



625 Burnell Street
Napa, CA 94559

Agenda - Final

Thursday, July 9, 2020

2:00 PM

MEETING LOCATION: REFER TO COVID-19 SPECIAL NOTICE

NVRTA Technical Advisory Committee (TAC)

******COVID-19 SPECIAL NOTICE******

PUBLIC MEETING GUIDELINES FOR PARTICIPATING VIA PHONE/VIDEO CONFERENCE

Consistent with Executive Orders No. N-25-20 and N-29-20 from the Executive Department of the State of California and Napa County's Shelter in Home Order issued March 18, 2020 and further extended, a physical location will not be provided for the Napa Valley Transportation Authority (NVRTA) Technical Advisory Committee meeting. The public is invited to participate telephonically or electronically via the methods below:

To observe the meeting by video conference, click on the link below at the noticed meeting time: <https://countyofnapa.zoom.us/j/97545900346>

Instructions on how to join a video conference are available at: <https://support.zoom.us/hc/en-us/articles/201362193-Joining-a-Meeting>

To observe the meeting by phone, call 1 (669) 900-6833 at the noticed meeting time, then enter Meeting ID 975 4590 0346. When asked for the participant ID or code, press #.

Instructions on how to join a meeting by phone are available at: <https://support.zoom.us/hc/en-us/articles/201362663-Joining-a-meeting-by-phone>

How to Submit a Public Comment

1. Members of the public may submit a public in writing by emailing info@nvta.ca.gov by 11 a.m. on the day of the meeting with PUBLIC COMMENT identified in the subject line of the email. For comments to be read into record, emails with the equivalent of a maximum of 3 minutes shall contain in the subject line "Public Comment-Not on the Agenda" or "Public Comment-Agenda Item # (include item number)". All written comments should be 350 words or less, which corresponds to approximately 3 minutes of less of speaking time. All other written comments received will still be provided to the TAC and be included as part of the meeting record.
2. To comment during a virtual meeting (Zoom), click the "Raise Your Hand" button (found in the "Participants" tab) to request to speak when Public Comment is being taken on the Agenda item. You will then be unmuted when it is your turn to make your comment for up to 3 minutes. After the allotted time, you will be re-muted. Instructions for how to "Raise Your Hand" is available in the Attendee Controls information at <https://support.zoom.us/hc/en-us/articles/200941109-Attendee-controls-in-a-meeting>.
3. To comment by phone, press "*9" to request to speak when Public Comment is being taken on the Agenda item. You will be unmuted when it is your turn to make your comment for up to 3 minutes. After your allotted time, you will be re-muted.

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 Kathy Alexander, NVTA Deputy Board Secretary, at (707) 259-8633 during regular business hours, at least 48 hours prior to the time of the meeting.

Translation Services: If you require a translator to facilitate testimony to the NVTA, please contact Kathy Alexander, NVTA Deputy Board Secretary, at (707) 259-8631 no later than 48 hours in advance of the scheduled meeting.

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

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

Acceso y el Titulo 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) 259-8631. 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 TAC. Para sa mga tulong sa akomodasyon o pagsasalin-wika, mangyari lang tumawag sa (707) 259-8631. 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 (Joe Tagliaboschi)
- 5.5 Transit Update (Alan Budde)
- 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 June 4, 2020 Technical Advisory Committee Meeting (Kathy Alexander) (Pages 9-12)**

Recommendation: TAC action will approve the June 4, 2020 TAC meeting minutes.

Estimated Time: 2:25 p.m.

Attachments: [Draft Minutes.pdf](#)

7. REGULAR AGENDA ITEMS

7.1 Draft Community Based Transportation Plan (CBTP) (Danielle Schmitz) (Pages 13-16)

Recommendation: That the TAC review the Draft CBTP and make a recommendation to the NVTa Board.

Estimated Time: 2:25 p.m.

Attachments: [Staff Report.pdf](#)

7.2 Amend the OBAG 2 Program and Proposal to Address the Calistoga to St. Helena Vine Trail Funding Shortfall (Kate Miller) (Pages 17-19)

Recommendation: That the Technical Advisory Committee recommend the NVTa Board approve:

1) Amending the One Bay Area Grant Cycle 2 (OBAG 2) Program to move \$2 million Congestion Mitigation and Air Quality (CMAQ) funds currently programmed to the Silverado Five-Way Intersection to the Vine Maintenance Facility in order to free up Transportation Development Act (TDA) funds for the Vine Trail; 2) Commit \$2 million in funding from the One Bay Area Grant Cycle 3 (OBAG 3) or other future OBAG cycle to the Silverado Five-Way Project.

Estimated Time: 2:35 p.m.

Attachments: [Staff Report.pdf](#)

7.3 Lifeline Transportation Program Cycle 6 (Diana Meehan) (Pages 20-23)

Body: The TAC will receive an update on the Lifeline Transportation Program Cycle 6.

Recommendation: Information only

Estimated Time: 2:45 p.m.

Attachments: [Staff Report.pdf](#)

7.4 Draft Environmental Document for the Napa Valley Vine Trail Project - St. Helena to Calistoga Segment (Rebecca Schenck) (Pages 24-28)

Recommendation: Information only. The Technical Advisory Committee (TAC) will receive information on the Draft Initial Study/Mitigated Negative Declaration (IS/MND) for the Napa Valley Vine Trail Project - St. Helena to Calistoga Segment. The Environmental Document will be open to the public and all affected agencies for a 30-day comment period until July 20, 2020.

Estimated Time: 2:50 p.m.

Attachments: [Staff Report.pdf](#)

7.5 Legislative Update (Kate Miller) (Pages 29-38)

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

Estimated Time: 3:05 p.m.

Attachments: [Staff Report.pdf](#)

7.6 July 15, 2020 NVTA Board Meeting and NVTA-TA Board Meeting Draft Agendas* (Kate Miller)

Body: Staff will review the July 15, 2020 NVTA Board and NVTA-TA Board meeting draft agendas. Information only.

Estimated Time: 3:10 p.m.

8. FUTURE AGENDA ITEMS

9. ADJOURNMENT

9.1 Approval of Next Regular Meeting Date of September 3, 2020 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 Wednesday, July 1, 2020.

