

Napa Valley Transportation Authority

625 Burnell Street
Napa, CA 94559



Agenda - Final

Thursday, November 7, 2019
2:00 PM

Corrected

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 October 3, 2019 TAC Meeting (Kathy Alexander) (Pages 9-13)**

Body: TAC action will approve the October 3, 2019 meeting minutes.

Recommendation: Approval

Estimated Time: 2:15 p.m.

Attachments: [Draft Minutes.pdf](#)

7. REGULAR AGENDA ITEMS

7.1 Nomination and Election of Chairperson and Vice Chairperson of the Technical Advisory Committee (TAC) (Danielle Schmitz) (Pages 14-15)

Body: That the Technical Advisory Committee (TAC) nominate and elect a new Chairperson and Vice Chairperson for an annual term beginning on January 1, 2020.

Recommendation: Action

Estimated Time: 2:15 p.m.

Attachments: [Staff Report.pdf](#)

7.2 Draft 2020 Technical Advisory Work Plan and Calendar (Danielle Schmitz) (Pages 16-19)

Body: The Technical Advisory Committee (TAC) will review and provide comments on the Draft 2020 Work Plan and receive the 2020 Calendar.

Recommendation: Information/Discussion

Estimated Time: 2:20 p.m.

Attachments: [Staff Report.pdf](#)

7.3 Countywide Transportation Plan (CTP) Project and Program List Update (Alberto Esqueda) (Pages 20-41)

Body: That the TAC (1) review the Napa Countywide Transportation Plan (CTP) project and program lists and submit updated projects to NVTA to be included in the CTP by December 20 and (2) review the draft evaluation criteria and provide comment to NVTA by December 1.

Recommendation: Information only.

Estimated Time: 2:25 p.m.

Attachments: [Staff Report.pdf](#)

7.4 Measure T 5-Year Project List Biennial Update (Alberto Esqueda) (Pages 42-49)

Body: The TAC will review the Measure T requirements.

Recommendation: Information

Estimated Time: 2:35 p.m.

Attachments: [Staff Report.pdf](#)

**7.5 First Mile/Last Mile Connections to Transit-Pilot Discussion
(Diana Meehan) (Pages 50-60)**

Body: TAC members are being asked to discuss interest in First Mile/Last Mile Connections to Transit.

Recommendation: Information/Discussion

Estimated Time: 2:45 p.m.

Attachments: [Staff Report.pdf](#)

7.6 Local Road Safety Plan (Alberto Esqueda) (Pages 61-62)

Body: That the TAC discuss the development of a Local Road Safety Plan.

Recommendation: Information/discussion

Estimated Time: 2:50 p.m.

Attachments: [Staff Report.pdf](#)

7.7 Legislative Update* (Kate Miller) (Pages 63-84)

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

Recommendation: Information only.

Estimated Time: 2:55 p.m.

Attachments: [Staff Report.pdf](#)

**7.8 November 20, 2019 NVTA Board Meeting and NVTA-TA Board
Meeting Draft Agendas* (Kate Miller)**

Body: Staff will review the November 20, 2019 NVTA Board and NVTA-TA Board meeting draft agendas.

Recommendation: Information only.

Estimated Time: 3:00 p.m.

8. FUTURE AGENDA ITEMS

9. ADJOURNMENT

9.1 Approval of Next Regular Meeting Date of December 5, 2019 and Adjournment.

I, Kathy Alexander, hereby certify that the agenda for the above stated meeting was posted at a location freely accessible to members of the public at the NVTa offices, 625 Burnell Street, Napa, CA by 5:00 p.m., on November 1, 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 | | |

Meeting Minutes - Draft

Technical Advisory Committee

Thursday, October 3, 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.

Present: 9 - Joe Tagliaboschi
Lorien Clark
Juan Arias
Doug Weir
Chairperson Erica Ahmann Smithies
Aaron Hecock
Daniel Gordon
Derek Rayner
Jason Holley

Absent: 5 - Brent Cooper
Eric Whan
Dana Ayers
Ahmad Rahimi
Bobby Lu

2. Introductions

Public present:

Philip Sales, Napa Valley Vine Trail Coalition (NVVTC)

Patrick Band, Napa County Bicycle Coalition (NCBC)

3. Public Comment

No public comment was received.

4. Committee Member and Staff Comments

Danielle Schmitz, NVTA:

- Thanked the jurisdictions for participating in the Transportation Summit - the public provided a lot of positive feedback including appreciation for having all the jurisdiction representatives in one place.
- Soscol Junction Public meeting, October 8 at NVTA, 5:30 p.m.
- A presentation on the Regional Housing Needs Allocation (RHNA) process will be provided at the October 10 Napa County League of Governments (NCLOG) meeting.
- The Association of Bay Area Governments (ABAG) and Metropolitan Transportation Commission (MTC) are requesting jurisdiction input on the land use information that was previously provided.

Jason Holley, City of American Canyon:

- The City is accepting applications for the Public Works Director position.
- American Canyon Road Measure T project scheduled to start the last week in October.

Alberto Esqueda, NVTa:

- Reminded the TAC to create a login for BASIS at Basis.bayareametro.gov.
- Most jurisdictions have a surplus on the Local Streets and Roads (LSR) Needs Assessment - please review and provide comments by October 18.
- Mandatory Single Point of Contact (SPOC) training on November 4 - must sign up by October 31.
- Travel Demand Model maps will be sent to the planning and public works directors - please check the Transportation Analysis Zone (TAZ) for consistency.
- Countywide Transportation Plan outreach events will be held in each jurisdiction starting with the Napa Farmers' Market on October 12.

Joe Tagliaboschi, Town of Yountville:

- Measure T microsurfacing/stripping project almost finished.
- Provided update on the SB1 curb and gutter project.
- Provided update on ADA projects.
- Debby Hight is retiring in November, the Town is recruiting for a Deputy Director of Public Works.

Derek Rayner, City of Calistoga:

- The City is also recruiting a Public Works Director.
- Provided updates on several projects currently in the design phase.

Juan Arias, County of Napa:

- Wrapping up Measure T/SB1 the southeast area City of Napa pavement projects.
- Starting Devlin Road paving from Soscol Ferry Road to Tower Road.

Erica Ahmann Smithies, City of St. Helena:

- Provided updates on Measure T projects, including Spring Street and slurry seal microsurfacing projects
- Provided update on Measure T/TDA Hunt Avenue sidewalk gap closure project
- Multiple curb, ramp and sidewalk projects
- Working with Caltrans on downtown streetscape project

5. STANDING AGENDA ITEMS

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

Danielle Schmitz, NVTa staff, provided the following updates:

- Future reductions in State Highway Operation and Protection Program (SHOPP) funding.
- SHOPP list will be mailed to the TAC in mid October.
- California Waterboard's Cease and Desist Order on District 4, requiring garbage cleanup of 8800 acres in the Bay Area region. Caltrans estimates the annual cost is between \$500 million to \$1 billion and will use SHOPP funds for the mitigation, resulting in delays to \$5 billion in PID completed projects.
- SB 127 Complete Streets addressing highway corridors running through main streets of towns.

5.2 Project Monitoring Funding Programs* (Alberto Esqueda)

The project monitoring report will be provided next month.

5.3 Caltrans' Report* (Ahmad Rahimi)

No report - Ahmad Rahimi was not at the meeting.

5.4 Vine Trail Update (Erica Ahmann Smithies)

Philip Sales, NVVTC, provided the following updates:

- Caltrans field review went very well
- Finalizing Ehlers Lane alignments
- PG&E's plans to install pipe on the Vine Trail alignment from Bothe to Pratt prior to paving the trail.

5.5 Transit Update (Matthew Wilcox)

Matthew Wilcox, NVT staff, provided the following updates:

- Outreach efforts on the local routes changes occurring in winter 2020
- The Vine bus shortage - Monterey-Salinas Transit is donating four used buses.

5.6 Measure T Update (Alberto Esqueda)

Alberto Esqueda, NVT staff, provided the following:

- Draft Five-Year Expenditure Plan Biennial Update is due to staff on November 22 in order to present a draft version to the ITOC at its December 4 meeting.

The following items are due January 1, 2020:

- The Maintenance of Effort (MOE) Certification - jurisdictions must hold a public hearing and adopt a resolution
- The approved Five-Year Expenditure Plan Biennial Update
- The updated 6.67% Measure T Equivalent Program List

Mr. Esqueda will email a list of due dates to the TAC.

6. CONSENT AGENDA

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

MOTION by TAGLIABOSCHI, SECOND by RAYNER to APPROVE the Meeting Minutes of the September 5, 2019 Technical Advisory Committee Meeting as presented. Motion was unanimously approved.

7. REGULAR AGENDA ITEMS

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

Report by Diana Meehan, NVT staff.

Ms. Meehan provided an overview of the enhancements to the Napa Countywide Bicycle Plan draft, including 450 miles of new bicycle facilities, a new set of policies, objectives, performance measures and evaluations and a toolkit. Additionally, there is now a GIS bicycle layer and a pedestrian layer on the Napa County GIS map.

Ms. Meehan reviewed a list of incorrect items in the draft and requested the jurisdictions double check their map and facilities list and provide corrections to her by October 7 to ensure all the corrections are included in the final document.

Public comment was received by Patrick Band.

MOTION by ARIAS, SECOND by HECOCK to recommend the NVT Board adopt the Napa

Countywide Bicycle Plan with modifications discussed by the TAC. Motion was unanimously approved.

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

Report by Alberto Esqueda, NVTA staff.

Mr. Esqueda reviewed the updated goals and objectives for the Countywide Transportation Plan.

Public comments:

Patrick Band commented on Goal 5, Objective 2, mode share.

Member Holley suggested amending the specific Vision Zero reference to general language referencing similar strategies.

MOTION by HECOCK, **SECOND** by GORDON to **RECOMMEND** the NVTA Board adopt the Countywide Transportation Plan Goals and Objectives as amended. Motion was unanimously approved.

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

Report by Danielle Schmitz, NVTA staff.

Ms. Schmitz provided an overview of the proposed FASTER initiative.

Public comment was received from Philip Sales requesting that NVTA consider using FASTER funds to complete the Vine Trail.

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

Report by Jonathan Spencer, NVTA staff.

Mr. Spencer reviewed of the Community Based Transportation Plan (CBTP) Project List and requested the TAC provide comments by October 16, 2019.

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

Report by Rebecca Schenck, NVTA staff.

Ms. Schenck provided an update on the Soscol Junction project, noting 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 NVTA.

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

Report by Rebecca Schenck, NVTA staff.

Ms. Schenck provided an update on the State Route (SR 29) Comprehensive Multimodal Corridor Plan (CMCP) and Project Initiation Document for SR 29 through American Canyon. GHD has completed the Stakeholder and Community Outreach Plan and the first outreach meeting is scheduled for November 13, 2019 in American Canyon.

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

Danielle Schmitz, NVTA staff, reviewed the Legislative Update.

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

Danielle Schmitz, NVTA staff, reviewed the October 2019 NVTA Board meeting agenda, pointing out that the meeting will be held on October 23, 2019 instead of October 16, 2019.

8. FUTURE AGENDA ITEMS

- CBTP Project List
- Election of 2020 Chair and Vice Chair
- 2020 Work Plan
- 2020 Meeting Calendar
- CTP Call for Projects
- Updated Measure T list

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

The next Regular Meeting is Thursday, November 7, 2019.

The meeting was adjourned at 3:42. p.m.



NAPA VALLEY TRANSPORTATION AUTHORITY
TAC Agenda Letter

TO: Technical Advisory Committee (TAC)
FROM Kate Miller, Executive Director
REPORT BY: Danielle Schmitz, Director – Capital Development and Planning
(707) 259-5968 | dschmitz@nvta.ca.gov
SUBJECT: Nomination and Election of Chairperson and Vice Chairperson of the
Technical Advisory Committee (TAC)

RECOMMENDATION

That the Technical Advisory Committee (TAC) nominate and elect a new Chairperson and Vice Chairperson for an annual term beginning on January 1, 2020.

