Napa	\$100,000	Safety; Improved Mobility; Improved school access	Medium-term	Identified	7
5	Bus shelter/benches at high usage stops	NVTA	\$250,000	Safety; Reduced Emissions; Improved Mobility	Medium-term	Identified	5
6*	Hunt Ave Sidewalks/Pedestrian improvements	City of St. Helena	TBD	Safety; Improved Mobility	Medium-term	Underway	1
7*	Pope Avenue Sidewalks/Pedestrian and Lighting improvements	City of St. Helena	TBD	Safety; Improved Mobility	Medium-term	Identified	2
8	Expanded evening hours on local transit	NVTA	\$200,000/annually	Reduced Emissions; Improved Mobility	Medium-term	Identified	11
9	Expanded TaxiScrip and VCommute Options	NVTA	\$25,000/annually	Reduced Emissions; Improved Mobility	Medium-term	Identified	3
10	Transit service from St. Helena to Angwin and St. Helena Hospital	NVTA; P3	\$80,000/annually	Safety; Reduced Emissions; Improved Mobility; Improved Health Outcomes	Long-term	Identified	9
11	Transit service from Calistoga to Santa Rosa Kaiser	NVTA; P3	\$195,000/annually	Safety; Reduced Emissions; Improved Mobility; Improved Health Outcomes	Long-term	Identified	10

* Previously one project; now separated into two projects

Short-term: 1-2 years
Medium-term: 3-5 years
Long-term: 6 or more years

Community Based Transportation Plan (CBTP) Existing Conditions in Napa County

MTC-determined Communities of Concern (COCs) by Census Tract

Eight Census Tract-level factors embody key characteristics of disadvantaged communities. Where/How to find these sensitive/disadvantaged communities? Geographies with higher concentrations of disadvantaged factors are what the Metropolitan Transportation Commission (MTC) has dubbed a “Community of Concern” (COC). Technically, COCs are Bay Area (9-county region) Census Tracts above disadvantaged factor concentration thresholds for both minority and low-income households, or above concentration thresholds of three or more of the remaining six factors (#3 to #8) but only if they also have a concentration of low-income households.

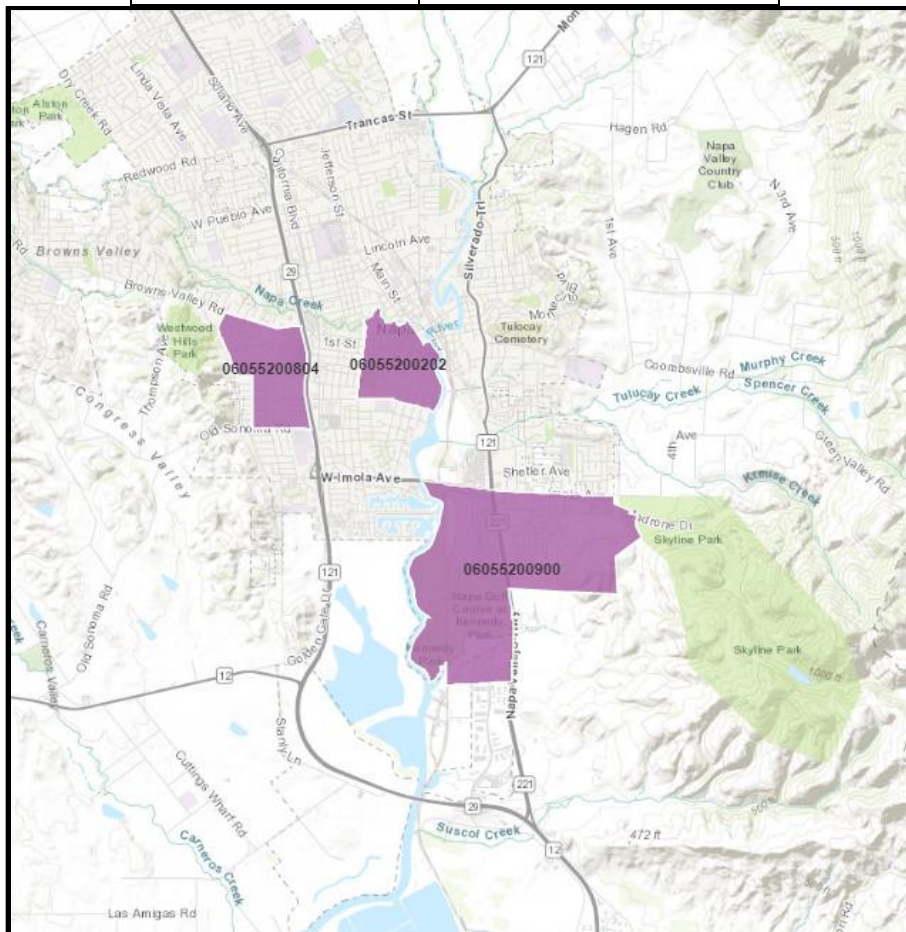
Communities of Concern Framework

Disadvantaged Factor	Percent Regional Population	Concentration Threshold
1. Minorities	58%	70%
2. Low-Income	25%	30%
3. Limited English Proficient	9%	20%
4. Zero-Vehicle Household	10%	10%
5. Seniors 75 Years and Over	6%	10%
6. People with Disability	9%	25%
7. Single-Parent Family	14%	20%
8. Severely-Rent Burdened	11%	15%