Kathy Alexander (e-sign) July 1, 2020

Kathy Alexander, Deputy Board Secretary

*Information will be available at the meeting

Glossary of Acronyms

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

Glossary of Acronyms

P3 or PPP	Public-Private Partnership	SOV	Single-Occupant Vehicle
PCC	Paratransit Coordination Council	STA	State Transit Assistance
PCI	Pavement Condition Index	STIC	Small Transit Intensive Cities
PCA	Priority Conservation Area	STIP	State Transportation Improvement Program
PDA	Priority Development Areas	STP	Surface Transportation Program
PIR	Project Initiation Report	TAC	Technical Advisory Committee
PMS	Pavement Management System	TCM	Transportation Control Measure
Prop. 42	Statewide Initiative that requires a portion of gasoline sales tax revenues be designated to transportation purposes	TCRCP	Traffic Congestion Relief Program
PSE	Plans, Specifications and Estimates	TDA	Transportation Development Act
PSR	Project Study Report	TDM	Transportation Demand Management Transportation Demand Model
PTA	Public Transportation Account	TE	Transportation Enhancement
RACC	Regional Agency Coordinating Committee	TEA	Transportation Enhancement Activities
RFP	Request for Proposal	TEA 21	Transportation Equity Act for the 21 st Century
RFQ	Request for Qualifications	TFCA	Transportation Fund for Clean Air
RHNA	Regional Housing Needs Allocation	TIGER	Transportation Investments Generation Economic Recovery
RM2	Regional Measure 2 (Bridge Toll)	TIP	Transportation Improvement Program
RM3	Regional Measure 3	TIRCP	Transit and Intercity Rail Capital 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
SNTDM	Solano Napa Travel Demand Model	VMT	Vehicle Miles Traveled
SR	State Route		
SRTS	Safe Routes to School		

Napa Valley Transportation Authority

625 Burnell Street
Napa, CA 94559

July 9, 2020
TAC Agenda Item 6.1
Continued From: New
Action Requested: Approval

Meeting Minutes - Draft Technical Advisory Committee

Thursday, June 4, 2020

2:00 PM

MEETING LOCATION: REFER TO COVID-19 SPECIAL NOTICE

1. Call To Order

Chair Arias called the meeting to order at 2:02 p.m.

Quorum was confirmed by Roll Call

Present: 10 - Eric Whan
Joe Tagliaboschi
Lorien Clark
Juan Arias
Ahmad Rahimi
Erica Ahmann Smithies
Aaron Hecock
Bobby Lu
Derek Rayner
Rick Kaufman

Absent: 4 - Brent Cooper
Doug Weir
Daniel Gordon
Hamid Heidary

2. Introductions

[Member Ahmann Smithies in attendance at 2:03 p.m.]

3. Public Comment

No Public Comment was received.

4. Committee Member and Staff Comments

Eric Whan, City of Napa - reported the SR 29/First Street/California Boulevard roundabouts are complete except for a few minor tasks. Additionally, Member Whan announced he is retiring in August and that this is his last TAC meeting.

Kate Miller, NVTA - congratulated Member Whan on his retirement and thanked him for his contributions to the NVTA TAC and the City of Napa during his service.

Chair Arias and the rest of the TAC members echoed Ms. Miller's sentiments.

Joe Tagliaboschi, Town of Yountville - provided an update Oak Circle paving project.

Rick Kaufman, City of American Canyon - the City has started its 2020 paving project.

Derek Rayner, City of Calistoga - provided updates on projects going out to bid and the Petrified Forest Road traffic signal project.

Chair Arias, County of Napa - provided an update on the County's storm repair projects.

Erica Ahmann Smithies, City of St. Helena - reported the City is saving Measure T funds for its downtown streetscapes project. She also provided an update on the York Creek project.

Kate Miller, NVTA - announced NVTA hired Roxanna Moradi for the Senior Financial Analyst position and Robin Craig as Communications Officer.

Bobby Lu, Metropolitan Transportation Commission (MTC) - provided updates on CARES Act funding, Blue Ribbon Task Force, and the Plan Bay Area 2050 Draft Blueprint.

5. STANDING AGENDA ITEMS

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

Report by Danielle Schmitz.

- MTC is planning on releasing their recommendations for regionally significant projects in June.
- Provided an update on the SR 37 project.
- Provided an update on the 2020 State Highway Operation and Protection Program (SHOPP).
- Provided an update on the San Francisco Bay Area Water Quality Control Board Cease and Desist Order that it served on Caltrans District 4.
- Provided an overview of the responsibilities of the Blue Ribbon Task Force.

5.2 Project Monitoring Funding Programs (Alberto Esqueda)

Alberto Esqueda informed the TAC that an updated report will be provided next month.

Chair Arias asked for information on an email sent shortly before the meeting regarding the Transportation Improvement Program (TIP).

Ms. Schmitz explained the Fiscal Year 2020/2021 TIP is being updated - jurisdictions need to verify their project funding amount and years are up to date in the reporting system by July 1.

5.3 Caltrans' Report (Ahmad Rahimi)

Ahmad Rahimi started the Caltrans Report by expressing his appreciation and gratitude to Member Whan for the valuable working relationship the past twelve years and congratulating Member Whan on his retirement.

Kate Miller recommended a strong public outreach effort to address the shutdown of Highway 128 for the Hopper Slough bridge replacement.

Mr. Rahimi responded that one public outreach event was already held.

5.4 Vine Trail Update (Joe Tagliaboschi)

Joe Tagliaboschi provided an update on the alignments.

Philip Sales provided an update on Napa Valley Vine Trail Coalition efforts to balance its budget. Additionally, he reported that the May 2020 Vine Trail counts are double the amount of the May 2019 counts.

5.5 Transit Update (Alan Budde)

Mr. Budde noted that the report will be covered in Item 7.3.

5.6 Measure T Update (Alberto Esqueda)

Report by Alberto Esqueda.

At its March meeting the Independent Taxpayer Oversight Committee (ITOC) requested that staff create a uniform template for jurisdictions to report their Maintenance of Effort (MOE). Staff worked with the jurisdictions to create the template, however, while jurisdictions use the same Generally Accepted Accounting Principles (GAAP), jurisdictions use different accounting methodologies and accounting software in how they track their revenues and expenditures that makes a uniform template impractical. The ITOC accepted Mr. Esqueda's proposal of a cover memo attached to the MOE resolution and back up documentation that provides the following:

- A brief explanation (one or two paragraphs) at how they arrived at their MOE amount.
- Their established MOE amount.
- The MOE amount being reported for that year.
- The difference between the established amount and the amount being reported.

Mr. Esqueda reported the other items covered during the meeting. He also noted the next meeting is September 2, 2020 and the County of Napa is scheduled to provide a presentation.

6. CONSENT AGENDA

6.1 Meeting Minutes of April 2, 2020 TAC Meeting (Kathy Alexander) (Pages 8-11)

MOTION by TAGLIABOSCHI, SECOND by RAYNER, to APPROVE the April 2, 2020 Technical Advisory Committee Meeting Minutes. The minutes were approved by the following vote:

Aye: 7 - Member Whan, Member Tagliaboschi, Member Clark, Chairperson Arias, Rahimi, Member Ahmann Smithies, Lu, Member Rayner and Vice Chair Kaufman

Absent: 4 - Member Cooper, Member Weir, Member Gordon and Alternate Member Heidary

Abstain: 1 - Member Hecock

7. REGULAR AGENDA ITEMS

7.1 Countywide Transportation Plan (CTP) - Advancing Mobility 2045: Performance Measures (Alberto Esqueda) (Pages 12-38)

Alberto Esqueda reviewed the process to date for the Countywide Transportation Plan Performance Metrics and noted that the baseline data was gathered from multiple public data sources.