EXECUTIVE SUMMARY

On May 1, 2011, the NVTA Board of Directors approved changes to the TAC bylaws. The changes did not alter the composition or structure of the committee but appointed its members to take on a more active role, to among other things, oversee the proceedings of the Committee. At their first meeting of the year, the by-laws require that committee members appoint a new Chair and Vice Chair.

Past Chairs:

2019 – Chair Erica Ahmann Smithies/ Vice Chair Juan Arias
2018 – Chair Nathan Steele/ Vice Chair Erica Ahmann Smithies
2017 – Chair Eric Whan/ Vice Chair Nathan Steele
2016 – Chair Rick Marshall/ Vice Chair Nathan Steele
2015 – Chair Mike Kirn/ Vice Chair Rick Marshall

FISCAL IMPACT

Is there a fiscal impact? No

BACKGROUND AND DISCUSSION

TAC Bylaws state:

**Article IV
OFFICERS****§4.1 Chairperson and Vice Chairperson**

The Committee shall elect from its membership a chairperson and a vice chairperson at its first meeting of the calendar year, to serve for a one-year term. The chairperson shall preside at all meetings of the Committee and represent the Committee before the Board of Directors. The vice chairperson shall perform the duties of the chairperson when the chairperson is absent. In the event of a vacancy in the chairperson's position, the vice chairperson shall succeed as chairperson for the balance of the chairperson's term, and the Committee shall elect a successor to fill the vacancy in the vice chairperson's position as provided below.

The Committee may appoint a nominating committee to nominate Committee members for the positions of chairperson and vice chairperson. Members willing to serve in either of these positions may submit their names to the nominating committee for nomination. Members may also submit names of other members for nomination. The nominating committee shall verify that members whose names have been submitted are willing to serve in those positions. The nominating committee may submit to the Committee the names of those members whom it has nominated and recommends for election. Notwithstanding these procedures, any member may nominate a member from the floor.

The Chairperson shall appoint a Secretary who will be responsible for preparing meeting minutes.

SUPPORTING DOCUMENTS

None



November 7, 2019
TAC Agenda Item 7.2
Continued From: New

Action Requested: **INFORMATION/ACTION**

NAPA VALLEY TRANSPORTATION AUTHORITY TAC Agenda Letter

TO: Technical Advisory Committee
FROM: Kate Miller, Executive Director
REPORT BY: Danielle Schmitz, Director – Capital Development and Planning
(707) 259-5968 / Email: dschmitz@nvta.ca.gov
SUBJECT: Draft 2020 Technical Advisory Work Plan and Calendar

RECOMMENDATION

That the Technical Advisory Committee (TAC) review and provide comment on the Draft 2020 Work Plan and receive the 2020 Calendar.

EXECUTIVE SUMMARY

The draft 2020 TAC Work Plan (Attachment 1) includes regular agenda items, transportation project funding programs and special projects. It is a guideline for developing TAC agendas to keep the committee on track to complete tasks and meet critical deadlines throughout the year. Attachment 2 is the 2020 calendar of NVTA committee and Board meetings.

FINANCIAL IMPACT

Is there a fiscal impact? No

BACKGROUND AND DISCUSSION

The NVTA TAC serves as an advisory committee to the NVTA Board on technical issues relating to transportation planning, projects, and funding. NVTA staff envisions 2020 will include a familiar range of regular program monitoring in addition to work related to Measure T and SB 1 projects and the development of the Countywide Transportation Plan and the completion of the Comprehensive Multimodal Corridor Plan.

SUPPORTING DOCUMENTS

Attachment(s): (1) Proposed NVTA TAC 2020 Work Plan
(2) 2020 TAC Meeting Calendar

NVTA Technical Advisory Committee (TAC)
Draft 2020 Work Plan

| Item | Period |
|---|---------------|
| • Review monthly agenda for the NVTA Board of Directors | Monthly |
| • Review and maintain Project Monitoring Reports for Federal and State Programs | bimonthly |
| • Review monthly Caltrans updates | Monthly |
| • Review progress on development of the Napa Valley Vine Trail | Monthly |
| • Partner in the delivery of the Measure T Program <ul style="list-style-type: none"> ○ Keep track of project expenditures ○ Work with NVTA-TA staff/auditors on project performance and financial audits ○ Work with NVTA staff on Measure T website and marketing efforts ○ Provide information and participate, if necessary, in the ITOC meetings | Ongoing |
| • Partner in the delivery of Napa Countywide Transportation Plan (CTP) projects and programs, and provide input into preliminary studies and plans such as the Travel Behavior Study, Technology Study, Short Range Transit Plan, and other related plans and studies that inform the CTP. | Ongoing |
| • Monitor progress of goals and projects/programs outlined in the NVTA Countywide Pedestrian Master Plan | As needed |
| • Monitor progress of projects included in the current Regional Transportation Plan (RTP) - Plan Bay Area 2040 | Ongoing |
| • Participate in the Regional Transportation Plan (RTP) – Plan Bay Area 2050 development and Call for Projects | Winter 2020 |
| • Monitor progress of goals and projects/programs outlined in the Countywide Bicycle Plan | Ongoing |
| • Review ATAC findings relative to “complete streets” compliance of state and federally funded projects | As needed |
| • Review and recommend Transportation Development Act, Article 3 (TDA-3) call for projects and project selection (3-year program with annual review) | January-March |
| • Review and recommend Transportation Fund for Clean Air (TFCA) call for projects and project selection (3-year program with annual review) | February-June |
| • Coordinate applying for various “call for projects” including the Active Transportation Program (ATP), SB1 and Cap and Trade funding programs | As needed |
| • Receive regular briefings on status of the countywide “Vine” transit system and Vine System overview | Monthly |
| • Receive State and Federal legislative and regulatory updates and recommend legislative platforms and positions to the NVTA Board. | Monthly |

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|--|--|
| <ul style="list-style-type: none"> Receive updates on major highway projects including but not limited to south county SR 29 projects and SR 37 project(s) | Ongoing |
| <ul style="list-style-type: none"> Review and provide data for the purpose of updating the Napa Travel Demand Model specifically as it relates to land use data and VMT metrics | As needed |
| <ul style="list-style-type: none"> Participate in the 2020 Monitor STIP Call for Projects <u>Projects and Programming Requirements</u> | July-October 2019 <u>As needed</u> |
| <ul style="list-style-type: none"> Review and Provide input on housing policies/programs as they relate to transportation funding and other Bay Area Metro programs. | As needed |
| <ul style="list-style-type: none"> Review and Provide input on the PDA Investment and Growth Strategy Update | January – May <u>2019-2020</u> |
| <ul style="list-style-type: none"> Review and recommend consultant contracts as necessary | As needed |
| <ul style="list-style-type: none"> Review work products of studies | As needed |
| <ul style="list-style-type: none"> Other items as required | As needed |
| <ul style="list-style-type: none"> Appoint chair and vice-chair for 2020 | December 2019 <u>2020</u> |

Other topics and issues of interest for the TAC in 2020

- Regional Measure 3 (SB 595)
- The Road Rehabilitation and Accountability Act (SB 1)
- The Napa Travel Demand Model
- Soscol Junction Intersection Improvements
- SR 29 multimodal and operational improvements
- Imola Corridor Complete Streets Improvement Plan
- SPOC trainings and programming development working group trainings
- Passenger Rail – east/west connection along SMART corridor and the north/south connection along the Wine Train corridor.
- Receive updates and provide recommendations regarding the Community Based Transportation Plan.
- Measure T program and policy considerations

2020
NVTA/NVTA-TA Board of Directors and Committee Meeting Calendar

ATTACHMENT 2
TAC Agenda Item 7.2
November 7, 2019

January

| Sun | Mon | Tues | Wed | Thurs | Fri | Sat |
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February

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March

| Sun | Mon | Tues | Wed | Thurs | Fri | Sat |
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| 22 | 23 | 24 | 25 | 26 | 27 | 28 |
| 29 | 30 | 31 | | | | |

April

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May

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| 17 | 18 | 19 | 20 | 21 | 22 | 23 |
| 24 | 25 | 26 | 27 | 28 | 29 | 30 |
| 31 | | | | | | |

June

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August

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September

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| 27 | 28 | 29 | 30 | | | |

October

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November

| Sun | Mon | Tues | Wed | Thurs | Fri | Sat |
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| 15 | 16 | 17 | 18 | 19 | 20 | 21 |
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| 29 | 30 | | | | | |

December

| Sun | Mon | Tues | Wed | Thurs | Fri | Sat |
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|------------------------|---------------------------|-----------------------|------------------------|------------------------|-----------------------|------------------------|----------------|
| NVTA 1:30 PM | NVTA-TA 1:30 PM | TAC 2:00 PM | PCC 10:00 AM | ATAC 5:30 PM | CAC 5:00 PM | ITOC 2:00 PM | HOLIDAY |
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November 7, 2019
TAC Agenda Item 7.3
Continued From: New

Action Requested: INFORMATION

NAPA VALLEY TRANSPORTATION AUTHORITY TAC Agenda Letter

TO: Technical Advisory Committee (TAC)
FROM Kate Miller, Executive Director
REPORT BY: Alberto Esqueda, Senior Program Planner
(707) 259-5976 | aesqueda@nvta.ca.gov
SUBJECT: Countywide Transportation Plan: Project and Program List Update

RECOMMENDATION

That the TAC (1) review the Napa Countywide Transportation Plan (CTP) project and program lists and submit updated projects to NVTA to be included in the CTP by December 20 and (2) review the draft evaluation criteria and provide comment to NVTA by December 1.

EXECUTIVE SUMMARY

While the NVTA Board is reviewing the Countywide Transportation Plan – Advancing Mobility 2045 Goals and Objectives, staff is requesting jurisdictional staff to begin the process of compiling projects to update the current list of projects and programs in the CTP. NVTA will begin project evaluation in January 2020. NVTA staff is requesting jurisdictions to submit a completed project list (Attachment 1) by December 20, 2019.

NVTA staff and its consulting team is in the process of developing a new set of project-specific performance metrics or evaluation criteria which will correlate to the Plan's overall goals and objectives. At its October 2019 meeting the NVTA Board recommended forming an ad-hoc committee to revise the Plan's Goal and Objectives. As part of an effort to make a meaningful plan the Board asked staff to create performance measures to go along with the goals and objectives and provide an annual progress report to the Board. In an effort to ensure projects and programs included in the plan are consistent with the goals and objectives, project sponsors are being asked to provide comments on the previously approved project evaluation criteria, its scoring methodology and a memo developed by the CTP consulting team on performance metrics and scoring methodology.

FISCAL IMPACT

Is there a fiscal impact? No

BACKGROUND AND DISCUSSION

Part of NVTAs responsibilities under the interagency agreement with the Metropolitan Transportation Commission (MTC) is to develop a long-range CTP to support regional planning and programming efforts and prioritize local projects. This effort informs MTC's Regional Transportation Plan and the Sustainable Communities Strategy (RTP/SCS) which is updated every four years. NVTAs last updated the CTP in 2015.

Project evaluation criteria was developed during the last CTP to evaluate transportation projects and programs. Staff plans to use the evaluation criteria again to assess transportation projects that the agency administers as well as transit projects and programs. In the previous CTP the scoring process was binary which awarded (1) point for every objective met – there were 27 objectives in all. For CTP 2045, staff is proposing a point structure based on the type and number of objectives a project meets.

Unlike the Regional Transportation Plan, the CTP can be used as a visionary planning document and include financially unconstrained projects. NVTAs will include a priority project list that will reflect projects constrained by funding resources available and a visionary list that will provide an unconstrained list of projects and programs for the Plan's 25-year horizon. Staff will work with the CTP consultant team and local jurisdictions over the coming months to identify a constrained project list for the CTP. Priority projects will be included in the constrained project list. As future funding becomes available projects will ascend from the unconstrained project list to the constrained list.