Source: MTC’s Communities of Concern Framework from GitHub

MTC City of Napa COCs

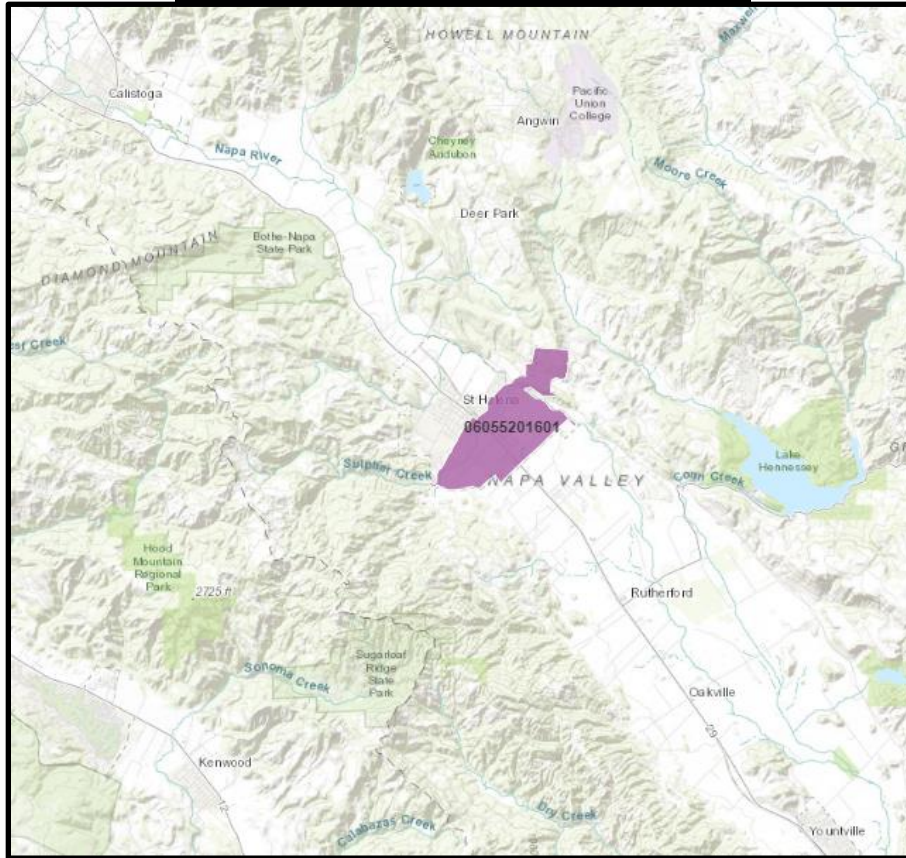
Census Tract	Neighborhood Name
1. 06055200202	South Downtown Napa
2. 06055200804	Westwood Neighborhood
3. 06055200900	East Imola



Source: MTC's Communities of Concern Tracts Plan Bay Area 2017

MTC St. Helena COC

Census Tract	Neighborhood Name
4. 06055201601	South St. Helena



Source: MTC's Communities of Concern Tracts Plan Bay Area 2017

NVTA-determined Communities of Concern by Census Tract

Unlike the MTC COC framework, COCs in Napa County are determined by different criteria. Identifying additional COCs in Napa County focuses on low-income, disabled, and senior populations. County averages act as thresholds, county thresholds do not have to be higher than the regional (MTC) thresholds, and county Census Tracts can meet one or more of the criteria to be included as a NVTA-determined COC. As a result, NVTA found four census tracts exhibiting above average rates for all three Napa County COC criteria: low-income, disabled, and seniors.

For the purposes of this 2018 CBTP effort, we will only be focusing on the (1) MTC-determined and the (2) NVTA-determined geographies as COCs, while acknowledging other county Census Tracts may be applicable but relatively less disadvantaged than other Tracts exhibit above average rates in all three criteria. This NVTA-lead COC analysis will later inform our 2020 Countywide Transportation Plan and Outreach activities.

Napa County COC Metric Averages

Geography	Senior resident percentage	Median HH Income	Disabled residents percentage
Napa County	7.67%	74,609	11.67%

Source: 2012-2016 ACS

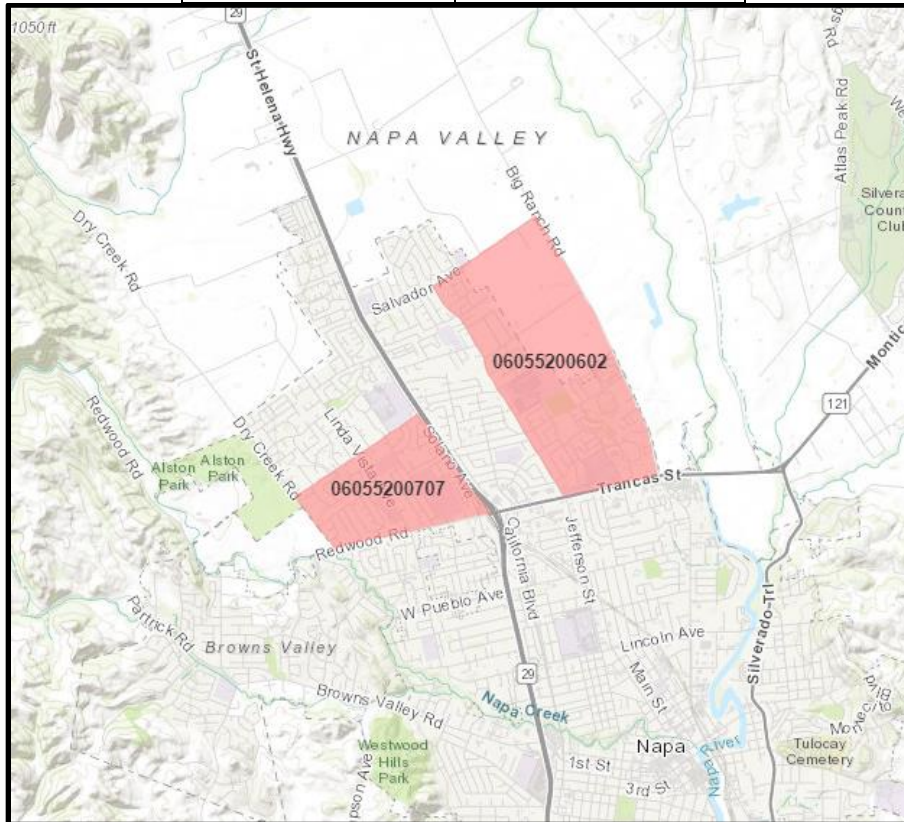
Census Tracts above average COC Metrics in Napa County

NVTA COC Census tract	COC Senior resident percentage	COC Median HH Income	COC Disabled residents percentage
5. 06055200602	9.70%	67,664	13.90%
6. 06055200707	11.50%	73,293	12.66%
7. 06055201200	13.80%	59,024	13.80%
8. 06055202000	9.30%	60,534	16.49%