Erin Vaca of DKS Associates provided a presentation on the following performance measures:

- Equity (one measure)
- Safety (one measure)
- Congestion relief (four measures)
- Economic sustainability (two measures)
- Sustainability (five measures)

- Maintenance and preservation (two measures)

MOTION by RAYNER, SECOND by KAUFMAN to RECOMMEND the NVTA Board approve the Countywide Transportation Plan Performance Metrics. The motion was unanimously approved with the following vote:

Aye: 8 - Member Whan, Member Tagliaboschi, Member Clark, Chairperson Arias, Rahimi, Member Ahmann Smithies, Member Hecock, Lu, Member Rayner and Vice Chair Kaufman

Absent: 4 - Member Cooper, Member Weir, Member Gordon and Alternate Member Heidary

- 7.2** Information on Napa Valley Transportation Authority's Applications for Local Partnership Program (LPP) and Solutions for Congested Corridor Program (SCCP) for Soscol Junction and the Vine Transit Maintenance Facility (Danielle Schmitz) (Pages 39-45)

Danielle Schmitz provided an overview of the Local Partnership Program (LPP) and Solutions for Congested Corridor Program (SCCP) NVTA's intention to submit applications to fund Soscol Junctions improvements and the Vine Transit Maintenance Facility.

- 7.3** Vine Transit Update (Alan Budde) (Pages 46-50)

Alan Budde provided an update on the transit changes in March and April due to COVID-19, that included:

- Reduction in service schedules/service hours for the fixed routes and the community shuttles.
- The transition of City of Napa local routes to on demand service.
- The suspension of the 10x and 11x routes.
- Sanitation measures.
- Face covering requirements.

- 7.4** Legislative Update* (Kate Miller)

Kate Miller reviewed the Legislative Report.

- 7.5** June 17, 2020 NVTA Board Meeting and NVTA-TA Board Meeting Draft Agendas* (Kate Miller)

Kate Miller reviewed the June 17, 2020 NVTA Board Agenda.

8. FUTURE AGENDA ITEMS

Draft Community Based Transportation Plan

9. ADJOURNMENT

9.1 Approval of Next Regular Meeting Date of July 9, 2020 and Adjournment.

Chair Arias adjourned the meeting at 3:27 p.m.

Kathy Alexander (e-sign)

Kathy Alexander, Deputy Board Secretary



NAPA VALLEY TRANSPORTATION AUTHORITY

TAC Agenda Letter

TO: Technical Advisory Committee
FROM: Kate Miller, Executive Director
REPORT BY: Danielle Schmitz, Director of Capital Development and Planning
(707) 259-8636 / Email: rschenck@nvta.ca.gov
SUBJECT: Draft Napa Valley Community Based Transportation Plan (CBTP)

RECOMMENDATION

That the Technical Advisory Committee recommend the NVTA Board adopt the Napa Valley Community Based Transportation Plan (CBTP).

EXECUTIVE SUMMARY

The Napa Valley Transportation Authority (NVTA) staff began the Community Based Transportation Plan (CBTP) update in spring 2018. The purpose of the CBTP is to identify Communities of Concern (COC), based on census data and criteria, and conduct specific outreach to those communities to identify transportation gaps and needs.

Eight COCs were identified in Napa County and NVTA staff conducted over 13 public outreach events to gain knowledge about what transportation improvements are important to them. In addition, NVTA formed a CBTP Steering Committee made up of social service and community-based organizations to vet projects and programs and to gain further input on local needs. NVTA collected specific projects and overall programmatic themes that were identified by the community. The Draft CBTP was released for public review at the June 17 Board meeting.

NVTA has only received minor non-substantive edits and has made those changes accordingly.

BACKGROUND AND DISCUSSION

The purpose of the CBTP is to improve mobility options and close transportation gaps for low-income and disadvantaged communities in Napa County. To establish the foundation for the plan, the Metropolitan Transportation Commission (MTC) evaluates census data to identify COCs. NVTA staff expanded that effort and identified four additional COCs,

beyond the four COCs identified by MTC. The primary focus of the Community-Based Transportation planning process is to directly engage with disadvantaged Napa County residents to identify missing transportation needs not currently being met.

COCs are defined as geographic areas that have concentrated populations in four of the following eight categories:

1. Minority Population
2. Low income (<200% of Poverty) Population
3. Limited English Proficiency Population
4. Zero-Vehicle Households
5. Seniors 75 or Over
6. Population with a Disability
7. Single-Parent Families
8. Cost-burdened Renter

Table 1. Napa Communities of Concern

Census Tract	Neighborhood Name
2002.02	South Downtown Napa
2006.02	Northeast Napa (Vintage)
2007.07	Northwest Napa (Linda Vista)
2008.04	Westwood Neighborhood
2009	East Imola
2012	Unincorporated Yountville
2016.01	South St. Helena
2020	Calistoga

Outreach

NVTA staff has conducted outreach to eight COCs in Napa County to gain knowledge about what transportation improvements are important to them. In addition, NVTA formed a CBTP Steering Committee made up of social service and community-based organizations to vet projects and programs and to gain further input on local needs. The intent of the outreach is to identify projects that meet the following criteria:

- 1) Are developed through a collaborative and inclusive planning process
- 2) Improve transportation choices
- 3) Address and identify transportation gaps
- 4) Focus on transportation needs specific to elderly, disabled, and low-income communities

Based on input from the Steering Committee, staff identified outreach events to ensure equitable and appropriate outreach in all communities. Staff issued press releases and coordinated with local jurisdictions prior to all outreach events. The scheduled outreach events began in September of 2018 and concluded in December of 2018.

The CBTP outreach has helped to educate the public about the transportation options in the Napa Valley. NVRTA staff prepared a draft list of CBTP recommended projects based on feedback and comments from the outreach events.

Evaluation of Transportation Proposals

NVRTA staff, in coordination with the Steering Committee, created criteria to evaluate proposals to ensure that they adequately addressed community needs identified through the outreach process. The Steering Committee reviewed and validated the evaluation criteria at its February 27, 2019 meeting. The five criteria used to evaluate projects included:

1. Project Lead:

Existence of a “program champion,” an agency (or agencies) that takes a leadership role in securing funding, staffing and other resources devoted to the proposed service or project.

2. Community Identified:

Does the proposal address transportation needs identified through public outreach? Ultimately, all proposed projects addressed transportation needs identified by the community.

3. Implementation:

Based on anticipated barriers to implementation (such as funding, resource allocation, and project development), the group placed proposals in implementation timeframes:

- Near-Term (to be implemented in 1-2 years)
- Mid-Term (to be implemented in 3-5 years)
- Long-Term (to be implemented in 6 years or more)

4. Cost/Funding

When funding might be available to plan, construct, and maintain the proposed projects and services. Availability of on-going funding/sources, especially for transit service operations, must also be considered when evaluating the sustainability of a proposal. Although the group did consider the possible costs to develop and implement each proposal, proposals were not ranked based on their costs.