SUPPORTING DOCUMENTS

Attachment(s):

- (1) 2015 CTP Evaluation Criteria
- (2) DKS Scoring Criteria Memo
- (3) CTP Project List Template
- (4) 2015 CTP Link to Project and Program Lists

Countywide Plan Project Evaluation Criteria Checklist

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

1. ☐ Objective 1: Provide safe access to jobs, schools, recreation and other daily needs for Napa's residents and visitors:
 - a. Provides complete streets
 - b. Improves safety
 - c. Provides access to transit
2. ☐ Objective 2: Endeavor to serve the special transportation needs of seniors, children and the disabled:
 - a. Compliant sidewalks/crossings
 - b. Strengthens access to transit
 - c. Provides Safe Routes to School
3. ☐ Objective 3: Coordinate transportation services for disabled persons, seniors, children and other groups so each serves as many people as possible:
 - a. Improve mobility coordination – centralized coordination of public transportation services with user groups: schools/seniors advocacy groups
 - b. Improve information and marketing
 - c. Expand or enhance transit
 - d. Optimize service efficiencies
4. ☐ Objective 4: Provide affordable transportation solutions to ensure access to jobs, education, goods, and services for all members of the community:
 - a. Keep transit service affordable
 - b. Expand or enhance Class I, II, & III bicycle facilities consistent with the Napa Countywide Bicycle Plan
 - c. Implement technologies that reduce costs of transportation

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

5. ☐ Objective 1: Design roadways and other transportation facilities to enhance coexistence of users of all modes:
 - a. Provides complete streets
 - b. Implements technology that supports alternative modes
 - c. Maintains street and roads in a state of good repair for all modes
 - d. Implements highway, street, road, and safety improvements

6. ☐ Objective 2: Educate all users so they may safely coexist:
 - a. Provides wayfinding and safety signage
 - b. Provides Public information/education
 - c. Provides education for school-aged children
7. ☐ Objective 3: Work with Napa Jurisdictions to adopt complete streets policies to meet the Metropolitan Transportation Commission's funding eligibility requirements:
 - a. Implements complete streets
8. ☐ Objective 4: Ensure Measure T roadway funds are maximized to improve infrastructure, as allowed under the Ordinance, to benefit all transportation modes:
 - a. Develop logical approach to Measure T rehab/maintenance
 - b. Implement projects on time and within budget
9. ☐ Objective 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.
 - a. Implement Complete Streets
 - b. Implement technologies that improve the operation of the road for all users
 - c. Close gaps on existing Class I path network
 - d. Expands or enhances the transit system

Goal 3: Use taxpayer dollars efficiently.

10. ☐ Objective 1: Continue to prioritize local streets and road maintenance, consistent with Measure T:
 - a. Adhere to Measure T ordinance
 - b. Implement state of good repair principles
11. ☐ Objective 2: Invest in fast and reliable bus service and infrastructure, so public transit is an attractive alternative to driving alone:
 - a. Implement bus rapid transit where appropriate
 - b. Implement rapid services in strategic locations
 - c. Maintain system effectively
12. ☐ Objective 3: Identify alternative solutions that minimize costs and maximize system performance:
 - a. Implement State of Good Repair Programs
 - b. Implement technologies that reduce cost
 - c. Implement travel demand strategies

13. ☐ Objective 4: Provide real-time traffic and transportation information via MTC's 511 or similar system by 2017:
 - a. Improve system information/communication to the public
 - b. Improve transit trip planner
 - c. Explore private sector options for system monitoring and reporting
14. ☐ Objective 5: Explore new transportation funding sources, including fees associated with new development:
 - a. Identify and prioritize projects that significantly improve the network and encourage community support
 - b. Implement working group to evaluate potential revenue sources
 - c. Use polling techniques to engage the public
15. ☐ Objective 6: Develop partnerships with Caltrans, California Transportation Commission (CTC), Metropolitan Transportation Commission (MTC), and Napa's state legislators to support expanded transportation funding for local mobility needs and to accommodate demand from regional traffic that travels through Napa County:
 - a. Promote Napa's projects and unique characteristics within the Bay Area and State
 - b. Work Collaboratively with regional, federal, and state partners to fund large infrastructure improvements
 - c. Advocate and work with north bay county-partners on common issues

Goal 4: Support Napa County's economic vitality.

16. ☐ Objective 1: Identify and improve key goods movement routes
 - a. Ensure adequate separation between freight movement and bike/ped activity
 - b. Improve connectivity on key truck routes
 - c. Improve access to airport and other port/shipping destinations
 - d. Identify and improve access in farm-to-market corridors
17. ☐ Objective 2: Work with employers to improve access to employment centers, as well as dispersed agricultural employment sites:
 - a. Support transportation for service and agricultural workers
 - b. Improve multi-modal access to employment center for low income neighborhoods
 - c. Expand vanpool and other commute alternatives
 - d. Expand transit/park and ride network

18. ☐ Objective 3: Improve transportation services aimed at visitors, including alternatives to driving:
- a. Market transit and work with hospitality industry on fare subsidies
 - b. Implement bike sharing
 - c. Implement projects that support walkable city centers
 - d. Improve non-auto connectivity between cities
19. ☐ Objective 4: Use demand management techniques to shift travel from peak to non-peak times:
- a. Identify pricing mechanisms to encourage off peak commute
 - b. Implement highway messaging signs and systems that divert traffic
 - c. Stagger school and other start times
 - d. Work with employers to encourage programs that reduce peak commute congestion
 - e. Encourage freight movement during off peak

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

20. ☐ Objective 1: Prioritize projects that reduce greenhouse gases:
- a. Expand and enhance transit
 - b. Invest in alternative fuel technologies
 - c. Invest in priority development areas that encourage non-auto use
 - d. Improve bike/ped network and facilities
 - e. Implement projects that reduce congestion
21. ☐ Objective 2: Increase mode share for transit, walking, and bicycling by 10% by 2035:
- a. Implement complete streets
 - b. Expand and enhance transit
 - c. Implement projects that close gaps in Class I and II networks
 - d. Improve road infrastructure to make transit faster
 - e. Implement Marketing strategies that encourage non-auto use and improve coordination with other agencies
22. ☐ Objective 3: Reduce the growth of automobile vehicle miles traveled (VMT) by shifting trips to other modes
- a. Encourage employer policies that reduce auto use
 - b. Encourage mixed use development
 - c. Participate in programs that consider alternative pricing mechanisms to reduce VMT
 - d. Implement systems that encourage better trip planning
 - e. Develop messaging and marketing programs that reduce VMT

Agency: _____ Project: _____

- 23. ☐ Objective 4: Encourage the provision of alternative fuel infrastructure:
 - a. Expand electric vehicle charging network
 - b. Invest in alternative fuel technologies
- 24. ☐ Objective 5: invest in improvements to the transportation network that serve land use, consistent with SB 375:
 - a. Invest in priority development areas that encourage non-auto growth
 - b. Encourage missed use development
 - c. Improve coordination between employment locations and housing
- 25. ☐ Objective 6: Identify revenues that support investments in Priority Development Areas (PDAs)
 - a. Evaluate local opportunities to increase revenues
 - b. Develop educational materials to inform the public of investments
 - c. Partner with other organizations and collaborate on policy and messaging

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

- 26. ☐ Objective 1: Deliver Measure T projects effectively:
 - a. Identify revenues to ensure Measure T projects are fully funded
 - b. Prioritize projects using State of Good Repair principles
 - c. Identify alternative revenues to ensure maintenance of effort requirements are met and exceeded
- 27. ☐ Objective 2: Focus funding on maintenance priorities

Total # of boxes checked: _____



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MEMORANDUM

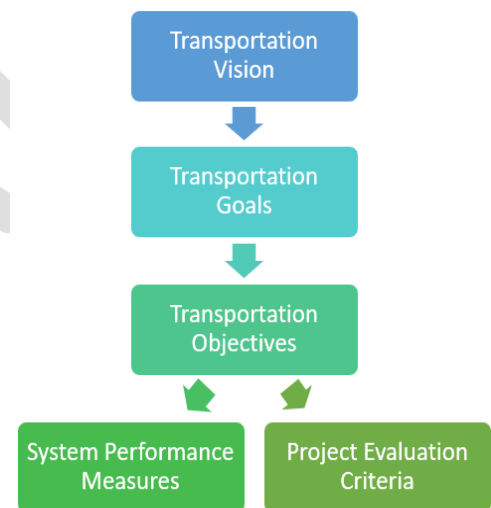
DATE: November 1, 2019

TO: Alberto Esqueda/Napa Valley Transportation Authority

FROM: Erin Vaca/DKS Associates
Aditi Meshram/DKS Associates

SUBJECT: Performance Measures for Countywide Transportation Plan – Discussion Draft

This memorandum discusses the role of performance measures in the Napa Countywide Transportation Plan (CTP) and presents a selection of potential measures for approval by NVTa staff and Board members. Performance metrics will perform two functions in the CTP process. First, progress towards the CTP's goals and objectives must be forecasted and objectively measured over time as the CTP is implemented. A second category of performance measures, project prioritization criteria or Measures of Effectiveness, will be used to rank and prioritize transportation projects for funding and implementation. Both categories of performance metrics should tie back to the adopted Goals and Objectives for the CTP. These performance measures will be revisited once the CTP goals and objectives are confirmed and adopted.



GOALS AND OBJECTIVES

Overview of Vision, Goals, Objectives, and Performance Measures in Long Range Transportation Planning

Prior to selecting performance metrics for the Napa Countywide Transportation Plan update it is useful to consider the role of vision, goals, objectives and performance measures in long range or strategic transportation planning.

Collectively, the transportation-related goals, objectives, and evaluation criteria describe how the transportation system should function in the future, as summarized by a **vision statement**. A vision statement consists of an imaginative description of the desired future condition. The vision statement for transportation system should align with the community's core values.

Goals and objectives are the incremental steps through which the broad vision statement can be achieved. **Goals** are the first step down from the broader vision, broad statements that focus on outcomes, describing a desired end state. Goals should be challenging but not unattainable.

Each goal must be supported by more discrete **objectives**. In contrast to goals, objectives should be specific and measurable. Where feasible, providing a targeted time period helps with objective prioritization and achievement. When developing objectives, it is helpful to identify key issues or concerns that are related to the attainment of the goal.

The projects included in the CTP must be consistent with the goals and objectives. To accomplish this, measurable **project evaluation criteria** that are based on the goals and objectives can be developed. The criteria will be used to inform the selection and prioritization of projects and programs for the plan by describing how well the alternatives considered support goal areas. In addition, **transportation system performance measures** will be used to quantify progress towards CTP goals and objectives. These performance measures can be used to characterize the existing performance of the transportation system as well the forecasted future performance of the system with and without proposed CTP projects.

Vision 2040 Transportation Plan

The Vision 2040 CTP contained a set of goals and objectives for the transportation system but did not include many performance metrics with which to measure progress towards those goals. ***It is expected that these goals and objectives will be refined and carried forward for use in this CTP update.***

The Vision 2040 goals and objectives, which will serve as working goals and objectives for the current CTP, are listed in **Table 1**.

The Vision 2040 CTP used a checklist to evaluate proposed transportation projects on whether each project met one or more of the Vision 2040 objectives (“improves safety”, “provides complete streets”, “encourage mixed use development”, for example). Note that only projects on the financially constrained list were evaluated. That is, the evaluation scheme was used to rank projects already on the constrained list rather than to screen or select projects.

TRANSPORTATION SYSTEM PERFORMANCE MEASURES

This section provides a list of potential transportation system performance measures that are related to the Vision 2040 Goals and Objectives. Again, this list should be revisited once the goals and objectives for the current CTP update are finalized. A more comprehensive list of performance measures that have been used in various long-range transportation plans is contained in the attached appendix.

