



September 6, 2018
NMTA Technical Advisory Committee (TAC)
Meeting Handouts

1. Item 5.2 - Project Monitoring Funding Programs
 - a. TDA 3 Project List – September 2018
 - b. STIP at Risk Report - September 2018
 - c. Federal at Risk Report - September 2018
 - d. Caltrans Inactive Obligations - September 2018
2. Item 5.3 - Caltrans Report
3. Item 8.5 - Legislative Update
4. Item 8.6 - Draft Board Meeting Agenda

Slides of Chris Ganson,'s (Office of Planning and Research) presentation on SB 743 have been added to this handout packet.

TDA 3 Project List -September 2018

Index	TIP ID Source	Allocation Number	Sponsor Prog'd Amount	Project Title Phase	FY	Req'd Activity	Approval Date	Eligible Costs Incurred By	Zone	Notes	Prev Zone
1			City of Napa	Tulocay Creek Bridge and Trail Completion							
	TDA 3	94	\$163,125	CON	13/14	Closeout/audit	3/26/2014	6/30/2017	G	Project complete	
2			American Canyon	Rio Del Mar/Los Altos/Theresa Ped Project							
	TDA 3	70	\$47,855	CON	14/15	Submit invoice/ closeout/ audit	10/22/2014	6/30/2017	G	Project complete.	
3			St. Helena	Mitchell Drive Sidewalk Project							
	TDA 3	78	\$107,278	CON	14/15	Closeout/audit	1/28/2015	6/30/2017	G	Project complete	
4			Calistoga	Riverside Ped Project							
	TDA 3	68	\$83,888	CON	14/15		9/24/2014	6/30/2019	Y	Funds reallocated from FY 17 to FY 19. Plans being revised to address CDFW draft permit conditions.	
5			Yountville	Washington St. Sidewalk Project							
	TDA 3	69	\$51,086	CON	14/15	Closeout/audit	9/24/2014	6/30/2017	G	Project complete	
6			NVTA	Vine Trail Soscol Avenue Gap Closure							
	TDA 3	88	\$50,000	PSE	14/15		5/27/2015	6/30/2017	G	Funds spent.	
7			St. Helena	Railroad Avenue ADA Curb Ram Reconstruction							
	TDA 3		\$50,000		16/17			6/30/2019	G		
8			Calistoga	Logvy Park Sidewalk on Washington St.							
	TDA 3		\$51,500		16/17			6/30/2019	G	Project Completed.	
9			American Canyon	Donaldson Way Sidewalk Closure							
	TDA 3		\$127,652		16/17			6/30/2019	G	TDA-3 funds in prior cycle \$127,652; Envcomplete; Resoof local support; Project construction complete 9/2018-Change of scope from original application-Class II to Class III	
	TDA 3		\$221,099		18/19			6/30/2021	G		
10			NVTA	Napa Valley Vine Trail-Oak Knoll Segment							
	TDA 3		\$159,000		16/17			6/30/2019	G		
11			St. Helena	Hunt Avenue Sidewalk Gap Closure							
	TDA 3	88	\$75,000	CON	18/19			6/30/2021	G		

STIP At Risk Report

STIP Locally-Sponsored Napa County Projects

Status Date: September 2018

Red Zone Projects								
Ind	PP No.	Sponsor	Project Title					
	Source	Prog'd Amount (\$x 1,000)	Phase	FY	Req'd Activity	Date Req'd By	Zone	Notes
1	FMS 5932	American Canyon	Devlin Road and Vine Trail Extension					
	RIP - T4 -ST	\$297	PAED	15/16	Invoice	8/1/18	G	Progress invoice in progress will be submitted 2/2018. Project in design alignment change to roundabout due to RWQCB comments. Payment for Invoice #4 received 2/2018. Grant for PAED is 99% invoiced.
	STIP	\$4,151	CON	18/19	Request Authorization	11/1/18	Y	AB 3090 Request.
2	2130F	City of Napa	California Roundabouts					
	RIP-T4-FED	\$431	ROW	16/17	Invoice	8/1/18	Y	1st invoice submitted 1/2018
	RIP-T4-FED	\$1,070	CON	17/18	Invoice	12/1/18	Y	Submitted allocation request May 2018.

STIP At Risk Report
STIP Locally-Sponsored Napa County Projects

Status Date: September 2018

Yellow Zone Projects

Index	PP No.	Sponsor	Project Title					
	Source	Prog'd Amount (\$x 1,000)	Phase	FY	Req'd Activity	Date Req'd By	Zone	Notes
3	FMS 6013	Calistoga	Petrified Forest Road and SR 128 Intersection Improvements					
			\$105 PAED	16/17	Invoice	11/1/17	R	CEQA Special studies completed. Co-Op Agreement with Caltrans executed. Traffic Impact Analysis completed. CEQA document being prepared.
	TDIF							
	RIP-T4-FED		\$475 CON	19/20	Request Authorization	11/1/18	G	Reallocated \$50k in 17/18 ROW to CON