5. Benefit:

Lastly, whether each proposal is easy for potential customers to use in addressing Lifeline Transportation barriers:

- Safety
- System performance (in addition to helping the community, does the project improve system performance)
- Emissions reduction
- Improved mobility
- Improved health outcomes

Identified Projects

Based on the feedback from residents in the COCs, NVTA worked with the Steering Committee on ranking specific projects in the CBTP. Specific projects are identified below:

1. Hunt Avenue Sidewalks/Pedestrian Improvements*
2. Pope Avenue Sidewalks Pedestrian and Lighting Improvements
3. Bike Facility on Trancas from Jefferson Street to Soscol Avenue
4. Expanded TaxiScript and Commute Options
5. Bus shelter/benches at high usage stops
6. Enhanced Pedestrian Crossing at Jefferson St. and Rubicon Street
7. Enhanced Pedestrian Crossing at Jefferson St. and El Capitan
8. Enhanced Pedestrian Crossing on Trancas St. at Valle Verde
9. Transit service from St. Helena to Angwin and St. Helena Hospital
10. Transit service from Calistoga to Santa Rosa Kaiser
11. Expanded evening hours on local Transit

*City of St. Helena completed project

In addition to the above listed projects, many programmatic themes were identified in the outreach to COCs and NVTA cataloged those in the Plan.

Programmatic Themes:

- Improve Pedestrian Safety
- Improve Pedestrian Access to Schools and Transit
- Improve Transportation Options to Healthcare
- Expand Mobility Options for Low-Income, Senior, and Disabled Residents
- Increase Local Transit Evening Frequencies
- Increase Transit Amenities
- Decrease Transit Fares for Low-Income Individuals
- Increase Transit ADA Access

Moving Forward

NVTA has created a robust set of baseline data for each COC that will be used for planning efforts. Staff will review data trends in how COCs are doing in meeting identified needs and periodically update the data set. NVTA is already using the COC data to update the equity section of the Countywide Transportation Plan (CTP), *Advancing Mobility 2045*. The CBTP will also guide transportation investments for funding programs like the Lifeline Transportation Program that funds a wide range of transportation improvements that primarily benefit Communities of Concern.

SUPPORTING DOCUMENTS

- (1) Draft CBTP <https://www.nvta.ca.gov/CBTP>



NAPA VALLEY TRANSPORTATION AUTHORITY

TAC Agenda Letter

TO: Technical Advisory Committee
FROM: Kate Miller, Executive Director
REPORT BY: Kate Miller, Executive Director
(707) 259-8634/kmiller@nvta.ca.gov
SUBJECT: Amend the OBAG 2 Program and Proposal to Address the Calistoga to St. Helena Vine Trail Funding Shortfall

RECOMMENDATION

That the Technical Advisory Committee recommend the NVTA Board approve:

1) Amending the One Bay Area Grant Cycle 2 (OBAG 2) Program to move \$2 million Congestion Mitigation and Air Quality (CMAQ) funds currently programmed to the Silverado Five-Way Intersection to the Vine Maintenance Facility in order to free up Transportation Development Act (TDA) funds for the Vine Trail; 2) Commit \$2 million in funding from the One Bay Area Grant Cycle 3 (OBAG 3) or other future OBAG cycle to the Silverado Five-Way Project.

EXECUTIVE SUMMARY

The Calistoga to St. Helena Vine Trail Project currently has a \$2.3 million funding shortfall based on a 90% design estimate. To backfill that shortfall, NVTA staff is proposing to move OBAG 2 funds from the City of Napa's Silverado Five-way Project to the Vine Maintenance Facility. This action would free up Transportation Development Act (TDA) Funds banked for the Vine Maintenance Facility to backfill the funding shortfall on the Calistoga to St. Helena Vine Trail Project.

Staff is also proposing that the Board prioritize the Silverado Five-Way project for funding in OBAG 3 or other future OBAG cycle. The Silverado Five-way project has a funding shortfall, which is forcing the delay of that project until other funds have been identified. OBAG 2 guidelines necessitate that funds be used for a project that can be delivered by the program deadlines. Since the Silverado Five-way project cannot comply with the

program deadline, it will be pushed out to a future funding cycle. The City of Napa supports this proposal.

BACKGROUND AND DISCUSSION

The Calistoga to St. Helena Vine Trail project is a 6-mile class 1 path that will connect the two cities as part of the Napa Valley Vine Trail's 47-mile ultimate alignment. NVTA has secured roughly \$12.6 million in federal, state, and local funds, including \$6.1 million in Active Transportation Program (ATP) funds. The project is at 90% design and NVTA is pursuing the ATP allocation from the California Transportation Commission (CTC) in March 2021 in order to meet the ATP allocation deadline. NVTA has already requested the one 20-month extension allowed under the ATP guidelines for this project.

After deducting funds expended to date for preconstruction phases, roughly \$9.6 million in existing funding remains. The cost to construct the project, including contingency, is expected to be \$11.9 million leaving a \$2.3 million shortfall. Staff is proposing to backfill the shortfall by moving \$2 million in OBAG 2 CMAQ funds from the Silverado Five-way project to the Vine Maintenance Facility, which would free up \$2 million in TDA funds to backfill the construction shortfall on the Calistoga and St. Helena Vine Trail project.

The OBAG 2 funds cannot be moved directly to the Calistoga to St. Helena Vine Trail project because the project is not in a Priority Development Area (PDA). The OBAG program requires that at least 50% of the program funds be spent in a PDA and moving the funds would result in NVTA being out of compliance with that requirement. The Vine Maintenance Facility serves transit that operates in both of the Valley's two PDAs – American Canyon and City of Napa – and therefore is eligible to meet the PDA requirement. The Vine Maintenance Facility will also have a negative impact on air quality, and therefore is an eligible CMAQ project.

NVTA has been banking TDA funds for constructing the Vine Maintenance Facility. TDA funds can be used for a number of purposes, including bicycle and pedestrian facilities, although NVTA typically uses TDA funds for Vine Transit operations and capital projects. There is currently \$10 million in banked TDA funds for the Vine Maintenance Facility. Transferring the OBAG 2 CMAQ funds to the Vine Maintenance Facility will free up \$2 million in TDA funds for backfilling the project funding shortfall on the Calistoga to St. Helena Vine Trail project.

It should be noted that NVTA's \$10 million TDA reserve for funding the maintenance facility is also the source for shoring up NVTA's FY 2020-21 and FY 2021-22 Vine Transit budget shortfall a consequence of the coronavirus economic crisis. Keeping a healthy operating reserve must be a primary consideration until the pandemic is over and the economy has recovered. The \$2 million in CMAQ funds will not be able to be used for operational purposes once this funding exchange has been completed.

The City of Napa supports the funding proposal providing that the NVTB board commits to prioritizing the Silverado Five-Way Project at an equivalent amount in future OBAG cycle(s).

SUPPORTING DOCUMENTS

None



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: Lifeline Transportation Program Cycle 6

RECOMMENDATION

Information Only.

EXECUTIVE SUMMARY

Napa Valley Transportation Authority (NVTA) issued a notice for Letters of Interest for the Lifeline Transportation Program on June 22, 2020. There is \$156,129 in federal transit funds available to public transit operators, community based organizations and non-profits, and other local government agencies for lifeline transportation projects. Lifeline funds address transportation gaps or barriers identified in community-based transportation plans or other local planning efforts in low-income communities.

FINANCIAL IMPACT

Is there a fiscal impact? No, however NVTA Board approval will make \$156,657 available for programming.