The potential measures are also summarized in **Table 1** along with a listing of potential data sources. In addition to relevance to the CTP goals and objectives, availability of data and level of effort to measure should be considerations in selecting performance metrics.

PROJECT EVALUATION CRITERIA

The projects selected for inclusion in the CTP should be consistent with the Plan’s goals and objectives. One approach to prioritizing projects is to develop a weighted scoring system that evaluates how well each project supports objectives. **Table 2** lists potential evaluation criteria and illustrates a scoring system for discussion purposes.

Table 1 Vision 2040 Goals and Objectives with Potential Performance Measures

| Goal | Objectives | Potential Performance Measure | Data Source |
|--|---|--|-------------------------------------|
| Serve the transportation needs of the entire community regardless of age, income or ability (EQUITY) | Provide safe access to jobs, schools, recreation and other daily needs for Napa's residents and visitors | Percent of low-income households within 0.25 miles of bus transit by off-peak period headway. Equity of funding distribution based on project location. | ACS, Census Transit stops in GIS |
| | Endeavor to serve the special transportation needs of seniors, children and the disabled | Number of passenger trips served and on-time performance of ADA paratransit services. | VineGo |
| | Coordinate transportation services for disabled persons, seniors, children and other groups so each serves as many people as possible | TBD | TBD |
| | Provide affordable transportation solutions to ensure access to jobs, education, goods, and services for all members of the community | Availability and use of transit or rideshare subsidy program | Vine |
| Improve system safety in order to support all modes and serve all users (SAFETY) | Design roadways and other transportation facilities to enhance safe coexistence of users of all modes. | Percentage of roadway projects (by funding) that also improve active transportation infrastructure (sidewalks, bike lanes, etc.) | CTP project list |

Table 1 Vision 2040 Goals and Objectives with Potential Performance Measures

| Goal | Objectives | Potential Performance Measure | Data Source |
|--|--|---|---|
| Improve system safety in order to support all modes and serve all users (SAFETY) | Ensure Measure T roadway funds are maximized to improve infrastructure, as allowed under the Ordinance, to benefit all transportation modes. | Percentage of Measure T projects improving active transportation infrastructure as well as roadways (sidewalks, bike lanes) | Measure T expenditure plans I |
| | Educate all roadway users so they may safely coexist. | TBD | TBD |
| | Work with Napa jurisdictions to adopt complete streets policies to meet the Metropolitan Transportation Commission's funding eligibility requirements. | Number of or percent of Napa jurisdictions that have adopted Complete Streets policies | City and County General Plans |
| | 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 | Percent of ped and bicycle facilities completed by lane miles as shown in Countywide Plans | Pedestrian and Bicycle Facilities and Projects Inventory Countywide Bicycle and Pedestrian Plans |
| | | Annual rate of traffic fatalities and serious injuries (per million vehicle miles by mode and/or by roadway segment) | TIMS, SWITRS |

Table 1 Vision 2040 Goals and Objectives with Potential Performance Measures

| Goal | Objectives | Potential Performance Measure | Data Source |
|---|--|--|---------------------------------------|
| | | Number of serious injury and fatality crashes per population | |
| Use taxpayer dollars efficiently (EFFICIENCY) | Continue to prioritize local streets and road maintenance, consistent with Measure T. | Measure T funds designated for roadway maintenance projects | Measure T expenditure plan |
| | Invest in fast and reliable bus service and infrastructure, so public transit is an attractive alternative to driving alone. | Transit reliability: speeds and on-time performance Transit ridership or ridership per capita | Vine |
| | Identify alternative solutions that minimize costs and maximize system performance | Vehicle hours of delay Person hours of delay Speed index (ratio of congested to free flow speed) | Napa Countywide model |
| | Provide real-time traffic and transportation information via MTC's 511 or similar system by 2017. | 511 system in place | Usage statistics, if available |
| | Explore new transportation funding sources, including fees associated with new development. | Percentage of funds by source (local, state programs, federal, impact | CTP funding analysis and NVTA budgets |

Table 1 Vision 2040 Goals and Objectives with Potential Performance Measures

| Goal | Objectives | Potential Performance Measure | Data Source |
|--|---|--|--|
| | | fees) in CTP and biennial budgets | |
| | Develop partnerships with Caltrans, California Transportation Commission (CTC), Metropolitan Transportation Commission (MTC) and Napa's state legislators to support expanded transportation funding for local mobility needs and to accommodate demand from regional traffic that travels through Napa County. | TBD | TBD |
| (ECONOMIC VITALITY) Support Napa County's economic vitality (ECONOMIC VITALITY) | Identify and improve key goods movement routes. | Vehicle hours of delay for truck trips | Napa Countywide Model |
| | Work with employers to improve access to employment centers, as well as dispersed agricultural employment sites. | Job accessibility measure – TBD | Napa Countywide Model; GIS |
| | Improve transportation services aimed at visitors, including alternatives to driving | Number of transportation services aimed at visitors, including alternatives to driving | Inventory of bikeshare, rideshare and tourist buses |
| | Use transportation demand management techniques to shift travel from peak to non-peak times. | Participants signed up/using TDM programs | TDM use statistics (V Commute program) |

Table 1 Vision 2040 Goals and Objectives with Potential Performance Measures

| Goal | Objectives | Potential Performance Measure | Data Source |
|--|---|---|--|
| Minimize the energy and other resources required to move people and goods (ENERGY & ENVIRONMENT) | Prioritize projects that reduce greenhouse gases. | Total GHG emissions (CO, CO ₂ , CH ₄) from transportation sources in Napa County | TBD/Napa Climate Action Plan |
| | Increase mode share for transit, walking, and bicycling to 10% by 2035. | Mode share of transit, walking and bicycling compared to drive alone trips. | Census ACS (existing conditions) Napa Countywide Model (future) |
| | Reduce the growth of automobile vehicle miles traveled (VMT) by shifting trips to other modes. | Change in VMT or VMT per capita | Napa Countywide Model |
| | Encourage the provision of alternative fuel infrastructure. | Number of publicly accessible alternative fueling stations in Napa County. | Inventory of EV chargers and hydrogen fuel cell refueling stations |
| | Invest in improvements to the transportation network that serve land use, consistent with SB 375. | Consistency of projects with the Regional Transportation Plan/Sustainable Community Strategy | Plan Bay Area 2040 |
| | Identify revenues that support investments in Priority Development Areas (PDAs). | TBD | TBD |

Table 1 Vision 2040 Goals and Objectives with Potential Performance Measures

| Goal | Objectives | Potential Performance Measure | Data Source |
|---|--|---|-----------------------------|
| Prioritize the maintenance and rehabilitation of the existing system (MAINTENANCE & PRESERVATION) | Deliver Measure T projects effectively. | Percentage of Measure T funding designated for local streets and roads maintenance. | Measure T Expenditure Plans |
| | Focus funding on maintenance priorities. | Percentage of roadway miles at acceptable level of maintenance (PCI of 70). | Pavement Management System |

Table 2 Potential Project Evaluation Criteria

| Measure of Effectiveness | | Potential Weighting Scheme |
|---|----|--|
| Goal 1: Serve the transportation needs of the entire community regardless of age, income or ability (EQUITY). | | |
| Connected System Improves access to major local destinations | +2 | Increases access to major local destination(s) |
| | 0 | System does not have any impact or has very low impact to access |
| Accommodates all Ages and Abilities Improves accessibility for all ages and abilities and supports travel independence in the county | +2 | Project benefits travelers of all ages/abilities |
| | 0 | Connection or improvement benefits some travelers but not all |
| | -2 | Connection or improvement benefits some travelers, but has a negative impact on other age group(s) |
| <u>Multiple Travel Modes</u> Connection or improvement serves a variety of travel modes. | +2 | Serves more than one travel mode |
| | 0 | Serves single travel mode |
| | -2 | Serves single travel mode but has negative impact on others |
| Goal 2: Improve system safety in order to support all modes and serve all users (SAFETY). | | |
| Complete Streets Score Street improvement project enhances the safety and circulation of all travel modes | +2 | Project improves safety and facilitates travel for all travel modes |
| | 0 | Project improves safety and facilitates travel for transit and/or active transportation modes only |
| | -2 | Project facilitates automobile travel only |
| Improves Safety Reduces crash rates in the vicinity | +2 | Project reduces crash rates significantly |
| | 0 | Project has no impact on crashes |
| <u>Street Crossings</u> Enhances street crossings for walking and biking users. | +2 | Increases the safety of street crossings for walking and biking users |
| | 0 | No change |

Table 2 Potential Project Evaluation Criteria

| Measure of Effectiveness | Potential Weighting Scheme | |
|--|----------------------------|---|
| | -2 | Decreases the safety of street crossings for walking and biking users |
| Goal 3: Use taxpayer dollars efficiently. (EFFICIENCY) | | |
| Efficiency Score Alternative solutions that minimize costs and maximize system performance | +2 | Solution has high cost/benefit ratio |
| | 0 | Solution has lower but acceptable cost/benefit ratio |
| | -2 | Solution has higher costs than benefits |
| Funding Sources Maximize the use of non-local funds for transportation improvements | 4 | Uses non-local funds only |
| | 2 | Uses both local and regional/state/federal funds |
| | 0 | Uses local funds only |
| On-Time Performance of Transit Improvements to the transit system to increase on-time performance and reliability | +2 | Project helps improve the on-time performance of transit |
| | 0 | No effect to transit performance |
| | -2 | Project hampers the on-time performance of adjacent transit routes |
| Goal 4: Support Napa County's economic vitality. (ECONOMIC VITALITY) | | |
| Access to Jobs Improve access to employment centers and dispersed agricultural employment sites | +2 | Enhances access to employment centers and sites |
| | 0 | Has no impact on access to employment centers and sites |
| Supports Tourism Enhances transportation options for visitors | +2 | Improves transportation for visitors |
| | 0 | No impact to visitors |
| Traffic Congestion Address traffic congestion and reduce vehicle delay | +2 | Reduces daily vehicle hours of delay |
| | 0 | Has no impact on delay |
| Freight | +2 | Improves freight movement and facilities |

Table 2 Potential Project Evaluation Criteria

| Measure of Effectiveness | Potential Weighting Scheme | |
|---|----------------------------|---|
| Improves freight access/connectivity and accommodates deliveries | 0 | No impact to freight |
| | -2 | Negatively impacts freight movement |
| Goal 5: Minimize the energy and other resources required to move people and goods. (ENERGY & ENVIRONMENT) | | |
| Minimize GHGs and Pollutants Solutions that lower the emission of GHGs and other air pollutants | +2 | Reduces GHGs and air pollutant emissions |
| | 0 | Has zero impact on emissions |
| | -2 | Increases emission of GHGs and other air pollutants |
| Vehicle Miles Traveled Reduce automobile vehicle miles traveled | +2 | Reduces automobile VMT significantly |
| | 0 | Has no impact on VMT of auto travel |
| | -2 | Increases automobile VMT |
| Alternative Fuel Vehicles Develop strategies to encourage use of clean vehicles and install appropriate infrastructure | +2 | Encourages significant use of clean vehicles |
| | 0 | Encourages the use of both clean vehicles and Internal Combustion Engine (ICE) vehicles |
| | -2 | Discourages the use of clean vehicles or increases the use of ICE vehicles only |
| Alternative Modes of Travel Encourage the use of alternative modes of travel to replace drive alone trips | +2 | Causes a positive shift towards transit, walking, biking and carpooling from single occupancy vehicle trips |
| | 0 | Equally encourages drive alone and alternative modes of travel |
| | -2 | Encourages drive alone trips only or reduces the use of alternative modes |
| Goal 6: Prioritize the maintenance and rehabilitation of the existing system. (MAINTENANCE & PRESERVATION) | | |

Table 2 Potential Project Evaluation Criteria

| Measure of Effectiveness | Potential Weighting Scheme | |
|---|----------------------------|--|
| Roadway and Sidewalk Maintenance Treatments to roadways and sidewalks to improve pavement conditions for smooth and efficient movement of vehicles, bicycles and pedestrians | +2 | Improves the conditions of existing facilities |
| | 0 | Builds new facilities |

Napa Countywide Transportation Plan
Project List

ATTACHMENT 3
TAC Agenda Item 7.3
November 7, 2019

| No. | Jurisdiction | Project Title | Project Description | Project Location | | | Mode | Project Phase | Total Cost | Total Committed | Types of funds Committed | Total Need | Start Year | End Year | Included in Plan Bay Area |
|-----|--------------|---------------|---------------------|------------------|-------------|-----------|------|---------------|------------|-----------------|--------------------------|------------|------------|----------|---------------------------|
| | | | | Location | Start Point | End Point | | | | | | | | | |
| 1 | | | | | | | | | | | | | | | |
| 2 | | | | | | | | | | | | | | | |
| 3 | | | | | | | | | | | | | | | |
| 4 | | | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | | |
| 6 | | | | | | | | | | | | | | | |
| 7 | | | | | | | | | | | | | | | |
| 8 | | | | | | | | | | | | | | | |
| 9 | | | | | | | | | | | | | | | |
| 10 | | | | | | | | | | | | | | | |

* Multi-jurisdictional Project

https://www.nvta.ca.gov/sites/default/files/Vision_2040_Countywide_Plan.pdf



November 7, 2019
TAC Agenda Item 7.4
Continued From: New

Action Requested: **INFORMATION**

NAPA VALLEY TRANSPORTATION AUTHORITY TAC Agenda Letter

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

RECOMMENDATION

Information only.