Source: 2012-2016 ACS

NVTA City of Napa COCs

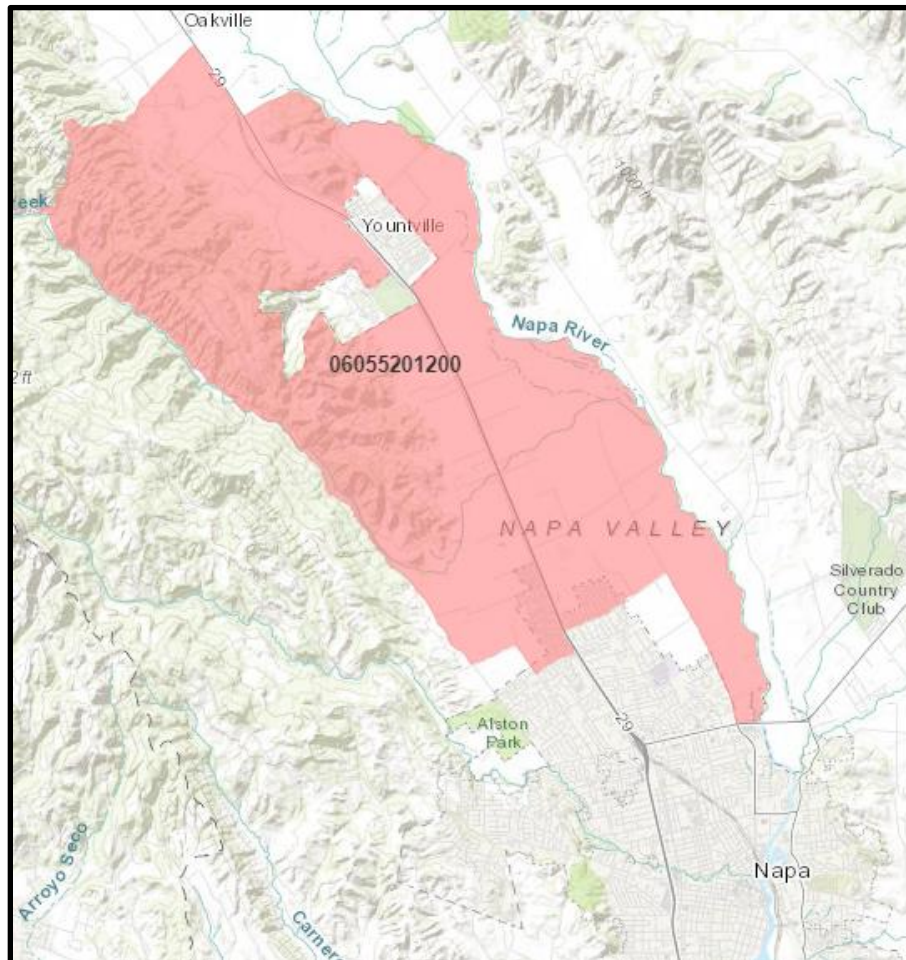
	Census Tract	Neighborhood Name
5.	06055200602	Northeast Napa
6.	06055200707	Northwest Napa



Source: NVTA's CBTP Communities of Concern Metrics 2018

NVTA Town of Yountville COC

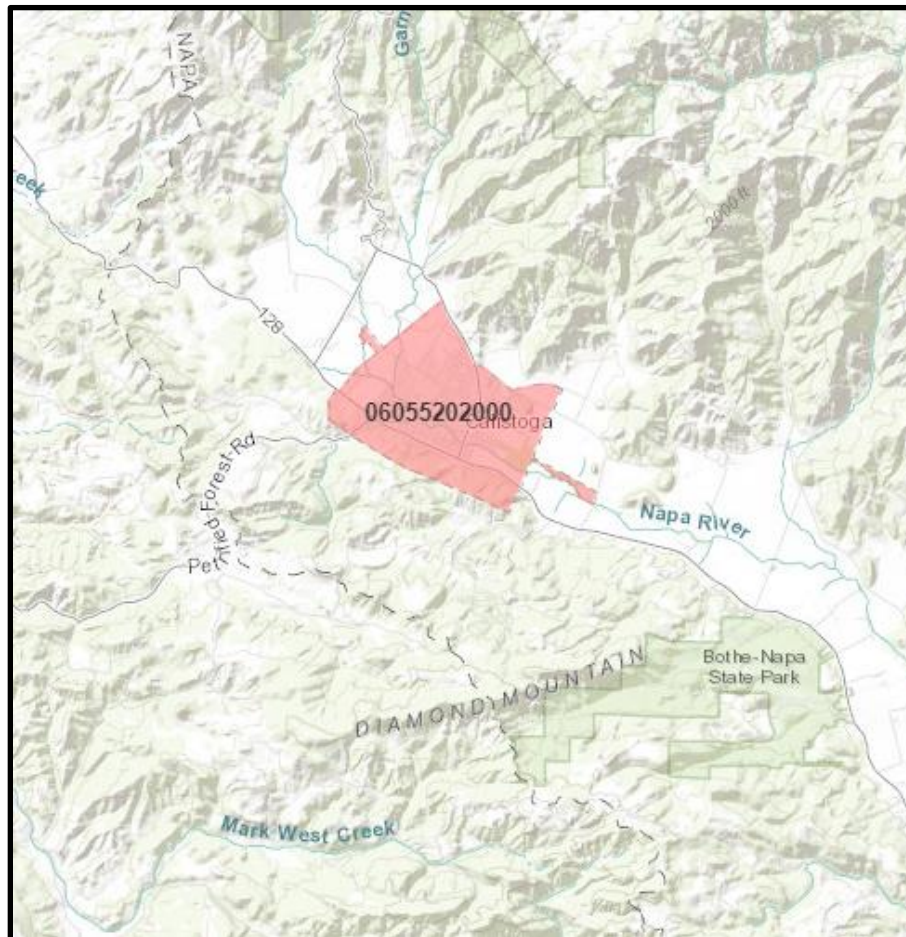
Census Tract	Neighborhood Name
7. 06055201200	Unincorporated area near Yountville



Source: NVTA's CBTP Communities of Concern Metrics 2018

NVTA City of Calistoga COC

Census Tract	Neighborhood Name
8. 06055202000	City of Calistoga



Source: NVTA's CBTP Communities of Concern Metrics 2018



NAPA VALLEY TRANSPORTATION AUTHORITY TAC Agenda Letter

TO: Technical Advisory Committee
FROM: Kate Miller, Executive Director
REPORT BY: Rebecca Schenck, Senior Transportation Program Planner
(707) 259-8636 / Email: rschenck@nvta.ca.gov
SUBJECT: NVTA Project Updates Soscol Junction

RECOMMENDATION

Information only

EXECUTIVE SUMMARY

Napa Valley Transportation Authority (NVTA) and Caltrans are advancing one preferred alternative through the environmental process for the intersection at State Route (SR) 29 and SR 221 (Soscol) known as "Soscol Junction". In coordination with NVTA, Caltrans will recirculate the updated environmental document for review and public input. The Initial Study with Proposed Mitigated Negative Declaration/Environmental Assessment was released to the public on September 20, 2019 and a public meeting will be held on Tuesday, October 8, 2019 at 5:30 pm at the Soscol Gateway Transit Center. All comments on the environmental document are due on October 20, 2019.

FISCAL IMPACT

None

BACKGROUND AND DISCUSSION

The SR 29 and SR 221 intersection improvement project, commonly referred to as the Soscol Junction, has a long history. Caltrans is the lead agency for the environmental phase of the project. In spring of 2015 Caltrans released the Draft Environmental Impact Report/Environmental Assessment for public review. Caltrans received several negative comments on the proposed alternatives because the preferred alternative, the Soscol Flyover, removed access to Soscol Ferry Road and restricted bicycle and pedestrian movements at that intersection. The project was also not context sensitive to Napa

Valley. Consequently, the preferred project alternative did not move forward into the design phase. Since that time, NVTA has been working with Caltrans to identify viable project alternatives for the Soscol Junction project.