STIP At Risk Report
Locally-Sponsored Napa County Projects

Status Date: September 2018

Green Zone Projects								
Index	PPNO Source	Sponsor	Project	Phase	FY	Req'd Activity	Date Req'd By	Zone Notes
4	2130Q	St. Helena	Highway 29/ Grayson Ave Signal Construction					
	RIP	\$300	CON	14/15				G Completed.
5	FMS 5942	Yountville	Hopper Creek Pedestrian Path (Oak Cir -Mission)					
	RIP-T4-FED	\$100	PS&E	18/19	Request obligation	11/1/18	G	Postponed from FY 16/17
	RIP-T4-FED	\$400	CON	19/20	Request obligation	11/1/19	G	Postponed from FY 17/18
6	FMS 5934	County of Napa	Airport Boulevard Rehab					
	STIP	\$57	PS&E	21/22	Request obligation	11/1/21	G	Postponed until FY 21/22 from 17/18
	STIP	\$1,275	CON	21/22	Request obligation	11/1/21	G	Postponed until FY 21/22 from 18/19
7		City of Napa	Silverado Five-Way Intersection Improvements					
		\$1,153	CON	21/22	Request obligation	11/1/21	G	PID in progress. CT Co-Op Agreement in development.
8		County of Napa	Silverado Trail Phase L					
	NAP-RTIP	\$98	CON	20/21	Request obligation	11/1/21	G	
	SOL-RTIP	\$98	CON	20/21	Request obligation	11/2/21	G	
9	FMS 5934	NVTA	Soscol Junction					
	RTIP	\$6,100	PAED	99/00	Request		-	
	RTIP	\$200	PSE	99/00	Request		-	
	RTIP	\$3,000	PSE	18/19	Request	11/1/18	G	
	RTIP	\$300	ROW	19/20	Request	11/1/19	G	
			SUP		Authorization			
	RTIP	\$300	ROW	19/20	Request	11/1/19	G	
	RTIP	\$2,919	CON	21/22	Request	11/1/21	G	
					Authorization			

STIP At Risk Report
2014 STIP Locally-Sponsored Napa County Projects

Status Date: September 2018

2010 STIP -Timely Use of Funds Provisions

The Timely Use of Funds and At Risk reports monitor the STIP Timely Use of Funds Provisions included in the current STIP Guidelines as adopted by the CTC. The current Timely Use of Funds Provisions are as follows:

Required Activity	Timely Use of Funds Provision
Allocation	For all phases, by the end (June 30th) of the fiscal year identified in the STIP.
Construction Contract Award ¹	Within six (6) months of allocation.
Accept Contract (Construction)	Within 36 months of contract award.
Complete Expenditures	For Env, PSE, & R/W funds, costs must be expended by the end of the second FY following the FY in which the funds were allocated.
Final Invoice/Project Completion (Final Report of Expenditures)	For Env, PSE, & R/W funds, within 180 days (6 months) after the end of the FY in which the final expenditure occurred. For Con funds, within 180 Days (6 months) of contract acceptance.

Zone Criteria

The Timely Use of Funds and At Risk reports utilize the deadlines associated with each required activity of the STIP Timely use of Funds Provisions to assign a zone of risk. The following zone criteria was developed for each of these risk zones (Red, Yellow, & Green). For the Final Invoice, this activity is tracked but no zone of risk is assigned.

Required Activity	Criteria Timeframes for Required Activities		
	Red Zone	Yellow Zone	Green Zone
Allocation -Env Phase	within four months	within four to eight months	All conditions other than Red or Yellow Zones
Allocation -PS&E Phase	within six months	within six to ten months	All conditions other than Red or Yellow Zones
Allocation -Right of Way Phase	within eight months	within eight to twelve months	All conditions other than Red or Yellow Zones
Allocation -Construction Phase	within eight months	within eight to twelve months	All conditions other than Red or Yellow Zones
Construction Contract Award	within six months	within six to eight months	All conditions other than Red or Yellow Zones
Accept Contract	within six months	within six to twelve months	All conditions other than Red or Yellow Zones
Complete Expenditures	within eight months	within eight to twelve months	All conditions other than Red or Yellow Zones
Final Invoice/Project Completion (Final Report of Expenditures)	NA	NA	NA

Other Zone Criteria

Yellow Zone	STIP /TIP Amendment pending
Red Zone	Extension Request pending

Notes:

1. Statute requires encumbrance by award of a contract for construction capital and equipment purchase within twelve months of allocation. CTC Policy is six months.

Federal At Risk Report

Status Date: September 2018

Federally-Funded Locally-Sponsored Napa County Projects

Red Zone Projects										
Index	TIP ID	Sponsor	Project Title		Phase	FY	Req'd Activity	Date Req'd By	Zone	Notes
1	NAP110006	American Canyon	American Canyon PDA Development Plan							
	STP		\$318	PE	13/14	Submit invoice	6/20/2018	G	Invoice no. 7 was submitted 11/20/17.	
	PDA - STP		\$475	PE	13/14	Submit Invoice	6/20/2018	G	Invoice no. 7 was submitted 11/20/17.	
2	NAP110028	City of Napa	California Blvd. Roundabouts							
	CMAQ		\$1,740	CON	17/18	Request obligation	11/1/17	Y		
	CMAQ		\$723	ROW	16/17	Submit invoice	08/01/18	Y	Received Authorization August 2016	
	RIP-T4-FED		\$431	ROW	16/17	Submit invoice	08/01/18	Y	Received Authorization August 2016	
	RIP-T4-FED		\$1,070	CON	17/18	Submit invoice	12/01/18	Y	Allocation request submitted May 2018	
	STP		\$275	PE	13/14			G		