BACKGROUND AND DISCUSSION

The Metropolitan Transportation Commission (MTC) makes funding available to improve mobility of low-income communities through the Lifeline Transportation Program (LTP). LTP funds are distributed to counties based on a low-income population formula and are administered by each county transit operator. The Napa Valley Transportation Authority (NVTA) serves as the Transit Operator for Vine Transit. NVTA issued a notice for all interested parties to submit Letters of Interest for lifeline funding.

The program is intended to fund projects included in community-based transportation plans or other planning efforts, including projects that: 1) Are developed through a collaborative and inclusive planning process; 2) improve transportation choices; 3) address transportation gaps identified in the Community Based Transportation Plans (CBTP) or other local planning efforts; and 4) focus on transportation needs specific to elderly and disabled residents of low income communities.

Eligible Applicants:

Public agencies, county social service agencies, cities and counties, and non-profit organizations are eligible applicants. However, since Federal Transit Administration (FTA) Section 5307 funds are all statutorily restricted to eligible public transit agencies, applicants must partner with NVRTA to access the revenues.

Available Funding:

Table 1. Lifeline Fund Sources

Fund Source	Amount		Total
	FY 2018-19	FY 2019-20	
FTA Section 5307 Funds	\$77,528	\$79,129	\$156,657

Local Matching Fund Requirement:

LTP Cycle 6 requires a minimum match of 20% of the total project cost.

Two exceptions to the 20% requirements:

- 1) FTA Section 5307 operating projects require a 50% match.
- 2) All auto-related projects require a 50% match.

Local match for FTA funds can be federal funds providing they are not Department of Transportation Funds.

Eligible Projects:

The program goal is to improve mobility for low-income communities in Napa County. Eligible Projects under FTA Section 5307 include:

- New and existing transportation and transit services
- Capital and operating projects

Projects that comply with the requirements above may include, but are not limited to:

- Late-night & weekend service

- Guaranteed ride home service
- Shuttle service
- Expanding fixed route public transit routes, including hours of service or coverage
- Demand-responsive van service
- Ridesharing and carpooling activities
- Transit-related aspects of bicycling (such as first-mile/last-mile connections to transit)
- Administration and expenses for voucher programs
- Local car loan programs
- Intelligent Transportation Systems (ITS)
- Marketing
- Mobility management

Statutory restrictions and eligibility for revenues included in the Lifeline program can be found at the following website:

https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/FINAL_FTA_circular9030.1E.pdf

FTA Section 5307

Projects will be selected based on -

- 1) Community-identified priority/ local support
- 2) Implementation plan/project readiness
- 3) Ability to provide required match
- 4) Accountability and Reporting
- 5) Cost effectiveness
- 6) Project budget/sustainability

Project Priority is given to projects addressing the four overarching priorities identified in the CBTP:

- Improve Pedestrian Safety – Improve conditions to reduce traffic incidents and increase pedestrian safety
- Mobility-options that expand mobility for low-income, senior and disabled residents
- Transit related-increase local transit evening frequencies, increase amenities, decrease fares for low-income individuals
- Americans with Disabilities-Increase transit ADA access

Project Delivery Requirements:

For projects receiving FY 2018-19 funds, the project must be complete by August 2023, and August 2024 for FY 2019-20 funds.

Table 2. Application/Lifeline Transportation Program Schedule

June 22, 2020	NVTA issues request for Letters of Interest
July 3, 2020	LOI due to NVTA
July 6, 2020	NVTA staff review for CBTP consistency and staff recommendation
August 1, 2020	NVTA submit Draft Lifeline Project(s) to MTC
August 19, 2020	NVTA Board Approval

SUPPORTING DOCUMENTS

Attachments:

None – information about the Lifeline Transportation Program Cycle 6, including program guidelines can be found at:

https://www.nvta.ca.gov/sites/default/files/Lifeline%20Cycle%206%20Program%20Guidance_RE_S-4416_Signed_0.pdf



NAPA VALLEY TRANSPORTATION AUTHORITY

TAC Agenda Letter

TO: Technical Advisory Committee
FROM: Kate Miller, Executive Director
REPORT BY: Rebecca Schenck, Principal Planner
(707) 259-8636 / Email: rschenck@nvta.ca.gov
SUBJECT: Draft Environmental Document for the Napa Valley Vine Trail Project
- St. Helena to Calistoga Segment

RECOMMENDATION

Information only. The Technical Advisory Committee (TAC) will receive information on the Draft Initial Study / Mitigated Negative Declaration (IS/MND) for the Napa Valley Vine Trail Project – St. Helena to Calistoga Segment. The Environmental Document will be open to the public and all affected agencies for a 30-day comment period until July 27, 2020.

EXECUTIVE SUMMARY

The Napa Valley Transportation Authority (NVTA) is the Lead Agency under the California Environmental Quality Act (CEQA) for the Napa Valley Vine Trail Project - St. Helena to Calistoga (Project). NVTA has prepared an IS/MND for the Project and is requesting comments from the public and all affected agencies.

BACKGROUND AND DISCUSSION

The California Department of Transportation (Caltrans) granted NVTA's request to be the CEQA Lead Agency for the Napa Valley Vine Trail – St. Helena to Calistoga Project (Project) in June of 2019. NVTA conducted the studies and assessed the environmental impacts of the project. Caltrans is still the CEQA responsible agency. Therefore, NVTA prepared and submitted the environmental documentation and necessary associated technical studies for Caltrans review and comments. Caltrans as well as State Parks and Middletown Rancheria have already commented on the Draft IS/MND.

Description

The Project will consist of an approximately 6.8 mile Class I bicycle and pedestrian trail within St. Helena and Napa County. The Napa Valley Vine Trail – St. Helena to Calistoga project would be located within California Department of Transportation (Caltrans) right of way (ROW), State Park lands, existing easements, and easements to be granted from property owners. The St. Helena to Calistoga project would begin in St. Helena at the intersection of Pratt Avenue and State Route (SR) 29 at post mile (PM) 29.244 and extend to the north end where it would terminate at Dunaweal Lane east of SR 29 at PM 35.308 near the city limits of Calistoga.

The proposed path would be 10-feet wide with 2-foot shoulders for a total width of 14 feet in most locations, narrowing to a lesser width (minimum 8 feet) in constrained locations. In most locations the Vine Trail would be an asphalt trail installed over aggregate base, with gravel shoulders. With the exception of a portion of the Vine Trail through Bothe-Napa Valley State Park, most of the proposed Vine Trail would be on the east side of SR 29. The majority of the project will be separated from SR 29, though a few portions of the proposed Trail would occur on the shoulder of SR 29.

An additional segment called the Fair Way Path Extension would be constructed at the same time as the proposed project. The Fair Way Extension would be a 0.6-mile Class I trail that extends north from an existing segment of the Napa Valley Vine Trail, from Washington Avenue in Calistoga to the intersection of Fair Way and Lincoln Avenue in Calistoga (east of SR 29 and approximately between PM 36.45 to 37.22). The Fair Way Path Extension was previously analyzed under CEQA and a Mitigated Negative Declaration has been approved by the City of Calistoga's Planning Commission (PC Resolution 2014-29; November 26, 2014).