NVTA partnered with the City of Napa to have the consultant firm GHD/OmniMeans develop additional project alternatives that were bike and pedestrian friendly and maintained access to Soscol Ferry Road. The project is needed because the current signalized intersection routinely experiences extensive queues, resulting in long delays to travelers.

Current Status

NVTA (with GHD) and Caltrans advanced the double roundabout alternative through the environmental process with the goal of issuing the environmental document to the public for comment on September 20, 2019 and finalizing the document by the end of the calendar year.

NVTA and Caltrans met with the Metropolitan Transportation Commission's (MTC) Air Quality Conformity Task force, which included representatives from federal regulatory agencies to provide details about the project on June 27, 2019. During the meeting, the regulatory agency representatives confirmed that the proposed project is not a Project of Air Quality Concern. The Federal Highway Administration provided an official confirmation to this effect on 07/01/2019.

Next Steps

NVTA will continue to work with Caltrans, City of Napa and Napa County to refine the cost estimate. NVTA will enter into a Cooperative Agreement with Caltrans for NVTA to be the lead agency during the design phase.

SUPPORTING DOCUMENTS

None



NAPA VALLEY TRANSPORTATION AUTHORITY TAC Agenda Letter

TO: Technical Advisory Committee
FROM: Kate Miller, Executive Director
REPORT BY: Rebecca Schenck, Senior Transportation Program Planner
(707) 259-8636 / Email: rschenck@nvta.ca.gov
SUBJECT: State Route (SR 29) Comprehensive Multimodal Corridor Plan (CMCP) and Project Initiation Document for SR 29 through American Canyon

RECOMMENDATION

Information only

EXECUTIVE SUMMARY

The Napa Valley Transportation Authority (NVTA) contracted with GHD to complete both the 1) SR 29 Comprehensive Multimodal Corridor Plan (CMCP) that will better define improvements along the corridor and 2) the Project Initiation Document (PID) for SR 29 through American Canyon. Currently, NVTA and the Staff Working Group are working to finalize the CMCP document in time to apply for Senate Bill 1 (SB1) Solutions for Congested Corridor (SCCP) funding in March of 2020. Once the CMCP portion of the contract is nearing completion, GHD will start working on the PID for SR 29 through American Canyon.

FISCAL IMPACT

None

BACKGROUND AND DISCUSSION

NVTA and the Staff Working Group have been meeting monthly with GHD on components of the SR 29 CMCP. GHD has completed data retrieval/processing and has calibrated/validated the VisSim model along the SR 29 corridor. Currently GHD is working to identify potential programs and projects to improve the corridor while focusing on the strategies identified in the SCCP program, so that the projects compete well for future

funding. GHD has also completed the Stakeholder and Community Outreach Plan and the first outreach meeting is scheduled for November 13, 2019 in American Canyon.

SUPPORTING DOCUMENTS

Attachments: None



October 3, 2019
TAC Agenda Item 7.7
Continued From: New

Action Requested: **INFORMATION**

NAPA VALLEY TRANSPORTATION AUTHORITY TAC Agenda Letter

TO: Technical Advisory Committee
FROM: Kate Miller, Executive Director
REPORT BY: Kate Miller, Executive Director
(707) 259-8634 / Email: kmiller@nvta.ca.gov
SUBJECT: State Legislative Update and State Bill Matrix

RECOMMENDATION

Information only

EXECUTIVE SUMMARY

State Update

Attached are the State legislative update (Attachment 1), the State Bill Matrix (Attachment 2) and the Active Transportation Program (ATP) State Bill Matrix (Attachment 3).

PROCEDURAL REQUIREMENTS

1. Staff Report
2. Public Comments

FISCAL IMPACT

Is there a Fiscal Impact? No

SUPPORTING DOCUMENTS

- Attachments:
- (1) September 26, 2019 State Legislative Update (Platinum Advisors)
 - (2) September 26, 2019 State Bill Matrix (Platinum Advisors)
 - (3) September 26, 2019 ATP Bill Matrix



September 25, 2019

TO: Kate Miller, Executive Director
Napa Valley Transportation Authority

FR: Steve Wallauch
Platinum Advisors

RE: Legislative Update

Governor's Desk: Governor Newsom has until October 13th to sort through the 723 bills sitting on his desk. The Legislature finished their work at approximately 3:00 a.m. on Saturday September 14th.

The final week of session was a bumpy one with the omnipresent protests by anti-vaccination groups. One act of protest on the final night forced the Senate Floor to be closed, forcing the Senators to reconvene in the largest hearing room on the fourth floor to complete their work. While this added to delays, it was the usual interhouse conflicts and "hostage" negotiations that pushed adjournment into the wee hours.

The last week of session began with a lot of commotion as anti-vaccination groups objected to Senator Pan's [SB 276](#), and were not appeased by the changes requested by the governor to the measure contained in [SB 714](#). Protesters interrupted floor session in both the Assembly and Senate, blocked hallways while shouting, and chained themselves to the entrances. While the Governor immediately signed both bills on Monday night, the protesters remained a constant presence throughout the week.

Implementation of the Dynamex decision via AB 5 also brought out large crowds on both sides of the issue. The bill codifies the decision of the California Supreme Court in *Dynamex Operations West, Inc. v. Superior Court of Los Angeles* (2018) that presumes a worker is an employee unless a hiring entity satisfies a three-factor test, and would impact around two million workers. The California Labor Federation sponsored AB 5, and battled hefty opposition to the measure including Uber, Lyft, and DoorDash. These companies attempted to offer alternatives to AB 5, but ultimately committed a total of \$90 million to fund a ballot measure setting rules for the gig economy. AB 5 was sent to the governor and signed into law last week, while Uber and Lyft announced that they will not be complying with the measure and believe they have legal ground for that decision. In his signing message Governor Newsom stated he would, "convene leaders from the Legislature, the labor movement and the business community to support innovation and a more inclusive economy by stepping in where the federal government has fallen short and grant workers excluded from the National Labor Relations Act the right to organize and collectively bargain."

Low Carbon Transportation Funding: On October 24th the Air Resources Board is scheduled to adopt an updated expenditure plan for FY 2019-20 cap & trade funds. The FY 2019-20 state budget provides \$182 million for clean trucks, buses and off-road equipment programs. Of this amount CARB will dedicate \$142 million for the Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP) rebate program and \$40 million for competitive programs.