Index	TIP ID	Sponsor	Project Title						
	Source	Prog'd Amount (\$x 1,000)	Phase	FY	Req'd Activity	Date Req'd By	Zone	Notes	
1	NAP110006	American Canyon	American Canyon PDA Development Plan						
	STP	\$318	PE	13/14	Submit invoice	6/20/2018	G	Invoice no. 7 was submitted 11/20/17.	
	PDA - STP	\$475	PE	13/14	Submit Invoice	6/20/2018	G	Invoice no. 7 was submitted 11/20/17.	
2	NAP110028	City of Napa	California Blvd. Roundabouts						
	CMAQ	\$1,740	CON	17/18	Request obligation	11/1/17	Y		
	CMAQ	\$723	ROW	16/17	Submit invoice	08/01/18	Y	Received Authorization August 2016	
	RIP-T4-FED	\$431	ROW	16/17	Submit invoice	08/01/18	Y	Received Authorization August 2016	
	RIP-T4-FED	\$1,070	CON	17/18	Submit invoice	12/01/18	Y	Allocation request submitted May 2018	
	STP	\$275	PE	13/14			G		

Federal At Risk Report

Status Date: September 2018

Federally-Funded Locally-Sponsored Napa County Projects

Yellow Zone Projects Continued

Index	TIP ID	Sponsor	Project Title	FY	Req'd Activity	Date Req'd By	Zone	Notes
	Source	Prog'd Amount (\$x 1,000)	Phase					
3	NAP110014	NVTA	Napa Vine Trail Design and Construction - various locations					
	TCSP	\$800	PE	11/12		1/26/14	Y	Invoice submitted week of 7/27/15.
	Other local	\$228	PE	13/14		9/30/13	G	Complete
	CMAQ	\$211	PE	11/12		1/26/14	G	Complete
	TCSP	\$120	ROW	13/14			G	Unspent funds being programmed for CON
	Other local	\$211	CON	13/14		2/1/14	G	Complete
	TCSP	\$1,580	CON	13/14	Invoice		G	Construction in progress
	ATP	\$3,600	CON	15/16	Invoice		G	Construction in progress. Anticipated project completion date March 2017. Traffic signal will be electrified 1st & 2nd weeks of March.
	TDA 3	\$50	PE	15/16	Invoice		G	Design work in progress at 50%. Project development has transferred to City of Napa
	ATP	\$6,100	CON	18/19	Invoice		G	PSR in progress.
4	NAP130001	City of Napa	PDA Planning Program Funds					
	STP	\$275	PE	13/14	Submit invoice	7/1/18	Y	Invoice submitted 1/2018. Parking Manager hired, project on track. Project kick-off meeting held May 22, 2018. Estimates scope of work completion end 11/2018 for Central Napa ped corridor project.
5	NAP110023	County of Napa	Silverado Trail Phase H Rehab					
	STP-T4-2-OBAG	\$794	CON	16/17	Request Authorization	5/1/2017	Y	Project Completed and Closed. Will be removed.

Federally-Funded Locally-Sponsored Napa County Projects

Green Zone Projects									
Index	TIP ID	Sponsor	Project Title	FY	Req'd Activity	Date Req'd By	Zone	Notes	
	Source	Prog'd Amount (\$x 1,000)	Phase						
6	NAP130002	NVTA	Napa County SRTS Program						
	CMAQ	\$420	PE	13/14	Close out		G	Final invoice submitted 10/20/2017.	
7	NAP110007	American Canyon	Theresa Ave Sidewalk Phase III						
	CMAQ	\$200	CON	13/14	Close out		G	Completed. Sent revised final invoice to Caltrans on 09/12/2016.	
8	0414000362L	County of Napa	Chiles Creek Bridge Replacement						
	BRLS	\$745.5	PE		Submit invoice	09/01/18	G	Pre-lim design 25%.	
9	0414000363L	County of Napa	Dry Creek Bridge Road Replacement						
	BRLO	\$899	PE		Submit invoice	09/01/18	G	Pre-lim design 25%.	
10	NAP150002	County of Napa	Garnett Bridge Greenwood Ave						
	HBP-T4-L	\$650	PE	15/16	Submit invoice	09/01/18	G	Awarded in May 2018. NTP 6/08/2018	
11	REG070009	County of Napa	Napa County High Friction Surface						
	HSIP6-04-009	\$335	CON	15/16	Submit invoice	05/01/18	G	Completed and closed. Final invoice submitted and received. Will be removed.	
12	REG070009	County of Napa	Napa Co Metal Beam Guard Rail						
	HSIP6-04-010	\$360	CON	15/16	Submit invoice	05/01/18	G	Completed and closed. Final invoice submitted and received. Will be removed.	
13	NAP130009	County of Napa	Silverado Trail Phase G Rehab						
	PCA	\$1,107	CON	15/16	Submit invoice	05/01/18	G	Completed and closed. Final invoice submitted and received. Will be removed.	
14	NAP130010	County of Napa	Silverado Trail Yountville-Napa Safety Improvement						
	STP	\$143	CON	15/16	Submit invoice	05/01/18	G	Completed and closed. Final invoice submitted and received. Will be removed.	
15	5921010-00	County of Napa	Oakville Crossroad Bridge Replacement						
	BRLO	\$5,376	CON	95/96	Submit invoice		G	Construction Complete.	
		\$1,238	PE		Submit invoice	9/1/18		In env monitoring.	
16	NAP110026	County of Napa	Hardin Road Bridge Replacement- 21C0058						
	HBRR	\$900	PE	19/20			G		
	HBRR	\$200	ROW	20/21			G		
	HBRR	\$5,000	CON	22/23			G		
17		NVTA	Vine Trail St. Helena- Calistoga						
	STP	\$711	CON	19/20	Request		G		
18		City of Napa	Vine Trail Gap Closure- Soscol Avenue Corridor						
	STP	\$650	CON	19/20	Request	11/01/19	G		
19		County of Napa	Silverado Trail Phase L						
	STP	\$689	CON	19/20	Request	11/01/19	G		
20		City of Napa	Silverado Trail Five-way						
	CMAQ	\$2,000	CON	21/22	Request		G		
21		NVTA	Napa County SRTS Program						
	STP	\$227	N/I	17/18			G		
22		St. Helena	Main Street Pedestrian Improvement						
	STP	\$1,206	CON	19/20	Request		G		
23		American Canyon	Green Island Road Class 1 Facility						
	STP	\$1,000	CON	18/19	Request Authorization		G	Project is in Design.	