EXECUTIVE SUMMARY

Each jurisdiction must update its Measure T five-year project list by seeking approval from its governing body, holding a public hearing and adopting a resolution with the updated list of projects. The resolution and adopted five-year project list must be submitted to NVRTA by January 1, 2020. The jurisdictions need to submit a draft five-year list of projects to NVRTA by November 22 so that NVRTA can provide the ITOC the draft list for review at their December 4th meeting. The five-year list should cover FYs 2020-21 through FY 2024-2025 and should include proposed 6.67% Measure T Class 1 Equivalent projects that a jurisdiction is funding with general or other eligible discretionary fund sources.

After the initial Maintenance of Effort (MOE) submission which occurred on January 1, 2018 each jurisdiction must submit its annual MOE certification by January 1st of every even year until the Ordinance sunsets. The MOE certification is an adopted Resolution stating that the jurisdiction met its MOE obligation the previous fiscal year by expending at least the MOE amount on local streets and roads maintenance. Jurisdictions MOE certification for FY 2018-19 is due to NVRTA by January 1, 2020.

FISCAL IMPACT

Is there a fiscal impact? No

BACKGROUND AND DISCUSSION

On November 6, 2012, the voters in Napa County approved Measure T, the Napa Countywide Road Maintenance Act. Measure T is a ½% sales tax expected to generate over \$400 million over a 25-year period beginning July 1, 2018, when the Measure A Flood Tax expired. Measure T is to be used for the rehabilitation of local streets and roads.

To receive Measure T funds, the Ordinance requires each jurisdiction to submit its FY 2007-08, FY 2008-09, and FY 2009-10 3-year average MOE documentation when submitting its five-year proposed project list and related materials to validate expenditures. In 2018 all agencies submitted their maintenance of effort amount and supporting documentation for their 3 year MOE requirement. Thereafter, jurisdictions must demonstrate that they have expended at least that amount of general fund revenues on eligible expenses to receive future Measure T allocations.

The Independent Taxpayer Oversight Committee (ITOC) is required by Measure T to review the minimum maintenance of effort, and the Five-year expenditure plan developed by NVTa in coordination with the jurisdictions. The 5-year plan will include proposed projects for each jurisdiction funded by Measure T. The expenditure plan will also include the proposed projects and expenditures to meet the 6.67% Measure T Class 1 Equivalent projects.

The Measure T Ordinance states that each jurisdiction will biennially develop and submit to the Authority a five-year project list to be funded by Measure T revenues. The project list must be approved through resolution by each jurisdiction at a public hearing before being approved by the Authority. The five-year project lists will be updated every other year to include two additional years so there is a continuous five-year list of projects. Jurisdictions can move projects forward or out in their five-year lists but will have to bring any additions or deletions to their project lists to the ITOC for review and the Authority for approval.

The ITOC is also required by Measure T to review the five-year projects list for each jurisdiction for consistency with the Ordinance.

Measure T Ordinance Revenue Distribution Formula:

| | |
|-----------------|----------------|
| American Canyon | 7.70% |
| Calistoga | 2.70% |
| Napa | 40.35% |
| Napa County | 39.65% |
| St. Helena | 5.90% |
| Yountville | 2.70% |
| | 99.00% |
| 1% Admin | 1.00% |
| TOTAL | 100.00% |

Next steps:

Municipalities are being asked to submit their MOE Certification and updated five-year project list by January 1, 2020. The draft project lists must be submitted by November 22 so NVTA can take the lists to the December 4 ITOC meeting.

SUPPORTING DOCUMENTS

Attachment(s):

- (1) Measure T Five-Year List of Projects
- (2) NVTA Jurisdiction Resolution for Five-year Project List
- (3) Measure T Progress Report Template

Measure T Napa Countywide Road Maintenance Act Five-Year List of Projects

Project Submittal Form

| | | | | | |
|--|--|--------|--|--------|--|
| Jurisdiction Name: | | | | | |
| Primary Contract #1 | | Email: | | Phone: | |
| Secondary Contract #2 | | Email: | | Phone: | |
| Staff Member Completing LS&R State Controller | | Email: | | Phone: | |

Maintenance of Effort (MOE)

Please provide the certified MOE amount of the jurisdiction:

Please note: Eligible expenses include local streets and roads maintenance and supporting infrastructure within the public right of way-including, but not limited to pavement, sealing, overlays, reconstruction, associated infrastructure, as required, excluding any local revenues expended for the purpose of storm damage repair as verified by an independent auditor. One time allocations that have been expended for local streets and road maintenance, but which may not be available on an ongoing basis shall not be considered when calculating an Agency's annual maintenance of effort.

ATTACHMENT 1
TAC Agenda Item 7.4
November 7, 2019

Planned Measure T Expenditures

Please provide 5 year planned streets and road maintenance projects beginning in FY 2018-19 (add more lines as needed). Per the Measure T Expenditure Plan, a *Project* is a single effort with a beginning and an end that would cause the construction or maintenance or reconstruction of some tangible portion of a transportation asset owned or operated by public agency that has independent utility. A *project* is not repeated on an annual basis, it does not appear without a detailed description as to cost and location in a local agency budget, and it must appear in a capital budget. Project numbers will be assigned by NVTA-TA.

[illegible]

| Measure T Equivalent | Project Description | Fiscal Year | Total Project Cost | Measure T Equivalent Amount | Other Funds | Location (intersection, mile marker, length of alignment) |
|----------------------|---------------------|-------------|--------------------|-----------------------------|-------------|---|
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |

Program Definitions:

Surface Treatment includes: slurry seal, fog seal, chip seal, microseal, etc.

Overlay - asphalt resurfacing

Reconstruction - includes in or all components associated with complete reconstruction of the roadway including road bed, widening to meet -complete streets requirements, and paving

Concrete work - includes ramps, sidewalks, curbs, gutters, and pavement

Drainage - includes any work required to address water run off and drainage including culverts, etc. associated with a roadway

Safety includes lights, signage, striping, traffic signals and pavement markings

Intelligent Traffic Systems - includes traffic signal interconnects or other systems to improve traffic management/operations and safety on roadways

Note: Final project list to be determined, depending on available revenues and when revenues become available, but distributed proportionately unless otherwise agreed to as part of a funding exchange proportionately as outlined in the Measure T Expenditure Plan. Prior to any allocation, jurisdictions will also be required to submit all of the necessary documentation requested above as well as a Resolution of support of the proposed project list. Requirements associated with the Class 1 Bike Facility expenditures to be agreed upon between the jurisdictions and memorialized in resolutions of support by affected jurisdictions.

Note: The above Program Definitions and listed project types are not all-inclusive. Other project types and/or means and methods may be included in the work plan provided the type of work is consistent with the intent of the Measure T Ordinance language.

RESOLUTION No. X-X

**A RESOLUTION OF THE CITY OF XXX
APPROVING PROJECTS UNDER MEASURE T PROGRAM**

WHEREAS, on November 6, 2012 the voters of Napa County passed the Napa Countywide Road Maintenance Act, also known as Measure T, which imposes a half cent transaction and use (sales) tax to provide supplemental funding for road maintenance as detailed in the Measure T Expenditure Plan; and

WHEREAS, the Napa Valley Transportation Authority-Tax Agency is the designated agency that administers and oversees the Measure T revenues; and

WHEREAS, the [City/Town/County of XX] is an eligible recipient of Measure T funds; and

WHEREAS, the tax proceeds will be used to pay for the projects outlined in the Measure T Expenditure Plan allocated to the County of Napa and the cities and town within Napa County ("Local Agencies") as set forth in Measure T; and

WHEREAS, under the Measure T Expenditure Plan, Measure T funds are provided to the Local Agencies to be used for streets and roads projects as defined in the Measure; and

WHEREAS, the [City/Town/County of XX] has entered into a Master Agreement with NVTA-TA that outlines procedures for Measure T expenditures, and

WHEREAS, the [City/Town/County of XX] provided a draft five-year project list to NVTA-TA for the expenditure of Measure T funds as required by the Measure; and

WHEREAS, it has been determined by the NVTA-TA Board that these expenditures meet the requirements of the Measure T Master Agreement;

WHEREAS, Measure T project(s) will comply with the requirements under the California Environmental Quality Act (California Code Sections 21000 *et seq.*; as implemented through California Regulations Title 14, Chapter 3, Sections 15000 *et seq.*);

NOW, THEREFORE, BE IT RESOLVED by the [City/Town Council of XX/County Board of Supervisors] as follows:

1. The [Council/Board of Supervisors] hereby adopts the five-year project list as set forth in Exhibit "A," and authorizes the Public Works Director to file the list with NVTA-TA.

Passed and adopted this X day of XXX, 20XX.

Chair

Ayes:

Nays:

Absent:

ATTEST:

Clerk

APPROVED:

Counsel

Measure T: Progress Report
Due March 31st and September 30th

ATTACHMENT 3
TAC Agenda 7.4
November 7, 2019

Jurisdiction:

Qtr:

Amount of funds in Special Measure T Revenue Fund:

| Measure T Project No. | Project Name | Location | Road Segment Length | Sidewalk Length | Number of Curb ramps installed or replaced | Program | Approved Budget | Measure T Funds | Other Funds | Measure T Amount Spent | Measure T Amount Remaining | Project Status (% Complete) | Project Start Date | Estimated Completion Date | Notes |
|-----------------------|--------------|----------|---------------------|-----------------|--|---------|-----------------|-----------------|-------------|------------------------|----------------------------|-----------------------------|--------------------|---------------------------|-------|
| | | | | | surface treatment | | | | | | | | | | |
| | | | | | surface treatment | | | | | | | | | | |
| | | | | | surface treatment | | | | | | | | | | |
| | | | | | surface treatment | | | | | | | | | | |
| | | | | | surface treatment | | | | | | | | | | |
| | | | | | surface treatment | | | | | | | | | | |
| | | | | | surface treatment | | | | | | | | | | |
| | | | | | surface treatment | | | | | | | | | | |
| | | | | | surface treatment | | | | | | | | | | |
| TOTALS | | | | | | | \$0 | \$0 | \$0 | | | | | | |

| Class I Facility Tracking | | | | | | |
|---------------------------|---------------------|----------|------------|----------------|------------|---------------------------|
| Project Name | Project Description | Location | Total Cost | Funding Source | Start Date | Estimated Completion Date |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |

"Recipients must demonstrate that 6.67% equivalent to Measure T funds received has been committed to Class 1 Bike facilities.