However, transit operators would not be eligible for the competitive funds, and revisions to HVIP remove the infrastructure enhancements. NHTA should review the proposed expenditure plan and consider sending comments expressing concerns regarding the need for infrastructure funding and the ability for transit operators to compete for the pilot project funds. The deadline to submit comments is October 21st.

The draft plan can be found here:

<https://ww2.arb.ca.gov/sites/default/files/2019-09/fy1920fundingplan.pdf>

With respect to the HVIP rebates, CARB staff is proposing following changes, which would take effect the day after adoption by the Board:

- Remove 8.9-liter and 11.9-liter natural gas low NOx engines from HVIP
- Remove hybrid vehicles and hybrid conversions from HVIP
- Discontinue voucher enhancements for infrastructure. This eliminates the only fueling infrastructure funding pot for battery charging systems or hydrogen fueling needs.
- Discontinue all vehicle voucher enhancements except for the disadvantaged community plus-up. The disadvantaged community enhancement provides \$15,000 per vehicle.
- Clarify policies surrounding stacking/combining other State funds with HVIP. The proposal will keep in place the public fleet option of combining funds up to 100 percent of the vehicle cost.
- Reinstate fleet limits for zero emission vehicles. Staff proposes to reinstate the 200-voucher limit per fleet per calendar year to prevent a single fleet or manufacturer from reserving a large portion of project funds.

Staff proposes \$40 million for FY 2019-20, with a focus on three project types:

- **Zero-emission drayage truck pilot:** \$20 million allocation for large-scale deployment of zero-emission trucks as part of one or two fleets that can operate in drayage or regional haul service. Large scale deployments for the purpose of this project will be more than 50 trucks in a single fleet.
- **Ocean-going vessels at berth capture and control system:** \$10 million for a project to demonstrate a capture and control system for oil tankers to capture at-berth vessel emissions. Capture and control systems are designed to capture vessel exhaust either at the stack or when diverted directly to a connection point.
- **Golden State Carbon Challenge:** \$10 million to facilitate the Golden State Carbon Challenge. Inducement challenges function by setting a technological goal and provide a monetary incentive to the first eligible participant to meet that

milestone. Staff recommends that the goal of the inducement prize incorporate zero-emission off-road equipment and be focused on the freight sector, and could include such equipment types as cargo handling equipment, locomotives, yard trucks, transportation refrigeration units, ocean going vessels, commercial harbor craft, on-road trucks, and other vehicle and equipment types where a technological breakthrough could have the largest potential for widespread deployment.

TIRCP: CalSTA has released its draft guidelines for the next round of Transit and Intercity Rail Capital Program (TIRCP) funds. The 2020 TIRCP grant cycle will program funds starting with the 2020-21 fiscal year through 2024-25 fiscal year. Any project awarded funds in the current Cycle 3 that have not been fully funded will be rolled into this new cycle. CalSTA has scheduled two workshops to review the draft guidelines and receive comments. The first workshop is set for October 14th in Southern California, and the second on October 15th in Oakland. The Cycle 4 call for projects is currently set for October 18th, and CalSTA has set several dates at locations throughout the state where project sponsors can meet with staff to discuss project concepts and quantifications. Information about the Cycle 4 guidelines, workshops, and prior awards can be found at:

<https://calsta.ca.gov/subject-areas/transit-intercity-rail-capital-prog>

ICT: To follow-up on the adoption of the Innovative Clean Transit Rule (ICT), CARB staff has scheduled a series of regional meetings on implementing the ICT, as well as implementation of the Zero-Emission Airport Shuttle regulations. The first meeting is scheduled for October 9th in San Bernardino, with meetings in Sacramento on October 22nd and on October 29th from 11:00 to 3:00 at the Bay Area Metro Center. These meetings will include presentations from local air districts and utilities on resources available to support zero emission buses. In addition, industry representatives are invited to display their wares.



September 25, 2019

Existing Positions

Bills	Subject	Status	Client - Position
<u>AB 11</u> (Chiu D) Community Redevelopment Law of 2019.	<p>AB 11 would enact the Community Redevelopment Act of 2019 and allow local governments to form a housing and infrastructure agency that would focus on affordable housing and infrastructure investments. The bill requires a seat on the governing board for each affected taxing entity, and it allows an affected taxing entity to elect to contribute to the Redevelopment Agency (RDA) or not. In addition, the bill also allows an RDA to capture the growth on the schools' share (i.e. Educational Revenue Augmentation Fund [ERAF]) of the property tax growth.</p> <p>AB 11 does require any new RDA to be approved by the Strategic Growth Council, which must find that the redevelopment plan furthers greenhouse gas (GHG) reduction goals and the fiscal impact to the state for backfilling the lost ERAF growth does not exceed a yet to be specified amount. The new RDA could finance housing, transit, transit priority projects, interchanges, bridges, parks and port infrastructure, to name a few. The projects do need to be located within the redevelopment area, but must have a nexus to the project area.</p>	ASSEMBLY APPR – Held on Suspense Two-Year Bill	WATCH
<u>AB 147</u> (Burke D) Use taxes: collection: retailer engaged in business in this state.	<p>AB 147 was signed into law, and took effect immediately. This bill enacts changes to implement the South Dakota v. Wayfair decision. Under Wayfair, the U.S. Supreme Court found that online retailers are required to collect and remit sales tax regardless of whether the online retailer has a physical presence in the state where the order is delivered.</p> <p>AB 147 imposes a \$500,000 statewide</p>	Signed Into Law Chapter #5, Statutes of 2019	SUPPORT

<p><u>AB 147</u> (Burke D) (Continued)</p>	<p>threshold. State and local sales taxes would both be collected once a statewide total of \$500,000 in sales is reached. This bill would also require sales tax to be collected on all sales made through an intermediary, such as eBay or Amazon. Under AB 147 an entity that sales items through “marketplace facilitator,” such as eBay, the marketplace facilitator is required to collect and remit the tax on all sales regardless of the threshold. The local sales tax revenue would be allocated to the local tax districts.</p>		
<p><u>AB 252</u> (Daly D) Department of Transportation: environmental review process: federal program.</p>	<p>AB 252 repeals the sunset date on current law that delegates to Caltrans the authority for National Environmental Policy Act (NEPA) decision making. The existing NEPA Assignment Program authority would sunset on January 1, 2020. This program started as part of a pilot program under federal Safe, Accountable, Flexible, and Efficient Transportation Equity Act-A Legacy for Users (SAFETEA-LU) legislation and has been extended twice so far. AB 252 would make it a permanent program. The NEPA Assignment Program has streamlined the environmental process for both state and local transportation projects without compromising compliance with environmental laws and regulations.</p>	<p>Signed Into Law – Chapter 160, Statutes of 2019</p>	<p>SUPPORT</p>
<p><u>AB 285</u> (Friedman D) California Transportation Plan.</p>	<p>AB 285 updates requirements of the California Transportation Plan (CTP) to reflect the state’s recent environmental legislation. In particular, the bill requires Caltrans to include in the CTP the following:</p> <ul style="list-style-type: none"> • Adds environmental justice as one of the subject areas. • Updates the greenhouse gas emissions target and air quality goals. • A forecast of the impacts of advanced and emerging technologies, including shared, autonomous, connected, and electric 	<p>Governor’s Desk</p>	<p>WATCH</p>