Inactive Obligations
Local, State Administered/Locally Funded and Rail Projects

Updated on 08/30/2018

Project No.	Status	Agency Action Required	Reason for Delay	State Project No	Prefix	District	County	Agency	RTPA	MPO	Description	Latest Date	Authorization Date	Last Expenditure Date	Last Action Date	Program Codes	Total Cost	Federal Funds	Expenditure Amount	Unexpended Balance
6429008	Inactive	Final invoice under review by Caltrans. Monitor for progress.		0400020976L	CML	4	NAP	Napa County Transportation Planning Agency		Metropolitan Transportation Commission	NCTPA NAPA VALLEY VINE TRAIL BIKE PATH	8/25/2017	5/2/2011	8/25/2017	8/25/2017	M300,L68E,L400	\$8,596,217.00	\$6,311,000.00	\$6,260,999.99	\$50,000.01
5012152	Future	Invoice under review by Caltrans. Monitor for progress.		0417000498L	HSIPL	4	ALA	Oakland	Metropolitan Transportation Commission	Metropolitan Transportation Commission	HIGH STREET FROM SAN LEANDRO STREET TO I-580 CONSTRUCT CROSSING ENHANCEMENTS, SIGNAL PLACEMENT IMPROVEMENTS, AND NEW PED COUNTDOWN HEADS	10/13/2017	10/13/2017		10/13/2017	ZS30	\$485,000.00	\$365,506.00	\$0.00	\$365,506.00
5470011	Future	Invoice under review by Caltrans. Monitor for progress.		0400021238L	STPL	4	NAP	American Canyon	Metropolitan Transportation Commission	Metropolitan Transportation Commission	SR 29 CORRIDOR FROM GREEN ISLAND ROAD TO SOUTH CITY LIMITS, DEVELOP STRATEGIC PLAN FOR TRANSIT SERVICE IMPROVE	11/30/2017	8/26/2011	11/30/2017	11/30/2017	L240	\$895,741.00	\$793,000.00	\$429,092.66	\$363,907.34
32L0348	Future	Submit invoice to District by 11/20/2018		0418000020L	ER	4	NAP	Napa County	Metropolitan Transportation Commission	Metropolitan Transportation Commission	BERRYESSA KNOXVILLE ROAD @ MPM 4.4 EO AGENCY - SITE RESPONSE AND ROUTINELY MONITOR. THESE NUMBERS ARE APPROXIMATE AND FINALIZED PRIOR TO REIMBURSEMENT REQUEST. SEE ATTACHMENT FOR COST BREAKDOWNS. PR CONTRACT - CONSTRUCTING A CONCRETE RETAINING WALL, ON A DRILLED PIER FOUNDATION, INCLUDING EXCAVATION AND BACKFILL. THE WALL WILL BE APPROXIMATELY 200' LONG X 12' HIGH. WORK MAY BE DONE IN EO PHASE. SEE SHEET 2.	11/17/2017	11/17/2017		6/27/2018	Q240, ER12	\$249,000.00	\$220,898.00	\$0.00	\$220,898.00

PROJECT INITIATION REPORT

EA 4J820

Tulucay Creek Bridge Replacement; NAPA 121 PM 5.9 in City of Napa

Scope: Bridge Replacement

EA 0J890

5-Way Intersection; NAPA 121-PM 7.3 in City of Napa

Scope: Intersection Improvement

EA 0J760

Napa Valley Vine Trail; NAPA 29-PM 33.4/37.9 in County of Napa

Scope: Construct Class 1 Multiuse Path

EA 0P730

Advance Mitigation; NAPA 29 PM 15.6/22.8 in County of Napa

Scope: Mitigation Purchase under Roadside Protection and Restoration Program

EA 0Q690

Storm Damage; NAPA 12 PM 2.1/2.6 in County of Napa

Scope: Construct Rock Slope Protection (RSP) to prevent further slope washout.