CEQA Environmental Impacts

In accordance with the California Environmental Quality Act (CEQA) and the CEQA Guidelines, NVTa has prepared an Initial Study / Mitigated Negative Declaration (IS/MND). Based on the Initial Study, the project effects were found to have a less than significant impact on the environment with implementation of identified mitigation measures. CEQA requires this notice to disclose whether any listed toxic sites are present at the project location. Listed toxic sites are not present at the project location.

The public and all affected agencies are invited to review the Draft IS/MND and submit written comments. The IS/MND can be reviewed and accessed at:

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

Usually hard copies would be available at the following locations:

- Napa Valley Transportation Authority, 625 Burnell Street, Napa, CA 94559
- St Helena Public Library, 1492 Library Ln #1143, St Helena, CA 94574

Due to current situation under the coronavirus related Shelter-in-Place policy, these locations are closed to the public. Therefore, if requested, a hard copy will be mailed to members of the public and agencies upon request.

Next Steps

After the comment period ends NVTA and its consultants will address the comments received and present a final IS/MND to the NVTA Board for adoption.

SUPPORTING DOCUMENTS

- (1) Notice of Intent to Adopt a Mitigated Negative Declaration
- (2) Napa Valley Vine Trail Project – St. Helena to Calistoga Segment Draft Initial Study/Mitigated Negative Declaration (due to file size, the document is available for review on the NVTA website at: <https://www.nvta.ca.gov/vinetrail>)

**NOTICE OF INTENT
TO ADOPT A MITIGATED NEGATIVE DECLARATION**

Napa Valley Vine Trail Project – St. Helena to Calistoga

Project Description and Location

The Napa Valley Vine Trail – St. Helena to Calistoga project would consist of an approximately 6.8-mile Class I bicycle and pedestrian trail within St. Helena and Napa County. The Napa Valley Vine Trail – St. Helena to Calistoga project would be located within California Department of Transportation (Caltrans) right of way (ROW), State Park lands, existing easements, and easements to be granted from property owners. The St. Helena to Calistoga project would begin in St. Helena at the intersection of Pratt Avenue and State Route (SR) 29 at postmile (PM) 29.244 and extends to the north end where it would terminate at Dunaweal Lane east of SR 29 at PM 35.308 near the city limits of Calistoga.

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The public and all affected agencies are invited to review the Draft IS/MND and submit written comments. The IS/MND can be reviewed and accessed at: <http://www.nvta.ca.gov/vinetrail>. The thirty (30) day comment period is from June 26, 2020 to July 27, 2020. Usually hard copies would be available at the following locations:



- Napa Valley Transportation Authority, 625 Burnell Street, Napa, CA 94559
- St Helena Public Library, 1492 Library Ln #1143, St Helena, CA 94574

Due to current situation under the coronavirus related Shelter-in-Place policy, these locations are closed to the public. Therefore, if requested, a hard copy will be mailed to you. Please allow time for printing and delivery.

Public Review Period

The public review period will start on **June 26, 2020 and end on July 27, 2020 at 5:00 p.m.** Please submit any comments in writing that you may have on the draft Mitigated Negative Declaration by **July 27, 2020** to Rebecca Schenck at rschenck@nvta.ca.gov or mail comments to the following address.

**Napa Valley Transportation Authority
Attention of Rebecca Schenck
625 Burnell Street
Napa, CA 94559**

Public Hearing

Following the close of the public review period, a public hearing for the recommended adoption of the Mitigated Negative Declaration and approval of the project will be heard at a NVTA Board of Director's meeting. Please check the Board Agenda at <http://www.nvta.ca.gov> for the scheduled hearing date and location.



July 9, 2020
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: Kate Miller, Executive Director
(707) 259-8634 / Email: kmiller@nvta.ca.gov
SUBJECT: State Legislative Update, State Bill Matrix and Active Transportation Bill Matrix

RECOMMENDATION

Information only

EXECUTIVE SUMMARY

State Update

Attached are the State legislative update (Attachment 1), the State Bill Matrix (Attachment 2).

Staff is requesting that the NVRTA board take a support position on SB 288 (Weiner) that would exempt certain transportation projects in urbanized areas from the California Environmental Quality Act.

PROCEDURAL REQUIREMENTS

1. Staff Report
2. Public Comments

FISCAL IMPACT

Is there a Fiscal Impact? No

SUPPORTING DOCUMENTS

- Attachments: (1) June 30, 2020 State Legislative Update (Platinum Advisors)
(2) June 30, 2020 State Bill Matrix (Platinum Advisors)



June 30, 2020

TO: Kate Miller, Executive Director
Napa Valley Transportation Authority

FR: Steve Wallauch
Platinum Advisors

RE: Legislative Update

Done Deal: Governor Newsom signed the budget agreement and nearly all the trailer bills into law yesterday. The 2020-21 Budget provides for a \$202 billion spending plan that addresses a \$54 billion deficit caused by the COVID-19 recession. There are three budget trailer bills pending in the legislature that will be addressed when the Senate and Assembly return after summer recess. These include a measure on public safety, paid family leave, and a measure to exempt solar facilities from the pending split-roll initiative.

The Assembly is currently on their summer recess, and the Senate is scheduled to begin recess on July 2nd – both houses will reconvene on July 13th.

The following summarizes the budget agreement:

- Reserves—The Budget draws down \$8.8 billion in reserves from the Rainy Day Fund (\$7.8 billion), the Safety Net Reserve (\$450 million), and all the funds in the Public School System Stabilization Account.
- Triggers—The Budget includes \$11.1 billion in reductions and deferrals that will be restored if at least \$14 billion in federal funds are received by October 15, 2020.
- Federal Funds—The Budget relies on \$10.1 billion in federal funds that provide General Fund relief, including \$8.1 billion already received.
- Revenues—The Budget suspends the use of net operating losses for medium and large businesses and temporarily limits to \$5 million the amount of business incentive credits a taxpayer can use in any given tax year. These short-term limitations will generate \$4.4 billion in new revenues in the 2020-21 fiscal year.
- Borrowing/Transfers/Deferrals—The Budget relies on \$9.3 billion in special fund borrowing and transfers, as well as other deferrals for K-14 schools.

Transportation Trailer Bill: AB 90 (Chapter 17, Statutes of 2020) was enacted and takes effect immediately. This bill contains changes to transportation statutes, in particular relief for public transit operators. The bills include the following provisions:

- Institutes hold harmless provision for calculation and allocation of State Transit Assistance (STA) Program, STA-State of Good Repair, and Low Carbon Transit Operations Program allocations (Local Revenue Basis Only) for the 2020-

2021 and 2021-2022 budget years. Specifically, this change directs the State Controller to “freeze” for the 2020-21 and 2021-22 budget years the local revenue allocation factors used most recently before the pandemic; and, to allocate to transit agencies funds under these three programs using those same allocation factors, as opposed to updating the factors each year.