AB 285 (Friedman D) (Continued)	<p>transportation options.</p> <ul style="list-style-type: none"> Review of the progress made implementing past CTPs, including actions taken by each of Caltrans' districts. <p>The bill also requires the Strategic Growth Council to submit a report to the Legislature by January 31, 2022, an overview of the CTP and sustainable communities strategies, and a review of the potential impacts and opportunities for coordination of specified transportation funding programs, such as the Transit and Intercity Rail Capital Program and the Low Carbon Transit Operations Program.</p>		
AB 314 (Bonta D) Public employment: labor relations: release time.	<p>This bill would consolidate and uniformly apply existing laws to grant reasonable time-off with compensation for public employees for activities related to employee-employer relations.</p> <p>Existing law on release time does not cover public transit employees, but AB 314 would expand these release time provisions to include public transit employees.</p> <p>The bill would require a public employer to grant reasonable time off for employee representatives to testify at hearings before the personnel boards, participate in labor/management committees, investigate grievances, or participate at new employee orientations.</p>	Governor's Desk	WATCH
AB 659 (Mullin D) Transportation: emerging transportation technologies: California Smart City Challenge Grant Program.	<p>AB 659 requires the CTC to form a working group, consisting of local governments and transportation entities that would develop the guidelines and selection criteria for the Smart City Challenge Grants. The bill envisions funding projects that use intelligent transportation systems and applications that would reduce congestion, enhance mobility, safety, and spurring innovation. The bill does not currently identify or appropriate funds for this program.</p>	ASSEMBLY APPR – Held on Suspense Two-Year Bill	WATCH

<p><u>AB 752</u> (Gabriel D) Public transit: transit centers: lactation rooms.</p>	<p>AB 752 was substantially amended to clarify its application to multimodal transit facilities. As amended the bill lists existing intercity rail stations, as well as the Sales Force Transit Center and the Anaheim Regional Transportation Intermodal Center. It would also apply to any intercity rail station, or station proposed to be served by high-speed rail with an enclosed lobby of 5,000 square feet or more.</p> <p>The bill would require these multimodal transit stations that commence operations or a renovation on or after January 1, 2021, to include a lactation room.</p>	Governor's Desk	WATCH
<p><u>AB 784</u> (Mullin D) Sales and use taxes: exemption: California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project: transit bus vehicles.</p>	<p>AB 784 would exempt medium and heavy duty zero emission transit vehicles from the state's sales tax. Locally imposed sales taxes would still apply, as well as specified statewide taxes.</p> <p>Specifically, AB 784 would exempt from the state sales tax any zero-emission technology medium or heavy-duty transit bus vehicle that is eligible for a rebate from the Hybrid and Zero Emission Truck and Bus Voucher Incentive Program (HVIP). This sales tax exemption would sunset on January 1, 2024.</p>	Governor's Desk	SUPPORT
<p><u>AB 847</u> (Grayson D) Transportation finance: priorities: housing.</p>	<p>As introduced, AB 847 would create a funding incentive for cities and counties to produce housing by reallocating non-Article 19 transportation funds and provide bonuses for certain funding programs.</p> <p>However, the bill was gutted and amended to now create a new competitive grant program. This bill does not provide a funding source, but it directs the Department of Housing and Community Development to create a grant program that would offset up to 100% of any local transportation impact fees imposed on housing project that includes at least 20% affordable units.</p>	ASSEMBLY H & C. D. – Two-Year Bill	WATCH

<p><u>AB 1350</u> (Gonzalez D) Youth Transit Pass Pilot Program.</p>	<p>AB 1350 would create the Youth Transit Pass Pilot Program. This bill is similar to prior efforts to create a funding program to provide free transit passes to persons under 25 years old. AB 1350 does not include an appropriation, but points to a future appropriation of greenhouse gas reduction funds.</p> <p>The bill directs Caltrans to create the program that would allocate grants to eligible entities. The grants would be capped at \$5 million and be no smaller than \$20,000.</p> <p>This bill might be a little premature. UCLA is currently undertaking a study to examine and summarize the various types of student transit pass programs in California. As you may recall, former Governor Brown vetoed a similar bill because of the need for additional information on existing programs. The UCLA study is not expected to be completed until the end of this year.</p>	<p>ASSEMBLY TRANS. – Two-Year Bill</p>	<p>WATCH</p>
<p><u>AB 1402</u> (Petrie-Norris D) Active Transportation Program.</p>	<p>AB 1402 was not heard in the Assembly Committee on Transportation and is now a two-year bill.</p> <p>This bill would revise the allocation process for Active Transportation Funds. AB 1402 is substantively similar to the changes made to the ATP in SB 152 (Beall), but the bills are structured a little differently.</p>	<p>ASSEMBLY TRANS. Two-Year Bill</p>	<p>SUPPORT</p>
<p><u>AB 1568</u> (McCarty D) General plans: housing element: production report: withholding of transportation funds</p>	<p>AB 1568 was held by the Appropriations Committee and is now a 2-year bill.</p> <p>This bill would, if on or before January 1, 2025, a city or county is found to be out of compliance with existing housing element requirements then that city or county would be prohibited from applying for state grants. This prohibition would not apply to grants protected under Article 19 of the Constitution, which covers most transportation funds, or if the grant would assist the city or county in complying with housing element laws.</p> <p>As introduced this bill would have withheld SB 1 local streets and roads funds from a</p>	<p>ASSEMBLY APPR – Held on Suspense Two-Year Bill</p>	<p>OPPOSE</p>