EA 0Q820

Storm Damage; NAPA 29 PM 12.2 in City of Napa

Scope: Culver repair and grout injection at slipout

EA 0Q830

Storm Damage; NAPA 29 PM 46.1 in County of Napa

Scope: Construct CIDH segmented pile wall at slipout

EA 0Q790

Storm Damage; NAPA 121 PM 13.4/20.7 in County of Napa

Scope: Construct RSP at five slipout locations.

EA 0Q810

Storm Damage; NAPA 121 PM 16.1 in County of Napa

Scope: Construct Reconstruct embankment with lightweight fill.

EA 1Q620

Pavement Preservation; NAPA 121 PM 4.5/10.7 in City of Napa

Scope: Pavement repair

SHOPP ID 20511

Pavement Rehab; NAPA 29 PM 7.3/13.5 in County of Napa

Scope: Pavement rehabilitation.

SHOPP ID 17842

Pavement Rehab; NAPA 29 PM 42.1/48.6 in County of Napa

Scope: Pavement rehabilitation

PIR (Project Initiation Report)

PAED (Project Approval/ Environmental Document)

RWC (Right of Way Certification)

ADV (Advertise Contract)

PSR (Project Study Report)

RTL (Ready to List)

BO (Bid Open)

DED (Draft Environmental Document)

PSE (Plans, Specifications, and Estimate)

CCA (Construction Contract Acceptance)

AWD (Award Contract)

ENVIRONMENTAL

EA 2K420

Storm Damage; NAPA 128 PM 9.2 in County of Napa

Scope: Construct RSP to prevent further slope washout.

Cost Estimate: \$0.8M Construction Capital

Schedule: PAED: 04/2019 PS&E: 06/2020 RWC: 07/2020 RTL: 08/2020

EA 4J830

Hopper Slough Creek; NAPA 128 PM 5.1 in County of Napa

Scope: Bridge Replacement

Cost Estimate: \$7.9M Construction Capital

Schedule: PAED: 10/2020 PS&E: 04/2022 RWC: 04/2022 RTL: 05/2022

EA 0K000

ADA Compliance; NAPA 29 PM 0.0/14.6 in County of Napa

Scope: Upgrade Pedestrian Facilities

Cost Estimate: \$990K Construction Capital

Schedule: PAED: 03/2020 PS&E: 09/2021 RWC: 10/2021 RTL: 01/2022

EA 0K630

Bridge Rails; NAPA 29 PM 14.1/19.04 in County of Napa

Scope: Upgrade / Replace Bridge Rails

Cost Estimate: \$7.1M Construction Capital

Schedule: PAED: 06/2020 PS&E: 12/2021 RWC: 01/2022 RTL: 04/2022

EA 2K150

Bridge Rails; NAPA 29 PM 28.43/29.3 in County of Napa

Scope: Upgrade / Replace Bridge Rails

Cost Estimate: \$4.2M Construction Capital

Schedule: PAED: 03/2021 PS&E: 05/2022 RWC: 04/2023 RTL: 04/2023

EA 4J990

Storm Water Quality Improvement; NAPA 29 PM 32.0/33.0 in County of Napa

Scope: Improve water quality and fish passage

Cost Estimate: \$7.6M Construction Capital

Schedule: PAED: 10/2020 PS&E: 04/2022 RWC: 05/2022 RTL: 06/2022

EA 2K810

Anti-Vandalism Measure; NAPA 29 121-PM 11.0/R21.0 in County of Napa

Scope: Replace Fencing

Cost Estimate: \$3.1M Construction Capital

Schedule: PAED: 06/2020 PAED: 12/2021 RWC: 01/2022 RTL: 04/2022

EA 4J300

Pavement Preservation; NAPA 29-PM 29.3/36.9 From York Creek Bridge to Junction Route 128 in Calistoga

Scope: Roadway/ Pavement preservation (CAPM)

Cost Estimate: \$9.7M Construction Capital

Schedule: PAED: 10/2019 PS&E: 04/2020 RWC: 10/2020 RTL: 11/2020 CCA: 06/2021

PIR (Project Initiation Report)

PAED (Project Approval/ Environmental Document)

RWC (Right of Way Certification)

ADV (Advertise Contract)

PSR (Project Study Report)

RTL (Ready to List)

BO (Bid Open)

DED (Draft Environmental Document)

PSE (Plans, Specifications, and Estimate)

CCA (Construction Contract Acceptance)

AWD (Award Contract)

ENVIRONMENTAL CONTINUED

EA 4J410

Drainage Improvement; NAPA 29 PM 1.7/5.1 in City of American Canyon

Scope: Rehabilitate Culverts

Cost Estimate: \$3.3M Construction Capital

Schedule: DED: 05/2020 PAED: 11/2020 PS&E: 12/2021 RWC: 5/2022 RTL: 06/2022 CCA: 9/2023

EA 2J88U

Garnett Creek, Garnett Branch and No-Name Creek: NAPA 29-PM .39.0 & 43.8 in County of Napa