- Temporarily suspends the financial penalties associated with the Transportation Development Act’s requirements that transit agencies obtain specified fixed percentages of their operating budgets from passenger fares for the 2020-2021 and 2021-2022 budget years. As transit ridership has declined due to the COVID-19 pandemic, this language would prevent agencies from being penalized due to the ongoing public health crisis.
- Temporarily suspends, for the 2020-2021 and 2021-2022 budget years, the financial penalties associated with the State Transit Assistance Program’s requirement that transit agencies’ operating cost per revenue vehicle hour may not exceed operating cost per revenue vehicle hour adjusted by regional CPI, year over year. Suspending this requirement would prevent transit agencies from being penalized for increasing maintenance and sanitation spending during the ongoing public health crisis.
- Requires retailers of aircraft jet fuel to report quarterly to the California Department of Tax and Fee Administration (CDTFA) on their sales of aircraft jet fuel. This bill makes failure to comply with this requirement subject to a fine. It would further require CDTFA to post the information from these reports online on a quarterly basis to comply with applicable Federal Aviation Administration policy.
- Delays until no later than December 15, 2020 the business plan that the High-Speed Rail Authority was required to submit by May 1, 2020 and requires the independent peer review group to review the plan prior to the authority adopting the plan. Also, eliminates the requirement that the authority provide a project update report to the Legislature on or before March 1, 2021.
- Appropriates \$1,705,000 from the Air Pollution Control Fund for the Department of Motor Vehicles to implement the requirements of SB 210 (Leyva), Chapter 298, Statutes of 2019. The requested funds will allow the DMV to develop an information technology (IT) system that will receive data from the California Air Resources Board regarding heavy-duty truck smog violations to assist the Board in improving its emissions control program for heavy-duty vehicles.

Transportation: Over the next 5 years gasoline excise tax revenue is expected to drop by \$1.8 billion, with \$1.2 billion of the hit being to the 19-20 and 20-21 fiscal years. This shows Department of Finance is assuming a fairly quick economic rebound. The budget year is also forecasting a drop in diesel sales tax revenue, which will impact transit operating funds. However, other funding sources, such as SB 1 vehicle registration fees, are so far stable.

Transit Funds: The Budget adjusts downward the funds allocated to public transit operators via the State Transit Assistance (STA) formula from \$806 million in January to \$528 million. However, the Low Carbon Transit Operations Program (LCTOP) funds remain at \$115 million. The primary source of the drop in STA is the forecast drop in the value of diesel fuel sales. LCTOP was considered stable as the funding source for this

program are cap & trade auction revenues; however, the dismal results from the May 20th auction raises concerns about the stability of the LCTOP funds in 2020-21.

Cap and Trade Expenditure Plan: Adoption of the cap & trade expenditure plan has been deferred until August. *The budget does appropriate \$200,000 to California Air Resources Board (CARB) to begin a rule making process to adopt a 2022 Scoping Plan. Included in this update will be the review and identification of any policies, including the cap & trade auction program, that need to be changed in order to ensure that the 2030 reduction targets are met.*

Climate Catalyst Fund: AB 78 was enacted to create the framework for the Climate Catalyst Revolving Loan program. This could be a potential funding source to finance zero emission vehicles and fueling infrastructure.

While the budget trailer bill would create the Climate Catalyst Revolving Loan Fund Account, the budget does not appropriate any funds for this program. However, AB 78 allows the IBank to accept outside funding for this program, which could allow the IBank to use private funds to finance projects. The trailer bills include the following provisions:

- Defines “climate catalyst project” as any building, structure, equipment, infrastructure, or other improvement within California, or financing the general needs of any sponsor or participating party for operations or activities within the state that are consistent with, and intended to, further the purposes of the act.
- Requires the IBank to administer the fund and provides how the IBank is to administer the moneys, such as authorizing the bank to pledge moneys in the fund as security for the payment on an issuance of bonds for purposes of this act.
- Requires the Strategic Growth Council (SGC), in consultation with the Labor and Workforce Development Agency, to advise the Legislature of potential categories of climate catalyst projects that focus on the state’s key climate mitigation and resilience priorities and inform IBank of the advice provided to the Legislature.
- Requires the IBank to prepare and submit a report, as specified, regarding the fund’s program activities for the preceding fiscal year to SGC, the Governor, and the Legislature.

LEGISLATION:

CEQA Exemptions: Senator Scott Wiener gutted and amended SB 288 to grant an exemption from CEQA review for bicycle, pedestrian and transit projects. This measure is being sponsored by the San Francisco Bay Area Planning and Urban Research Association (SPUR), the Bay Area Council, and the Silicon Valley Leadership Group. SB 288 is currently in the Assembly Rules Committee pending assignment to a policy committee. In summary, SB 288 would exempt from environmental review a specific project that includes the following:

- Publicly accessible zero emission vehicle fueling stations.
- Pedestrian and bicycle facilities.
- A project for the institution or increase of public mass transit, including bus, bus rapid transit, light rail, and passenger rail, or commuter services on existing rail or

highway rights of way. This includes modernizing stations, transit priority projects, the conversion of existing general purpose lanes to HOV lanes, toll lanes, or bus only lanes.

- A project for the institution or increase of passenger or commuter service on high-occupancy vehicle lanes or existing roadway shoulders.
- Rail, light rail, and bus maintenance, repair, storage, administrative, and operations facilities.
- The repair or rehabilitation of publicly owned local, major or minor collector, or minor arterial or major arterial bridges, provided that the repair or rehabilitation does not add automobile capacity

However, the exemption only applies to projects located in an urbanized area or if the project connects two or more urbanized areas, and the lead agency is a public agency. In addition, the project cannot add new automobile capacity and the projects must be completed by a skilled and trained workforce, or use a project labor agreement.



June 30, 2020

Action Items

Bills	Subject	Status	Client - Position
SB 288 (Wiener D) California Environmental Quality Act (CEQA): exemptions.	SB 288 was recently gutted and amended to exempt from CEQA certain transit and bicycle projects. Specifically, the bill includes an exemption from CEQA for the following projects: <ul style="list-style-type: none"> Publicly accessible zero emission vehicle fueling stations. Pedestrian and bicycle facilities. Project for the institution or increase of public mass transit, including bus, bus rapid transit, light rail, and passenger rail, or commuter services on existing rail or highway rights of way, A project for the institution or increase of passenger or commuter service on high-occupancy vehicle lanes or existing roadway shoulders. Rail, light rail, and bus maintenance, repair, storage, administrative, and operations facilities. 	ASSEMBLY RULES	Support

Existing Positions

Bills	Subject	Status	Client Positions
AB 1350 (Gonzalez D) Youth Transit Pass Pilot Program.	AB 1350 (Gonzalez) was introduced last year with the intent of creating a funding program to provide free student bus passes. However, AB 1350 was amended earlier this month to replace the grant program with a mandate on transit operators.	Senate Transp. <i>Assemblywoman Gonzalez will not move this bill. To be reintroduced next year.</i>	OPPOSE Unless Amended