<u>AB 1568</u> (McCarty D) (Continued)	city or county that is found to be out of compliance with existing housing element laws.		
<u>AB 1633</u> (Grayson D) Regional transportation plans: traffic signal optimization plans.	AB 1633 would authorize any city within the MTC region to develop and implement a traffic signal optimization plan intended to reduce greenhouse gas (GHG) emissions and particulate emissions and to reduce travel times. The bill would also require signals that are operated by Caltrans to be adjusted and operated consistent with a city's plan.	Governor's Desk	WATCH
<u>ACA 1</u> (Aguiar-Curry D) Local government financing: affordable housing and public infrastructure: voter approval.	<p>ACA 1 failed passage on the Assembly Floor. Reconsideration was granted, and another attempt is possible, but the measure was 8 votes short of the 54 needed for passage. A few Democrat members voted No, and several others abstained. Given the stigma that this measure erodes Prop 13 protections makes it unlikely it will secure the needed support to move to the Senate.</p> <p>ACA 1 would lower the voter threshold for property tax increases, parcel taxes and sales taxes to 55% if the funds are used for affordable housing and infrastructure projects. This includes capital improvements to transit and streets and highways.</p> <p>However, ACA 1 does not allow for the 55% local measure to use the tax revenue for transit operations.</p>	<p>ASSEMBLY FLOOR</p> <p>Failed Passage – Reconsideration Granted</p>	SUPPORT
<u>SB 5</u> (Beall D) Local-State Sustainable Investment Incentive Program.	SB 5 creates the Affordable Housing and Community Development Investment Program (Program), which would allow an Enhanced Infrastructure Finance District (EIFD) the authority to divert a portion of the ERAF property tax share to the EIFD. SB 5 would require any EIFD that wants to capture the ERAF share to apply to the Sustainable Investment Incentive Committee, which SB 5 creates. The bill would limit the amount of ERAF tax revenue the Committee can approve to \$200 million	Governor's Desk	SUPPORT

<u>SB 5</u> (Beall D) (Continued)	each year, with the annual impact not to exceed \$1 billion. These limits are increased in future years. SB 5 generally promotes the construction of housing and infill development that promotes transit use.		
<u>SB 20</u> (Dodd D) Surplus state property: Napa County Regional Park and Open Space District.	SB 20 extends the sunset date, which expired on January 1, 2015, to January 1, 2026, for the state to sell the area known as the Skyline Wilderness Park (Skyline Park) in the County of Napa. The bill also revises the current authorization for the state to sell the Skyline Park to also include the Napa County Regional Park and Open Space District in addition to the County of Napa.	Signed Into Law Chapter 240, Statutes of 2019	WATCH
<u>SB 50</u> (Wiener D) Planning and zoning: housing development: equitable communities incentive.	SB 50 would require local governments to provide a specified “equitable communities incentive” to developers that construct residential developments in “jobs-rich” and “transit-rich” areas, which may include certain exceptions to specified requirements for zoning, density, parking, height restrictions, and floor area ratios.	SENATE APPR – Held on Suspense Two-Year Bill	WATCH
<u>SB 127</u> (Wiener D) Transportation funding: active transportation: complete streets	SB 127 (Wiener) aims to update existing laws relating to the programming of funds in the State Highway Operation and Protection Program (SHOPP) to require the state to consider and invest in bicycle, pedestrian, and transit facilities when programming SHOPP projects. The bill would focus these complete street investments on urban arterials and where a state highway serves as the main street.	Governor’s Desk	WATCH
<u>SB 137</u> (Dodd D) Federal transportation funds: state exchange programs.	SB 137 would allow any city or county to swap federal transportation funds for state funds. The current exchange program is limited to regional transportation planning agencies with a population below 200,000. This measure is sponsored by CSAC, and it is aimed at streamlining project delivery by removing the federal review process	Governor’s Desk	SUPPORT

<u>SB 137</u> <u>(Dodd D)</u> <u>(Continued)</u>	associated with using federal funds. With the additional SB 1 funds in state accounts, the resources should be enough to allow interested cities and counties to exchange federal funds for state dollars, thus eliminating the need to complete both NEPA and CEQA reviews.		
<u>SB 152</u> <u>(Beall D)</u> Active Transportation Program.	<p>This bill would implement some of the findings made by the Legislative Analyst's Office (LAO) regarding the administration of the Active Transportation Program (ATP). The goal is to streamline the administrative process for awarding ATP funds. The bill includes the following changes:</p> <ul style="list-style-type: none"> • Modified the distribution formula to increase from 40% to 75% that is allocated to metropolitan planning organizations (MPO), increase the rural county share from 10% to 15%, and reduce the statewide pot that is administered by the California Transportation Commission CTC from 50% to 10%. • Shift greater administrative control for the regional share to the MPOs. • Increase reporting requirements from the MPOs to the CTC. 	SENATE APPR – Held on Suspense Two-Year Bill	SUPPORT
<u>SB 235</u> <u>(Dodd D)</u> Planning and zoning: housing production report: regional housing need allocation	SB 235 allows the City of Napa and County of Napa to reach an agreement under which the county would be allowed to count certain housing units built within the city toward the county's regional housing needs assessment (RHNA) requirement. The Napa Pipe project is the genesis for this bill.	Governor's Desk	SUPPORT
<u>SB 277</u> <u>(Beall D)</u> Road Maintenance and Rehabilitation Program: guidelines.	SB 277 would amend existing law to require 85% of SB 1 Local Partnership Program (LPP) funds be allocated by formula, and 15% for a small county competitive program. Under current CTC guidelines half the LPP funds are allocated by formula and half are reserved for a competitive program. Current law provides the CTC	Governor's Desk	SUPPORT

SB 277
(Beall D)
(Continued)

administrative control over LPP funds. Starting with Cycle 3 of the LPP, SB 277 directs the CTC to adopt guidelines and implement the apportionment formula specified in the bill as follows:

- 15% of LPP funds is set aside in the Small Counties and Uniform Developer Fees Competitive Subaccount. This competitive program is for eligible entities located in a county with a population of less than 750,000, or entities that administer a voter approved uniform developer fee.
- 85% of LPP funds would be allocated to the Local Partnership Formula Subaccount. The funds would be split into a southern and northern California pots. The north-south split would be based on the proportional share of the statewide total of voter approved sales tax, parcel/property tax and toll revenue. The north-south categories are based on the STIP definition where all counties from Kern and San Louis Obispo Counties south are in the southern group, and all remaining counties are in the northern group.
- The southern allocation formula distributes the funds to eligible entities with 75% of the funds allocated based on its proportional share of the southern population, and 25% distributed based on the entity's proportional share of voter approved transportation sales tax revenue.
- The northern allocation formula distributes the funds to eligible entities through two pots. Of the total amount of revenue in the northern share, eligible entities that administer voter approved bridge tolls and parcel/property taxes shall receive it proportional share of the northern fund. For eligible entities that administer a voter approved sales