Scope: Sub-structure rehabilitation and bridge scour mitigation

Cost Estimate: \$3.9M Construction Capital

Schedule: PAED: 02/2019 PS&E: 02/2020 RWC: 3/2020 RTL: 04/2020 CCA: 12/2021

EA 4J210

Capell Creek Bridge #21-0064; NAPA 121-PM 18.59 in County of Napa

Scope: Sub-structure rehabilitation and bridge scour mitigation

Cost Estimate: \$1.4M Construction Capital

Schedule: PAED: 09/2018 PS&E: 02/2020 RWC: 03/2020 RTL: 4/2020 CCA: 12/2021

EA 28120

Soscol Junction Improvement; NAPA 29 PM 5.0/7.1 and NAPA 221 PM 0.0/0.7 in County of Napa

Scope: Construct New Interchange at SR 221/29/12

Cost Estimate: \$35M Construction Capital-Not Programmed

Schedule DED: 3/16/15 PAED: 06/2019

DESIGN

EA 4G920

Tulucay Creek Bridge Repair; NAPA 121-PM 6.1/6.2 in City of Napa

Scope: Bridge Repair

Cost Estimate: \$2.2M Construction Capital

Schedule: PAED: 10/19/16 PS&E: 3/27/2018 RWC: 3/27/18 RTL: 4/12/18 CCA: 06/2019

EA 4G21A

Env. Mitigation at Huichica Creek; NAPA 121-PM 0.75 in County of Napa

Scope: Environmental mitigation, monitoring and report at Huichica Creek

Cost Estimate: \$1.0M Construction Capital

Schedule: PAED: 4/9/18 PS&E: 04/2022 RTL: 06/2022

EA 2J100

Construct Roundabout; NAPA 29-PM 11.36 in City of Napa

Scope: Cooperative Project to construct a roundabout at northbound First St. Interchange.

Cost Estimate: \$3.8M Construction Capital

Schedule: PAED: 7/18/16 PS&E: 4/27/18 RWC: 4/27/18 RTL: 5/4/18 CCA: 12/2020

EA 1G430

Conn Creek Bridge Scour Mitigation; NAPA 128 PM R7.4 on Silverado Trail in County of Napa

Scope: Replace Bridge at Conn Creek

Cost Estimate: \$7.1M Construction Capital

Schedule: PAED: 10/5/15 PS&E: 6/2018 RWC: 6/20/18 RTL: 6/29/18 CCA: 12/2020

PIR (Project Initiation Report)

PAED (Project Approval/ Environmental Document)

RWC (Right of Way Certification)

ADV (Advertise Contract)

PSR (Project Study Report)

RTL (Ready to List)

BO (Bid Open)

DED (Draft Environmental Document)

PSE (Plans, Specifications, and Estimate)

CCA (Construction Contract Acceptance)

AWD (Award Contract)

DESIGN CONTINUED

EA 2J570

Storm Damage; NAPA 121-PM 20.06 in County of Napa

Scope: Culvert and erosion repair

Cost Estimate: \$1.8M Construction Capital

Schedule: PAED: 7/24/17 PS&E: 05/2/18 RWC: 05/2/18 RTL: 06/29/18 CCA: 06/2020

EA 3G64A

Env. Mitigation & Plant Establishment at Napa River Bridge; NAPA 29 PM 37.0 in City of Calistoga

Scope: Environmental mitigation at Napa River Bridge

Cost Estimate: \$0.5M Construction Capital

Schedule: PAED: 2/9/15 PS&E: 06/2019 RWC: 06/2019 RTL: 06/2019

EA 4G210

Widen Roadway at Huichica Creek; NAPA 121-PM 0.75 in County of Napa

Scope: Remove existing triple box culverts and replace with a new single span bridge

Cost Estimate: \$8.7M Construction Capital

Schedule: PAED: 04/09/18 PS&E: 10/2019 RWC: 10/2019 RTL: 10/2019 CCA: 12/2021

EA 4G840

Capell Creek Bridge; NAPA 128-PM 20.2 in County of Napa

Scope: Bridge Replacement

Cost Estimate: \$12.1M Construction Capital

Schedule: PAED: 6/16/16 PS&E: 6/4/18 RWC: 6/28/18 RTL: 6/29/18 CCA: 12/2022

CONSTRUCTION

EA 4G490

Concrete Barrier; NAPA 29 PM 11.9 at Solano Ave. Southbound Onramp in City of Napa

Scope: Install Concrete Barrier (Type 60)

Cost Estimate: \$1.3M Construction Capital

Schedule: PAED: 1/06/16 RTL: 3/2/17 AWD: 10/11/2017(FBD Vanguard Const) CCA: 6/28/18

EA 4H200

Pavement Preservation; NAPA 29-PM 13.5/25.5 from 0.4 mile north of Trancas St. to Mee Ln. in County of Napa

Scope: Resurface existing pavement

Cost Estimate: \$17.1M Construction Capital

Schedule: PAED: 1/29/16 RTL: 6/14/17 AWD: 11/30/17 (Ghilotti Bros Inc) CCA: 12/2019

EA 3J740

Wooden Valley Earthquake Damage; NAPA 121-PM 14.80 in County of Napa

Scope: Earthquake damage permanent restoration/ Install anchored wire mesh

Cost Estimate: \$890K Construction Capital

Schedule: PAED: 8/15/17 RTL: 9/15/17 AWD: 4/4/18(American Civil Contractors) CCA: 11/2018

EA 3G140

ADA Curb Ramps; NAPA 29 and 128; in City of Calistoga

Scope: Upgrade and construct curb ramps at various locations.