<p><u>AB 1350</u> (Gonzalez D) (Continued)</p>	<p>As drafted, if a public transit operator wants to receive State Transit Assistance (STA), Transportation Development Act (TDA) or Low Carbon Transit Operations Program (LCTOP) funds then it shall provide free buses to persons 18 years of age and under. While the bill states that these free passes will be counted as a full fare for purposes of farebox calculations, this would still create a significant fiscal impact on transit operators.</p> <p>While the author intends to address the fiscal impact of this bill, on behalf of NVTA we intend to work with the author to include a stable long-term funding source that is sufficient to address the cost impact.</p>		
<p><u>AB 1839</u> (Bonta D) Climate change: California Green New Deal.</p>	<p>AB 1839 proposes a Green New Deal for California.</p> <p>As currently drafted, this measure would establish a policy framework of principles and goals to address negative climate change impacts and inequity. One of the elements of the New deal include increasing affordable housing and public transportation by doubling their current availability by 2030. AB 1839 would create the California Green New Deal Council, which would consist of specified agency secretaries. This Council will develop and submit a report to the Legislature on recommendations and policies to achieve the specified goals.</p> <p>However, the current version is a general outline of future content. Amendments are expected that provide more details on how the goals of the Green New Deal will achieved.</p>	<p>ASSEMBLY PRINT</p> <p><i>Assemblyman Bonta will not move this bill. To be reintroduced next year.</i></p>	<p>Watch</p>
<p><u>AB 2012</u> (Chu D) Free senior transit passes: eligibility for state funding.</p>	<p>AB 2012 by Assemblyman Kansen Chu was introduced on January 28th. Similar to AB 1350, this bill would mandate all public transit operators to provide free transit passes to individuals aged 65 and over if the operators want to remain eligible to receive STA, TDA and LCTOP funds.</p>	<p>ASSEMBLY TRANS</p> <p><i>Assemblyman Chu will not move this bill. To be reintroduced next year.</i></p>	<p>Oppose Unless Amended</p>

<p><u>AB 2012</u> (<u>Chu D</u>) (Continued)</p>	<p>To be consistent with the action on AB 1350, an Oppose Unless Amended position is also recommended on AB 2012.</p>		
<p><u>AB 2057</u> (<u>Chiu D</u>) San Francisco Bay area: public transportation</p>	<p>AB 2057 is currently a spot bill that contains intent language to establish a seamlessly integrated regional transit system. While the impetus for this legislation is from the Seamless Bay Area effort, Assemblyman Chiu intends to work with transit operators to craft legislation that will advance service coordination and fare integration throughout the Bay Area. This will not be an easy process, but one that we will be actively involved in.</p>	<p>ASSEMBLY TRANS <i>Assemblyman Chiu will not move this bill. To be reintroduced next year.</i></p>	<p>WATCH</p>
<p><u>AB 2176</u> (<u>Holden D</u>) Free student transit passes: eligibility for state funding.</p>	<p>AB 2176 is also structured the same as AB 1350 and AB 2012, but it would require transit operators to provide a free transit pass to any student enrolled in community college, CSU, or UC. As proposed to be amended AB 2176 would require each transit agency and each community college, CSU, or UC located within the transit operators' service area to enter into an agreement to offer free or reduced fare transit passes to students. In addition, AB 2176 would require any community college, CSU or UC that currently charges a student fee for public transit service shall use that revenue solely for transit services.</p>	<p>ASSEMBLY TRANS <i>Assemblyman Holden will not move this bill. To be reintroduced next year.</i></p>	<p>Oppose Unless Amended</p>
<p><u>AB 2542</u> (<u>Kalra D</u>) Local transportation funds: State Transit Assistance Program: reports.</p>	<p>AB 2542 revises provisions of annual reporting requirements in relation to the State Transit Assistance Program (STA). It would shift the deadline for when a regional transportation planning agency (RTPA) must submit an STA eligibility report to the State Controller's Office (SCO) to within seven months of the end of each fiscal year. It would also require SCO to compile, publish, and make publicly available on its website the data and information of all transit operator financial transaction reports (FTRs) on or before November 1 of each year.</p>	<p>SENATE TRANSP</p>	<p>SUPPORT</p>

<p><u>AB 2730</u> (Cervantes D) Access and functional needs: local government: agreement for emergency management, transportation, and paratransit services</p>	<p>The intent of AB 2730 is update local emergency evacuation plans to include agreements on the use of paratransit vehicles to evacuate vulnerable population. However, the structure of the bill raises concerns by placing these agreements outside the normal emergency planning process.</p> <p>AB 2730 requires a regional transit district, county transportation commission, or other local transportation authority that provides paratransit services to enter into an agreement with adjacent regional transit districts, county transportation commissions, or local transportation authorities, upon request of the adjacent district, commission, or authority, for purposes of permitting the adjacent district, commission, or authority to borrow, for compensation, paratransit vehicles and drivers in the event of an emergency that requires the evacuation and relocation of the access and functional needs population in the jurisdiction or service area of the adjacent district, commission, or authority.</p> <p>Provides that a regional transit district, county transportation commission, local transportation authority, county, or city and county is required to enter into an agreement described above within 2 years of a request for the agreement.</p>	<p>SENATE RULES</p>	<p>WATCH</p>
<p><u>AB 3209</u> (Aguiar-Curry D) California Transportation Commission.</p>	<p>As amended, AB 3209 would authorize the NVTa to develop and submit to the California Transportation Commission a local alternative transportation investment plan. The plan would direct the re-investment of proceeds from the sale excess right-of-way located at the intersection of State Highway Route 29 and State Highway Route 221 to address transportation problems and opportunities on state highways in the county.</p>	<p>ASSEMBLY TRANS</p> <p><i>Assemblywoman Aguiar-Curry with NVTa's consent has decided not to move this bill. To be reintroduced next year.</i></p>	<p>SPONSOR</p>

<p><u>ACA 1</u> (<u>Aguiar-Curry D</u>) Local government financing: affordable housing and public infrastructure: voter approval.</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><i>Assemblywoman Aguiar-Curry might try again later this session.</i></p>	<p>SUPPORT</p>
<p><u>SB 336</u> (<u>Dodd D</u>) Transportation: fully-automated transit vehicles.</p>	<p>SB 336 aims to address safety and customer service issues by requiring at least one public transit employee to be present on any fully automated transit vehicle. The public transit employee shall be trained in passenger safety, communications, emergency preparedness, and assisting the disabled and elderly.</p> <p>SB 336 would also require any transit operator that deploys an autonomous vehicle to submit a report to the legislature on that deployment by March 31st, 2025. SB 336 would sunset on January 1, 2025.</p>	<p>ASSEMBLY TRANSP – Two-Year Bill</p> <p><i>This bill will likely not move this year.</i></p>	<p>SUPPORT</p>
<p><u>SB 1408</u> (<u>Dodd D</u>) State Route 37 Toll Bridge Act.</p>	<p>SB 1408 would authorize another toll bridge in the Bay Area. While the bill currently does not specify the entity that would operate and maintain the toll facilities, the bill would authorize a toll for the use of the Sonoma Creek Bridge along Highway 37. The primary purpose of the toll authority is to fund improvement to the Highway 37 corridor that address sea level rise threats, flooding, and congestion.</p>	<p>SENATE TRANSP</p> <p><i>Senator Dodd will not move this bill. To be reintroduced next year.</i></p>	<p>SUPPORT</p>