November 7, 2019
TAC Agenda Item 7.5
Continued From: New

Action Requested: **INFORMATION**

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: First Mile/Last Mile Connections to Transit-Pilot Discussion

RECOMMENDATION

Information only. TAC members are being asked to discuss interest in First Mile/Last Mile Connections to Transit.

EXECUTIVE SUMMARY

Municipalities across the nation are grappling with solutions to managing an influx of micromobility transportation devices in their communities. These devices are quickly becoming the preferred alternative transportation option for users to access transit hubs from home or work and to make short trips during the day. Micromobility devices, such as e-bike and e-scooter share, help extend walking trips, reduce congestion, reduce parking needs, and provide an environmentally friendly transportation solution for FMLM connections to transit.

Discussion topics for TAC:

1. Interest in shared micromobility pilot for FMLM connections to transit and system preference
 - a. Docked shared system
 - b. Dockless
2. Ordinance/Policy
 - a. Operating requirements
 - b. Education and safety
 - i. Helmets
 - ii. Devices speed/weight limits
3. Release Request for Interest to Micromobility companies?

FISCAL IMPACT

Is there a Fiscal Impact? No

BACKGROUND AND DISCUSSION

Many transit trips include making a connecting trip from home or work to a transit hub. These trips are known as First Mile/Last Mile (FMLM) connections to transit. The typically short distance of a FMLM trip is ideal for using shared “micromobility” devices, such as e-scooters and e-bikes as an alternative to driving. These devices can be part of a publicly accessible docked shared system (higher cost) with stations located throughout municipalities, or part of a more versatile dockless shared system (lower cost), allowing access through mobile device application technology to locate devices.

Many shared mobility devices are in use worldwide, either through private ownership or through public shared-use systems. There is growing support for use of these shared micromobility devices as a solution to FMLM connections to transit.

Most jurisdictions in Napa County have municipal codes that address the use of bicycles and skateboards, but not micromobility devices such as e-bikes, e-scooters, land-boards, e-unicycles etc. The California Vehicle Code has specific regulations for the operation of e-bikes (Attachment 1) and motorized scooters (Attachment 2) but does not specifically address shared micromobility systems or other small-motorized devices. The introduction of these devices as transportation alternatives in communities raises many questions about how to manage their use.

Some municipalities, such as Santa Monica are implementing pilot projects to test micromobility transportation options in their communities (Attachment 3). Pilot projects can help:

- Understand real-time conditions for operation
- Develop a new area of policy, regulation and enforcement through firsthand experience
- Move quickly to adapt to a rapidly changing industry, but leave room to learn and adjust as appropriate
- Explore partnership models with private companies
- Explore possibilities for data capture, structures and utilization
- Allow time to test management tools like shared mobility device drop zones

SUPPORTING DOCUMENTS

Attachment(s): (1) CA e-bike Regulation AB 1096
(2) CVC motorized scooters
(3) Santa Monica Pilot

AB 1096: Electric Bicycles (eBike)

This is the law that defines electric bicycles as those with fully operable pedals and an electric motor of less than 750 watts. It also creates three classes of electric bicycles based on their motor speed and level of electric assist. Electric bikes subsequently fell into classes 1, 2, and 3.

Important note: CA State AB1096 established a default framework – where a local jurisdiction (city, county, etc.) had not put any form of ordinance in place for electric bikes. A local jurisdiction (city, county, etc.) may enact an ordinance to allow or restrict electric bike usage for their area that may differ from the State default.

Class 1 eBike:

A **Class 1 eBike**, or low-speed pedal-assisted electric bicycles, is equipped with a motor that provides assistance only when the rider is pedaling and that stops providing assistance when the bicycle reaches 20 mph. These e-bikes are legal on any paved surface that a regular bike is allowed to operate.






Class 2 eBike:

Class 2 eBikes, or low-speed throttle-assisted electric bicycle, are equipped with motors that can exclusively propel the bicycle, but that cannot provide assistance when the bike reaches 20 mph. These e-bikes are legal on any paved surface that a regular bike is allowed to operate.




Class 3 eBike:

A **Class 3 eBike**, or speed pedal-assisted electric bicycle, is equipped with a motor that provides assistance only when the rider is pedaling and stops providing assistance when the bicycle reaches 28 mph. Operators of Class 3 e-bikes must be 16 or older and wear a helmet. Class 3 e-bikes are prohibited from Class I multi-use bike paths unless specifically authorized by a local ordinance.

Below is a simple visual infographic for determining what class eBikes falls into:

| CALIFORNIA ELECTRIC BICYCLE POLICY | | | | | | | | | | | |
|------------------------------------|---|----------------|------------------------------------|---------------------|------------------|---------------|----------------|-------------------|--------------------|----------------------|-------------------------|
| VEHICLE TYPE | | VEHICLE | | USER | | | BIKEWAY ACCESS | | | | |
| | | PEDAL OPERATED | MAXIMUM MOTOR-ASSISTED SPEED (MPH) | MINIMUM AGE (YEARS) | DRIVER'S LICENSE | LICENSE PLATE | HELMET | CLASS I BIKE PATH | CLASS II BIKE LANE | CLASS III BIKE ROUTE | CLASS IV PROTECTED LANE |
| BICYCLE |  | YES | N/A | N/A | NO | NO | 17 AND UNDER | YES | YES | YES | YES |
| TYPE 1 E-BIKE* |  | YES | 20 | N/A | NO | NO | 17 AND UNDER | YES | YES | YES | YES |
| TYPE 2 E-BIKE* |  | NO | 20 | N/A | NO | NO | 17 AND UNDER | YES | YES | YES | YES |
| TYPE 3 E-BIKE* |  | YES | 28 | 16 | NO | NO | YES | NO | YES | YES | YES |
| MOPED |  | NO | N/A | 16 | YES | YES | YES | NO | YES | YES | NO |

*PENDING AB-1095

Motorized Scooter

A motorized scooter is a two-wheeled device that has handlebars, a floorboard designed to be stood upon when riding, and is powered by a motor.

The Vehicle Code (VC) does not require registration, license plates to be displayed or the scooter to be insured. Local authorities can regulate the registration for these scooters pursuant to VC §21225.

Even though insurance is not required, owners of these scooters should contact their insurance company to determine if coverage is available.

A motorized scooter may be operated on a bicycle path, trail or bikeway, but not on a sidewalk. An individual shall **not operate a motorized scooter**:

- Without wearing a properly fitted and fastened bicycle helmet, if they are under age 18.
- Unless it is equipped with a brake that will enable the operator to make a braked wheel skid on dry, level, clean pavement.
- Without a valid driver's license or instruction permit.
- With any passengers.
- While carrying any package, bundle, or article that prevents the operator from keeping at least one hand upon the handlebars.
- On the highway with the handlebars raised so that the operator must elevate his or her hands above the level of his or her shoulders in order to grasp the normal steering grip area.
- On a highway with a posted speed limit greater than 25 miles per hour (mph) unless it is within a Class II or IV bikeway. However, a local authority may adopt an ordinance or resolution authorizing operation of a motorized scooter on a highway with a posted speed limit of up to 35 mph.

A Class II bikeway provides a striped lane for one-way bike travel on a street or highway. A Class IV bikeway, often referred to as a cycle track or protected bike lane, is for the exclusive use of bicycles, physically separated from motor traffic with a vertical feature. The separation may include, but is not limited to, grade separation, flexible posts, inflexible barriers, or on-street parking. Separated bikeways can provide for one-way or two-way travel.

A motorized scooter may not be operated at a speed in excess of 15 mph on all highways, including bikeways, regardless of a higher speed limit applicable to the highway.

Vehicle Code (VC) §21226(d) prohibits alteration of the exhaust system of a motorized scooter.

Proposed Pilot Program Structure

- Total duration of 16 months, through December 2019
- Request for applications in July
- Select up to 3 partner operators
- Launch devices Sept 17
- Minimum Requirements (mandatory)
- Recommended System Elements
- Flexible Administrative Guidelines
- Fees identified for cost-recovery (no-subsidy)



Pilot Program Scope

- Eligible devices include e-bikes, e-scooters and other new devices (no combustion engines)
- Maximum 15mph and 70lbs
- Up to 2,250 total devices with a flexible scale:
 - Launch: min. 250 - max. 500
 - Adjustments under 500 max. at any time (up or down)
 - Increases up to 750 with approval based on documented sustained ridership



Pilot Program Minimum Requirements

- 1. Ensure devices are safe for riding**
 - Durable brakes, head & tail lights
- 2. Educate users about riding safety & regulations**
 - Safety info on device & software; riding & parking rules provided at sign-up
- 3. Protect personal information**
 - Secure financial (PCI compliant)
- 4. Ensure devices do not pose a hazard or obstruct the PROW**
 - Clear ADA paths, entrances, driveways, bus stops, lanes; no operator distribution to Beach lots, Ocean Front Walk, Pier, Promenade or Palisades Park
- 5. Attend to operational issues promptly**
 - Devices maintained safe and clean and broken removed promptly; Customer service and ID number on device, 24-hour emergency contact
- 6. Share trip and device data**
 - Monthly data on fleet utilization; weekly ridership summary
- 7. Maintain valid insurance, permits & licenses**

Pilot Program Recommended Elements

1. **Ensure devices are safe for riding**
 - GPS-connected devices
2. **Educate users about riding safety & regulations**
 - Frequent rules & safety info on device & software; monthly education events; multi-lingual communications; low-income programs
3. **Protect personal information**
 - Encrypted customer protection, customer discretion on data sharing
4. **Ensure devices do not pose a hazard or obstruct the PROW**
 - Devices parked in appropriate PROW locations (parkway, furniture zone); incentives for correct parking; even device distribution and regular balancing; avoid unauthorized private property



Pilot Program Recommended Elements

During the program, work toward & evaluate operator related to: (con't)

4. Attend to operational issues promptly

- 7a-10p on-demand customer service available and device issues remedied in 2 hours; regular maintenance and cleaning; staffing of customer service, balancing and maintenance, max 5 min alarms

5. Share trip and device data

- Real-time data through API; 6-month customer surveys; geo-fencing

6. General Requirements

- Affordable user fees

Proposed Fees & Expenditures

- **Pilot Program Participation Fees – cost recovery**
 - \$20,000 per operator/year
 - \$130/device/year
- **Pilot Program Support – staffing**
 - Program coordinator: data, community comments, problem-solving, communications, and enforcement
 - Enforcement liaison: field tracking and documentation, citations, Police/PW collaboration and impounding, supporting oversight





November 7, 2019
TAC Agenda Item 7.6
Continued From: New

Action Requested: INFORMATION

NAPA VALLEY TRANSPORTATION AUTHORITY TAC Agenda Letter

TO: Technical Advisory Committee (TAC)
FROM Kate Miller, Executive Director
REPORT BY: Alberto Esqueda, Senior Program Planner
(707) 259-5976 | aesqueda@nvta.ca.gov
SUBJECT: Local Road Safety Plan

RECOMMENDATION

That the TAC discuss the development of a Local Road Safety Plan.

EXECUTIVE SUMMARY

Caltrans is requiring local jurisdictions to have Local Road Safety Plan (LRSP) (or its equivalent such as Systemic Safety Analysis Report (SSAR) or Vision Zero Action Plan) in place for an agency to be eligible to apply for Highway Safety Improvement Program (HSIP) federal HSIP funds. Caltrans announced a LRSP assistance program on October 8, 2019. Funds will be awarded to the applicants on a “first-come, first-serve” basis. There is no application deadline. Caltrans will continue to accept applications for as long as the funding is available.

NVTA believes embarking on an effort to develop a countywide safety plan like this would be lengthy and costly process. The Agency does not have this plan in its budget and would potentially need to pursue Caltrans’ funding and/or contributions from the jurisdictions if NVTA were to lead the effort and complete the plan(s) for all local jurisdictions. NVTA is interested in collaborating with its member agencies and discuss possible implementation scenarios.