Cost Estimate: \$1.4M Construction Capital

Schedule: PAED: 4/29/16 RTL: 7/3/17 AWD: 2/28/18 (Granite Const.) CCA: 11/2018

PIR (Project Initiation Report)

PAED (Project Approval/ Environmental Document)

RWC (Right of Way Certification)

ADV (Advertise Contract)

PSR (Project Study Report)

RTL (Ready to List)

BO (Bid Open)

DED (Draft Environmental Document)

PSE (Plans, Specifications, and Estimate)

CCA (Construction Contract Acceptance)

AWD (Award Contract)

CONSTRUCTION CONTINUED

EA 3G641

Napa River Bridge Scour Mitigation; NAPA 29 PM 37.0 in City of Calistoga

Scope: Replace Bridge at Napa River Bridge

Cost Estimate: \$9.2M Construction Capital

Schedule: PAED: 2/9/15 RTL: 6/30/16 AWD: 3/17/17 (Valentine Corp.)

CCA: 12/2019

ACTION ITEMS:

PIR (Project Initiation Report)

PAED (Project Approval/ Environmental Document)

RWC (Right of Way Certification)

ADV (Advertise Contract)

PSR (Project Study Report)

RTL (Ready to List)

BO (Bid Open)

DED (Draft Environmental Document)

PSE (Plans, Specifications, and Estimate)

CCA (Construction Contract Acceptance)

AWD (Award Contract)

September 6, 2018
TAC Agenda Item 8.5
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

RECOMMENDATION

Information only

EXECUTIVE SUMMARY

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

FISCAL IMPACT

Is there a Fiscal Impact? No

SUPPORTING DOCUMENTS

- Attachments: (1) September 6, 2018 State Legislative Update (Platinum Advisors)
(2) September 6, 2018 State Bill Matrix (Platinum Advisors)



August 31, 2018

TO: Kate Miller, Executive Director
Napa Valley Transportation Authority

FR: Steve Wallauch
Platinum Advisors

RE: Legislative Update

The Legislature returned to the Capitol on August 6th for the final month of session, which ends today. As usual, the Legislature will need every minute of this day to complete their work by the midnight Constitutional deadline. The only firm rule is the legislature must adjourn at midnight on August 31st, and all amendments must be in print for at least 72 hours before a floor vote can be taken. This means the deadline for amending legislation was August 28th. Only bills with an urgency clause or a tax levy can be acted on after midnight tonight.

Aside from CARB's regulatory activity, the following highlights a few of the interesting bills still pending in the legislature, or on the Governor's desk. The Governor has until September 30th to sign or veto all the bills sent to his desk during the final weeks of session.

Zero Emission Buses: After a multiyear workshop process, CARB staff finally released its new rule that will require all public transit operators to transition to zero emission fleets by 2040. Titled the Innovative Clean Transit Rule (ICT), this new regulation requires all transit operators to develop a transition plan, and begin the process of converting its fleet to zero emission vehicles by 2040.

The Air Board is scheduled to review this proposal at its September 27th meeting, and adoption of this new rule will be scheduled for the Board's December meeting. Adopting this regulation at the December meeting would allow the Board time to consider changes in the event Proposition 6 is approved in November. The deadline to submit comments for the September 27th meeting is September 24th. Attached is a summary of the proposed regulations. For more information on the ICT, please contact our office, or visit the ICT website at: <https://arb.ca.gov/msprog/ict/ict.htm>

The regulations split transit operators into two groups. Transit operators with 100 or more buses in its fleet must submit their transition (a.k.a. rollout) plans by July 1, 2020, and begin purchasing zero emission buses in January 2023. Small operators with less than 100 buses are provided additional time, and must submit rollout plans by July 1, 2023, and begin purchasing zero emission buses in January 2026. The proposal ramps up

every three years the percentage of zero emission buses that must be purchased. While the language exempts some bus types based on commercial availability, and provides a pathway for delaying compliance, this regulation is an unfunded mandate that will strain budgets and potentially impact service.

Human Trafficking: AB 2034 was approved by the legislature and is pending on the Governor's desk. During the final weeks of session the bill was significantly amended. While the intent of the bill is to require transit operators to provide employee training on identifying human trafficking, the bill still amends a code section that applies only to businesses or other establishments that operate intercity passenger rail or light rail stations, or bus stations – "bus stations" is not defined, but this term usually refers to Greyhound type bus stations. Prior versions of the bill also exempted any public entity that implements its own training program before January 1, 2019. The current version of the bill removes that exemption. As pending before the Governor, AB 2034 includes the following requirements:

- A business or other establishment that operates intercity passenger rail or light rail stations, or bus stations shall provide at least 20 minutes of training to its new and existing employees who may interact with, or come into contact with, a victim of human trafficking
- Requires the above training to include, but not be limited to, all of the following:
 - § the definition of human trafficking, including sex trafficking and labor trafficking;
 - § myths and misconceptions about human trafficking;
 - § physical and mental signs to be aware of that may indicate that human trafficking is occurring;
 - § guidance on how to identify individuals who are most at risk for human trafficking;
 - § guidance on how to report human trafficking, including, but not limited to, national hotlines and contact information for local law enforcement agencies that an employee may use to make a confidential report; and
 - § protocols for reporting human trafficking when on the job.
- Provides that this training may include information and material utilized in training Santa Clara County Valley Transit Authority employees, private nonprofit organizations that represent the interests of human trafficking victims, and the Department of Justice.
- Provides that the failure to report human trafficking by an employee shall not by itself, result in the liability of the business or other establishment that operates a facility, as specified, or of any other person or entity.