<u>SB 277</u> (Beall D) (Continued)	tax, these entities' proportional share is based on 75% of the entities proportional of the northern population and 25% based on the entity's proportional share of sales tax revenue.		
<u>SB 336</u> (Dodd D) Transportation: fully-automated transit vehicles.	<p>SB 336 aims to address safety and customer service issues by requiring at least one public transit employee to be present on any fully automated transit vehicle. The public transit employee shall be trained in passenger safety, communications, emergency preparedness, and assisting the disabled and elderly.</p> <p>SB 336 would also require any transit operator that deploys an autonomous vehicle to submit a report to the legislature on that deployment by March 31st, 2025. SB 336 would sunset on January 1, 2025.</p>	ASSEMBLY TRANSP – Two-Year Bill	SUPPORT
<u>SB 397</u> (Glazer D) Public transit operators: passengers with pets: evacuation orders.	<p>As recently amended SB 397 would require the Office of Emergency Services and the Department of Food & Agriculture, in consultation with public transit operators and county emergency management officials, to develop best practices for allowing pets on public transit vehicles when serving evacuation areas.</p> <p>The bill previously directed each transit operator to develop best practices for allowing pets on public transit vehicles serving evacuation areas. The bill limits pets to cats or dogs.</p>	Governor's Desk	SUPPORT

NVTA
Active Transportation Legislation
September 25, 2019

Bills	Subject	Status	Client - Position
<u>AB 185</u> (Grayson D) California Transportation Commission: transportation and transportation-related policies: joint meetings.	Current law creates the California Transportation Commission, with various powers and duties relative to the programming of transportation capital projects and allocation of funds to those projects pursuant to the state transportation improvement program and various other transportation funding programs. Existing law requires the commission and the State Air Resources Board to hold at least 2 joint meetings per calendar year to coordinate their implementation of transportation policies. This bill would instead require the commission, the state board, and a representative from the Department of Housing and Community Development to hold those joint meetings to coordinate their implementation of policies that jointly affect transportation, housing, and air quality. (Enrollment: 9/12/2019)	Governor's Desk	NVTA - Watch
<u>AB 285</u> (Friedman D) California Transportation Plan.	Would require the Department of Transportation to address in the California Transportation Plan how the state will achieve maximum feasible emissions reductions in order to attain a statewide reduction of greenhouse gas emissions of 40% below 1990 levels by the end of 2030 and how the plan is consistent with, and supports attaining, all state ambient air quality standards and	Governor's Desk	NVTA - Watch

<p><u>AB 285</u> (<u>Friedman</u> D) (Continued)</p>	<p>national ambient air quality standards in all areas of the state as described in California's state implementation plans required by the federal Clean Air Act. (Enrollment: 9/12/2019)</p>		
<p><u>AB 1017</u> (<u>Boerner</u> <u>Horvath</u> D) New or modified railroad crossings: approval.</p>	<p>Would require the Public Utilities Commission, if a city or county develops and adopts, by resolution upon a majority vote of the city council or the board of supervisors, a plan to improve mobility for multimodal access that calls for new or modified railroad crossings, to make an engineer available from the Rail Crossings and Engineering Branch to assist and advise that city or county on the safety of the planned railroad crossings prior to the filing of an application to the commission for the approval of the new or modified railroad crossings. (Amended: 4/23/2019)</p>	<p>Signed Into Law Chapter 233, Statutes of 2019</p>	<p>NVTA - Watch</p>
<p><u>AB 1112</u> (<u>Friedman</u> D) Shared mobility devices: local regulation.</p>	<p>Current law generally regulates the operation of bicycles, electric bicycles, motorized scooters, and electrically motorized boards. Current law allows local authorities to regulate the registration, parking, and operation of bicycles and motorized scooters in a manner that does not conflict with state law. This bill would define a "shared mobility device" as a bicycle, electric bicycle, motorized scooter, electrically motorized board, or other similar personal transportation device, that is made available to the public for shared use and transportation, as provided. (Amended: 6/19/2019)</p>	<p>SENATE TRANS Two-Year Bill</p>	<p>NVTA - Watch</p>

<p><u>AB 1402</u> <u>(Petrie-Norris D)</u> Active Transportation Program.</p>	<p>Would require the Department of Transportation, instead of the California Transportation Commission, to award funds to projects in the statewide and small urban and rural region distribution categories and to adopt a program of projects for those distribution categories. The bill would require that 75% of available funds be awarded to metropolitan planning organization's (MPO's) in urban areas with populations greater than 200,000, in proportion to their relative share of the population, 15% to small urban and rural regions with populations of 200,000 or less, competitively awarded by the department to projects in those regions, and 10% to projects competitively awarded by the department, in consultation with the commission, on a statewide basis. (Amended: 3/26/2019)</p>	<p>ASSEMBLY TRANS. Two-Year Bill</p>	<p>NVTA - Support</p>
<p><u>SB 127</u> <u>(Wiener D)</u> Transportation funding: active transportation: complete streets.</p>	<p>Current law requires the Department of Transportation, in consultation with the California Transportation Commission, to prepare an asset management plan to guide selection of projects for the State Highway Operation and Protection Program consistent with any applicable state and federal requirements. Current law requires the commission, in connection with the asset management plan, to adopt targets and performance measures reflecting state transportation goals and objectives. This bill would require the asset management plan to prescribe a process for community input and complete streets implementation to prioritize the implementation of safe and</p>	<p>Governor's Desk</p>	<p>NVTA - Watch</p>

<u>SB 127</u> (Wiener D) (Continued)	connected facilities for pedestrians, bicyclists, and transit users on all State Highway Operation and Protection Program projects, as specified. (Enrollment: 9/18/2019)		
<u>SB 152</u> (Beall D) Active Transportation Program.	Current law establishes the Active Transportation Program in the Department of Transportation for the purpose of encouraging increased use of active modes of transportation, such as biking and walking. Existing law requires specified funds for the program to be appropriated to the department in the annual Budget Act and allocated to eligible projects by the California Transportation Commission. This bill would require that 60% of available funds be awarded to projects selected by metropolitan planning organizations (MPO) in urban areas with populations greater than 200,000, with the available funds distributed to each MPO based on its relative share of the population, 15% to fund projects in small urban and rural regions, and 25% to projects competitively awarded by the commission on a statewide basis. (Amended: 4/25/2019)	SENATE APPR – Held on Suspense Two-Year Bill	NVTA - Support
<u>SB 400</u> (Umberg D) Reduction of greenhouse gases emissions: mobility options.	Current law establishes the Clean Cars 4 All Program, which is administered by the State Air Resources Board to focus on achieving reductions in the emissions of greenhouse gases, improvements in air quality, and benefits to low-income state residents through the replacement of high-polluter motor vehicles with cleaner and more efficient motor vehicles or a mobility option. Current	Signed Into Law Chapter 271, Statutes of 2019	NVTA - Watch

<p><u>SB 400</u> (<u>Umberg</u> D) (Continued)</p>	<p>law defines specified terms, including “mobility option”, which means a voucher for public transit or car sharing for purposes of the program. This bill would additionally provide that “mobility option” also includes bike sharing and electric bicycles. (Introduced: 2/20/2019)</p>		
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