To access the LRSP application visit the following URL : <https://dot.ca.gov/-/media/dot-media/programs/local-assistance/documents/hsip/2019/lrsprequestform20191008.pdf>

FISCAL IMPACT

Is there a fiscal impact? Yes, but it is not currently budgeted.

BACKGROUND AND DISCUSSION

Federal regulations require each State to have a Strategic Highway Safety Plan (SHSP). An SHSP is a statewide data-driven traffic safety plan that coordinates the efforts of a wide range of organizations to reduce traffic accident fatalities and serious injuries on all public roads. In coordination with federal, state, local and private sector safety stakeholders, the SHSP establishes goals, objectives, with an emphasis on challenge areas. The SHSP address the 4Es of traffic safety: Engineering, Enforcement, Education, and Emergency Services.

While the SHSP is used as a statewide approach for improving roadway safety, A Local Road Safety Plan (LRSP) can be a means for providing local and rural road owners with an opportunity to address unique highway safety needs in their jurisdictions while contributing to the success of the SHSP. The process of preparing a LRSP creates a framework to systematically identify and analyze safety problems and recommend safety improvements. Preparing an LRSP facilitates the development of local agency partnerships and collaboration, resulting in a prioritized list of improvements and actions that can demonstrate a defined need and contribute to the statewide plan. The LRSP offers a proactive approach to addressing safety needs and demonstrates agency responsiveness to safety challenges.

A LRSP provides a framework for organizing stakeholders to identify, analyze, and prioritize roadway safety improvements on local and rural roads. The process of developing a LRSP can be tailored to local protocols, needs, and issues.

SUPPORTING DOCUMENTS

None



NAPA VALLEY TRANSPORTATION AUTHORITY Board Agenda Letter

TO: NVTA Board of Directors
FROM: Kate Miller, Executive Director
REPORT BY: Kate Miller, Executive Director
(707) 259-8634 / Email: kmiller@nvta.ca.gov
SUBJECT: 2020 Federal and State Legislative Advocacy Program and Project
Priorities and Legislative and State Bill Matrix Update

RECOMMENDATION

That the Technical Advisory Committee (TAC) (1) receive the 2020 Federal and State Legislative Advocacy Programs and Project Priorities (Attachment 1), and (2) receive the State Legislative update and bill matrix provided by Platinum Advisors.

EXECUTIVE SUMMARY

Attachment 1 contains the proposed 2020 Federal and State Legislative Program and Project Priorities. The Program and Priorities is a strategy to help focus agency efforts in order to meet agency key goals and objectives. A summary of the revisions from the 2020 Federal and State Legislative Agenda and Project Priorities are included below.

Attachment 2 is the State Legislative Update from Platinum Associates. Attachment 3 is the State Bill Matrix and includes several bills released as part of the extraordinary session with staff recommendations requesting Board action.

FISCAL IMPACT

Is there a Fiscal Impact? No.

BACKGROUND AND DISCUSSION

Each year the NVTA Board approves the Federal and State Legislative Programs and Project Priorities to establish direction and to authorize staff to advocate for various policy principals and projects.

Attachment 1 is the proposed 2020 Programs and Projects list showing the changes from 2019. A summary of the changes are included in Table 1 below.

Table 1: Summary of Legislative Agenda Changes

| Item | Reason |
|--|--|
| Revenues | |
| Amend the Federal Department of Transportation (DOT) highway program from Transportation Investments Generating Economic Recover (TIGER) to Better Utilizing Investments to Leverage Development (BUILD) | The DOT changed the name of the program from TIGER to BUILD. |
| Add the language “or successor legislation” to respond to Fixing America’s Surface Transportation Act. | The FAST Act will expire in 2020 and the next transportation authorization bill may have another title. |
| Modify language regarding National Environmental Policy Act (NEPA)/California Environmental Quality Act (CEQA) reciprocity | The federal government has modified the language in the law to allow for a 150-day comment period but the DOT has not yet issued the federal register or modified its circular – this revision clarifies that staff would specifically comment on the proposed rulemaking when issued. |
| Add expanded language under user-based fees to include other congestion pricing mechanisms. | Incorporate other congestion pricing mechanisms that are intended to increase revenues and reduce congestion. |
| Add mechanisms that secure revenues on excess state-owned highway property for projects in Napa County. | There are roughly 30 acres owned by the California Department of Transportation on SR 29 that will not be needed for Soscol Junction which could be sold to support NVTAs highway improvement priorities. |

Table 1: Summary of Legislative Agenda Changes - *Continued*

| | |
|--|--|
| Support efforts to ensure consistent interpretation of Transportation Development Act (TDA) and State Transit Assistance (STA) and ensure TDA reform benefits the Vine Transit system. | The State Controller's office has in recent years interpreted TDA law in a way that has both distributed revenues to non-transit properties which has reduced the amount of revenues going to public transit systems. In addition, the State Controller's office has recently changed its interpretation of qualifying revenues to calculate STA which has reduced the amount of revenues distributed to certain transit operators. Finally TDA reform is being discussed to alter the qualifying performance metrics which is specifically focused on changing the farebox recovery measure to other metrics. |
| Congestion Relief | |
| Add support of transit shoulder running. | Once the SR 29 improvements have been made in American Canyon, running transit on the shoulder of the road would allow it to move past vehicle congestion encouraging additional ridership. |
| Projects | |
| Add Resilient SR 37 access to public lands | The SR 37 Resiliency effort includes a number of improvements that would grant additional access to non-auto users to experience the wetlands and natural environments in/around the SR 37. |
| Add autonomous vehicle infrastructure to technology projects | There has been greater emphasis on autonomous vehicle technology and additional infrastructure on city streets and highways is likely to be needed to accelerate the technology. |
| Add advocacy for the Sonoma Marin Rail Transit expansion to the Suisun Amtrak/Capital Corridor Station and Vallejo Ferry | The project would improve east/west commute connections and access to the Vallejo Ferry. |
| Add Vallejo Ferry Operational Improvements | More frequency would improve connections between the Vine Transit system and the Ferry/central Bay Area and encourage non-auto commuting. |

Attachment 2 is the State Legislative Update and Attachment 3 is the State Bill Matrix updated to reflect bills that have been signed into law, vetoed, or are now two year bills.

SUPPORTING DOCUMENTS

Attachments: (1) 2020 Federal and State Legislative Advocacy Programs and Project Priorities
 (2) October 30, 2019 State Legislative Update (Platinum Advisors)
 (3) October 30, 2019 State Bill Matrix (Platinum Advisors)

2020 Federal and State Legislative Advocacy Program and Project Priorities

Federal Legislative Advocacy Program

- Revenues
 - Support efforts to stabilize and increase revenues that flow to the Highway Trust Fund.
 - Support efforts to expand competitive grant programs.
 - Advocate for grant programs that fund clean fuel technologies, including the FTA Low and No Emission Vehicle Deployment program.
 - Advocate for increased appropriations for the New Starts and Small Starts program, as well as establishing a robust set aside for Small Starts projects in rural areas.
 - Advocate for increased appropriations for the Department of Transportation's (DOT) DOT's Better Utilizing Investments to Leverage Development (BUILD) Transportation (formerly Transportation Investments Generating Economic Recovery (TIGER) program and preserve eligibility for bicycle and pedestrian projects.
 - Advocate for increased appropriations for Federal Transit Administration (FTA) Bus and Bus Facilities funds (FTA §5339 C).
 - Support efforts that ensure continued protection of transportation programs subject to across-the-board cuts through budget sequestration.
 - Respond to Federal Transit Administration's and Federal Highway Administration's implementation of Fixing America's Surface Transportation Act (FAST) or successor legislation, as rulemakings, circulars, and other administrative actions are issued.
 - ~~Seek modifying language in the FAST Act~~ Support efforts to address the National Environmental Policy Act (NEPA) reciprocity language to align the statute of limitation to file a claim to be consistent with the 30-day statute of limitation in the California Environmental Quality Act (CEQA), or at a minimum, to align it with existing NEPA statute of limitations for highway and transit projects which is set a 150 days.
 - Support efforts that increase funding and existing FAST Act programs in anticipation of the 2020 reauthorization of the transportation authorization bill.
 - Support efforts to educate the next Administration on the need for increased investment in transportation infrastructure.
 - Support increased funding for advanced/emerging technologies pilot and demonstration programs.

State Legislative Advocacy Program

- Revenues
 - Work closely with state legislators and agencies to maximize AB 32 Cap and Trade revenues for transportation projects, specifically expanding eligibility to include travel demand management program and traffic congestion relief, grow the transit program, and identify measures to advance funds.
 - Support efforts that would support investments in transit infrastructure projects eligible for Cap & Trade offsets.
 - Support efforts to lower the 2/3rds voting threshold for local transportation sales tax measures.
 - Support efforts to increase Cap & Trade funds for public transit and other transportation programs that reduce emissions.
 - Support funding innovations such as user-based fees (e.g. tolls, parking fees, and other congestion pricing mechanisms) –that reduce congestion and stabilize and or generate new revenues for transportation such as voluntary mileage based program (that might arise from SB 1077 or other).
 - ~~Protect transportation funds from being diverted for other purposes from being conditioned for housing production or other purposes.~~
 - Protect existing formulas that maximize local and regional control of state transportation funds.
 - Support efforts to identify new revenues and mechanisms to implement redevelopment projects and support priority development areas.
 -
 - Identify and advocate for measures that would preserve and grow local streets and road revenues.
 - Support efforts that encourage and fund affordable housing programs that honor existing urban growth boundaries, preserving agricultural lands and open space areas.
 - Sponsor and support legislation that would condition the sale of excess property in Napa County owned by the California Department of Transportation to be used for highway transportation projects in Napa County as identified by NVTAs Countywide Transportation Plan.
 - Support consistent interpretation of the Transportation Development Act (TDA) which guides both TDA and State Transit Assistance (STA) specific to qualifying revenues and eligible recipients and support TDA reform that would benefit the Vine Transit system.
- Project Delivery
 - Support efforts to streamline project delivery requirements and reduce costs for delivering projects, including efforts that streamline CEQA processes.
 - Support efforts to expand local and regional authority to enter into public-private partnerships for transportation improvement projects.
- Environment
 - Support regulatory and legislative efforts to encourage van pools, transit use, and alternative commute options.

- Support programs that assist employers in meeting the SB 1339 requirements.
- Congestion Relief
 - Support efforts to establish and maintain HOV lanes on State Highways.
 - Support efforts that allow Express Bus and Regional Routes to operate on highway shoulders.
 - Support Caltrans efforts to expand traveler information and other solutions that reduce congestion and increase throughput.
- Regulatory Reform
 - Support legislation to exempt public transit vehicles from state and local truck route ordinances.
 - Support efforts that ease compliance for small operators, and provide financial assistance for infrastructure investments and vehicle purchases associated with to the California Air Resources Board's Innovative Clean Transit Rule.
 - Support Regional Housing Needs Allocation reform that expands the definition of acceptable dwelling units.

Project Priorities

- Improvements to State Route 29, including improvements to key intersections such as Soscol Avenue (SR 29/SR121/SR12), Carneros (SR 221/SR 29/SR12), Airport (SR 29/SR 12), and improvements on SR 29 in American Canyon between Napa Junction and American Canyon Road.
- Congestion relief projects and sea level rise mitigation on State Route 37 including Resilient SR 37 access to public lands.
- Projects located in the County's two Priority Development Areas
- Transit Maintenance Facility
- Technology projects that increase transit operating efficiencies and reduce emissions.
- Technology projects that improve highway and local street and road operations, including autonomous vehicle infrastructure.
- Projects included in Plan Bay Area and successor Regional Transportation Plans for Napa's jurisdictions.
- Pedestrian and Bicycle Infrastructure, Wayfinding, and Safety
- Rapid Bus corridor improvements on major corridors including project in NVTAs 2017 Express Bus Plan
- Upgrades to Soscol Gateway Transit Center
- Major Corridor Management, Operations and Control Center Projects
- Vine bus fleet electrification
- Countywide electric vehicle charging network
- Safe and accessible routes and infrastructure to transit and schools
- Sonoma Marin Area Rail Transit expansion to Suisun Amtrak/Capital Corridor Station and Vallejo Ferry Terminal.
- Vallejo Ferry operational improvements/service frequencies.



October 30, 2019

TO: Kate Miller, Executive Director
Napa Valley Transportation Authority

FR: Steve Wallauch
Platinum Advisors

RE: Legislative Update

New Director: Last week CalSTA Secretary David Kim swore in the next Caltrans Director, Adetokunbo “Toks” Omishakin. Director Omishakin brings with him a strong background in active transportation and multimodal planning to Caltrans at a time when the Department is working to implement a wider view of transportation by incorporating complete streets policies and an effort to reduce vehicle miles travelled (VMT). Born and raised in Tennessee, Toks previously served as the Deputy Commissioner for Environment & Planning at the Tennessee Department of Transportation, and prior to that he was the Director of Healthy Living in the Nashville Mayor’s Office. A goal of the new Director is to develop strong local partnerships to implement safe, sustainable, multimodal projects. At his swearing in ceremony, Director Omishakin stressed the need to improve multimodal operations and improve the safety of the transportation system, particularly for the most vulnerable users.

Climate Resiliency Executive Order: Prior to departing for Climate Week in New York, Governor Newsom issued a wide-ranging executive order making climate resiliency and greenhouse gas (GHG) reductions a priority for state investments. The executive order contains broad declarations on spending and investing funds in the following areas:

- **Transportation Systems:** Directs California State Transportation Agency (CalSTA) to align transportation spending, programming and mitigation with the state’s climate goals to achieve the objectives of the state’s Climate Change Scoping Plan, where feasible. The executive order also specifies the following actions on transportation:
 - Reduce VMTs by directing discretionary transportation funds to support housing production near jobs.
 - Reduce congestion through innovative strategies that encourage people to shift from cars to other modes.
 - Fund transportation options that contribute to overall health and GHG reductions, such as transit, walking, and biking.

- Mitigate increases in transportation costs for lower income individuals.
- **State Investments:** Directs the Department of Finance to create a Climate Investment Framework to measure and manage climate risk across the state's investment portfolio, with the goal of driving investment toward carbon-neutral and climate resilient technologies. The State's investment portfolio includes over \$700 billion through CalPERS, CalSTRs, and the University of California Retirement System.
- **State Assets and Operations:** Directs Department of General Services (DGS) to identify opportunities to lower emissions and mitigate climate risk from the state's owned and leased assets, primarily buildings and vehicles, and to implement sustainable purchasing policies across state agencies that prioritize the purchase of environmentally preferable goods, consistent with state climate policies.
- **Vehicles and Electric Vehicle Infrastructure:** Directs California Air Resources Board (CARB) to push automakers to produce even more clean vehicles, and to find ways for more Californians to purchase these vehicles on the new and used markets. Also, directs CARB to strengthen existing or adopt new regulations to achieve greenhouse gas reductions within the transportation sector.

Draft ITIP: Shortly after the Governor issued the Climate Resiliency Executive Order, Caltrans took a step toward implementing it with the release of the draft Interregional Transportation Improvement Plan (ITIP). This document outlines how Caltrans plans to spend its share of funds on transportation improvement projects. The draft ITIP has infuriated some legislators by deleting funding for some highway expansion projects and setting aside funds for unspecified rail improvements.

The draft ITIP proposes to delete funding for three existing projects that have not started planned work. These include widening projects on Highway 99 in Madera and Tulare Counties, and a project on Highway 46 in San Luis Obispo County. This action frees up \$32.5 million for other priorities. The ITIP also proposes to hold in reserve \$61.3 million in uncommitted funds for priority rail projects and other priorities that are consistent with Governor's Climate Resiliency Order. The ITIP does not indicate how or when these reserve funds would be allocated; however, it is safe to assume that these funds will be used to compliment awards made in the next round of Transit and Intercity Rail Capital Project grants.

Low Carbon Transportation Funding: On October 24th the Air Resources Board is scheduled to adopt an updated expenditure plan for 2019-20 cap & trade funds. The 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.

With respect to the HVIP rebates, the Board adopted the following changes:

- 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 Communities Plus Up. The disadvantaged communities 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.

The \$40 million in FY 2019-20 for pilot projects is limited to freight and goods movement projects. This includes \$20 million for a Zero-emission drayage truck pilot, \$10 million for Ocean-going vessels at berth capture and control system projects, and \$10 million for a Golden State Carbon Challenge.

TIRCP Cycle 4: CalSTA has released the call for projects 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 several dates for option pre-application meetings to discuss projects. In northern California the dates are November 4 in Sacramento, November 8th in Stockton, and November 7th and 12th in Oakland. Availability for the discussion meetings is limited so interested applicant are encouraged to RSVP as soon as possible. In initial discussions with staff, there is strong interest in funding zero emission bus purchases and fueling infrastructure.

Information about the Cycle 4 guidelines can be found at:

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



October 17, 2019

Saying "No:" Sunday, October 13th was the last day for Governor Newsom to sign or veto legislation. It is always interesting to us wonks to see where the Governor's actions fall in terms of sign/veto rates of prior administrations. In his first year as Governor, Newsom considered 1,042 bills and signed into law 870 of them. This leaves him with a veto rate of 16.5%, which is similar to Governor Brown's last year in office, and is basically the average veto rate over the past 50 years. Governor Brown continues to hold the record for the lowest veto rate of 1.8% in 1982, and Governor Schwarzenegger had the highest veto rate at 35% in 2008. However, the most bills vetoed in a single year was 436 by Governor Deukmejian in 1990.

Existing Positions

| Bills | Subject | Status | Client - Position |
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| <u>AB 11</u> <u>(Chiu D)</u> Community Redevelopment Law of 2019. | 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. 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. | ASSEMBLY APPR – Held on Suspense Two-Year Bill | WATCH |

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| <p><u>AB 147</u> <u>(Burke D)</u> Use taxes: collection: retailer engaged in business in this state.</p> | <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 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>Signed Into Law</p> <p>Chapter #5, Statutes of 2019</p> | <p>SUPPORT</p> |
| <p><u>AB 252</u> <u>(Daly D)</u> 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> <u>(Friedman D)</u> California</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</p> | <p>Signed Into Law, Chapter 605, Statutes of 2019</p> | <p>WATCH</p> |

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| <p>Transportation Plan. <u>AB 285</u> (Friedman D) (Continued)</p> | <p>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 transportation options. • 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> | | |
| <p><u>AB 314</u> (Bonta D) Public employment: labor relations: release time.</p> | <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</p> | <p>Vetoed</p> | <p>WATCH</p> |

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| AB 314 (Bonta D) (Continued) | <p>grievances, or participate at new employee orientations.</p> <p>In his veto message, the Governor stated, <i>"This issue is best left to the collective bargaining process so that governing authorities and public employee unions can best determine their priorities and needs at the bargaining table."</i></p> | | |
| 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> | <p>ASSEMBLY APPR – Held on Suspense</p> <p>Two-Year Bill</p> | <p>WATCH</p> |
| AB 752 (Gabriel D) Public transit: transit centers: lactation rooms. | <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> | <p>Signed Into Law, Chapter 616, Statutes of 2019</p> | <p>WATCH</p> |
| AB 784 (Mullin D) Sales and use taxes: exemption: California Hybrid and | <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>Signed Into Law, Chapter 684, Statutes of 2019</p> | <p>SUPPORT</p> |

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| Zero-Emission Truck and Bus Voucher Incentive Project: transit bus vehicles. <u>AB 784</u> (Mullin D) (Continued) | 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. | | |
| <u>AB 847</u> (Grayson D) Transportation finance: priorities: housing. | 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. 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. | ASSEMBLY H & C. D. – Two-Year Bill | WATCH |
| <u>AB 1350</u> (Gonzalez D) Youth Transit Pass Pilot Program. | 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. 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. 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 | ASSEMBLY TRANS. – Two-Year Bill | WATCH |

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| | 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. | | |
| <u>AB 1402</u> <u>(Petrie-Norris D)</u> Active Transportation Program. | <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> | ASSEMBLY TRANS. Two-Year Bill | SUPPORT |
| <u>AB 1568</u> <u>(McCarty D)</u> General plans: housing element: production report: withholding of transportation funds | <p>AB 1568 was held by the Appropriations Committee and is now a 2-year bill. 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 city or county that is found to be out of compliance with existing housing element laws.</p> | ASSEMBLY APPR – Held on Suspense Two-Year Bill | OPPOSE |
| <u>AB 1633</u> <u>(Grayson D)</u> 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. | Signed Into Law, Chapter 633, Statutes of 2019 | WATCH |

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| <p><u>ACA 1</u> (Aguiar-Curry D) Local government financing: affordable housing and public infrastructure: voter approval.</p> <p><u>ACA 1</u> (Aguiar-Curry D) (Continued)</p> | <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> | <p>SUPPORT</p> |
| <p><u>SB 5</u> (Beall D) Local-State Sustainable Investment Incentive Program.</p> | <p>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 each year, with the annual impact not to exceed \$1 billion. These limits are increased in future years.</p> <p>SB 5 generally promotes the construction of housing and infill development that promotes transit use. In veto this measure Governor Newsom explained, “...<i>this bill would increase costs by \$2 billion annually once fully implemented. Legislation with such a significant fiscal impact needs to be part of budget deliberations so that it can be considered in light of other priorities. I</i></p> | <p>Vetoed</p> | <p>SUPPORT</p> |

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| | <i>will continue to work collaboratively with the Legislature next year to continue to support increased housing production at all income levels across our state.”</i> | | |
| SB 20 (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 |
| SB 50 (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 |
| SB 127 (Wiener D) Transportation funding: active transportation: complete streets | <p>SB 127 (Wiener) aims to update existing laws relating to the programing 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 programing SHOPP projects. The bill would focus these complete street investments on urban arterials and where a state highway serves as the main street.</p> <p>The Governor’s veto message explained, <i>“By implementing my Executive Order N-19-19, Caltrans is increasing and accelerating its investments in active transportation where appropriate and feasible. I am committed to holding the department accountable to deliver more alternatives to driving while continuing to maintain our state’s highways and bridges.</i></p> | Vetoed | WATCH |

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| | <i>The new leadership we are putting in place at Caltrans will be key in implementing this vision and approach."</i> | | |
| <u>SB 137</u> <u>(Dodd D)</u> 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 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. | Signed Into Law Chapter 639, Statutes of 2019 | SUPPORT |
| <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 |

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| SB 235 (Dodd D) 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. | Signed Into Law Chapter 844, Statutes of 2019 | SUPPORT |
| SB 277 (Beall D) Road Maintenance and Rehabilitation Program: guidelines. | <p>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 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 to allocate the funds with 85% allocated by formula and 15% allocated via a competitive program for small counties.</p> <p>Governor Newsom's veto message stated the following when rejecting this bill, <i>"The current approach to administer the Local Partnership Program provides a formulaic share for all entities that qualify, but also gives the Commission the flexibility to award funds on a competitive basis to ensure the program achieves statewide goals. Additional statutory limitations inhibit the state's ability to responsibly address emerging needs within the constitutionally defined parameters of SB 1, especially for small urban and rural communities."</i></p> | Vetoed | SUPPORT |
| SB 336 (Dodd D) Transportation: | 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 | ASSEMBLY TRANSP – Two-Year Bill | SUPPORT |

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| fully-automated transit vehicles. | <p>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> | | |
| <p><u>SB 397</u> <u>(Glazer D)</u> Public transit operators: passengers with pets: evacuation orders.</p> | <p>SB 397 requires 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> | Signed Into Law, Chapter 702, Statutes of 2019 | SUPPORT |