School Start Times: A similar measure failed passage last year, but Senator Portantino prepared a 200-page report illustrating the importance of not starting classes too early. In mid-August, Senator Portantino gutted and amended SB 328 to prohibit middle and

high schools from starting earlier than 8:30 a.m. This bill is currently pending on the Assembly Floor where it must be approved and sent the Senate for approval before midnight. Enactment of this bill could impact scheduling and operating costs for transit operators that provide public bus service to schools.

Transit Oriented Development: There were several measures introduced this year promoting transit oriented development. Many of these bills incentivize the use of infill or transit oriented development, and others focus on financing these projects through tax increment financing. Most of these bills failed passage along the way, but two bills were sent to the Governor's desk. While next year will see a reenergized effort to re-enact redevelopment financing, the following two bills will likely be signed into law in an effort to promote housing developments near transit.

- *AB 2372 (Gloria)* would allow a city or county to establish a procedure by ordinance to grant a developer of an eligible housing development, upon the request of the developer, a floor area ratio (FAR) bonus, in lieu of a density bonus. The project must include at least 20% affordable units and be located within a transit priority area or within ½ mile of a major transit stop.
- *AB 2923 (Chui)* requires, until January 1, 2029, cities and counties where BART operates to adopt zoning standards in the San Francisco Bay Area Rapid Transit District's (BART) transit-oriented development (TOD) guidelines, and it establishes a streamlined approval process for certain projects on BART-owned land.

JPA Pensions: AB 1912 was approved by the legislature, and it is pending on the Governor's desk. Although this bill would place new requirements on Joint Powers Authorities (JPA) regarding JPA members' retirement liability, amendments at the end of session resulted in the League of Cities and California State Association of Counties (CSAC) removing their opposition to this bill. Language making any retirement obligation a "joint and severable liability" was removed, and the requirement to apportion any obligation prior to dissolving the JPA was also removed. In general, AB 1912 prohibits member agencies of Joint Powers Authority (JPA) from disclaiming the retirement liability of a JPA. However, assessing and apportioning any retirement liability only occurs if the member agencies decide to dissolve the JPA.

This bill was introduced in response to the dissolution of the East San Gabriel Valley Human Services Consortium, where CalPERS reduced the retirement benefits of almost 200 employees after that JPA's sole source of revenue was terminated. CalPERS requested payment of the JPA's retirement obligations from the member agencies, but the member agencies cited existing JPA law and case law to claim they were not responsible for the JPA's retirement obligations.

Under AB 1912 the requirement to address any unfunded retirement obligation would commence when the members of a JPA elect to dissolve the JPA. Prior to filing a notice of termination, the member agencies shall mutually agree to the apportionment of the agency's retirement obligations. This agreement must be signed by all parties. If an

agreement cannot be reached, the retirement board shall apportion the costs to each member agency based on the share of services received from the agency or by population of each member agency. A member to the agency may appeal the apportionment decision, in which case it would be resolved through arbitration.

North Coast Rail Authority: SB 1029 by Senator McGuire has been significantly amended. This bill aims to dissolve the North Coast Rail Authority (NCRA) and utilize the northern segment of the rail right-of-way as a multiuse trail, and preserve the southern section, from Willits south, for freight and passenger rail service. As drafted, SB 1029 significantly limits the authority of NCRA, and directs the California State Transportation Agency to conduct an audit of all assets and liabilities of the NCRA, and determine the most appropriate way to dissolve the agency. This includes an assessment on prioritizing the transfer of the southern section of the rail assets to the Sonoma Marin Area Rail Transit District (SMART). In addition, the bill authorizes SMART to negotiate with the freight operator on the purchase of all rights and equipment. Legislation will be introduced to implement the findings of the audit.

Innovative Clean Transit Rule Summary

Large Transit Agency – Any operator with a fleet size of 100 or more active buses

Small Transit Agency – Any operator with fewer than 100 active buses.

Bus – A bus is any rubber-tired vehicle designed to transport passengers with gross vehicle weight rating of 14,000 pounds or more.

Active Bus – Any bus in a fleet that is available for revenue service, including a spare bus or a bus undergoing routine maintenance or repairs. This does not include emergency contingency vehicles, a bus in storage, or bus out of service for an extended period.

Cutaway and other specific buses – Cutaways, double-decker, over-the-road, and articulated buses are exempt from the purchase requirements until January 1, 2026, if the vehicle has passed the testing procedure and obtained a Bus Testing Report, i.e. Altoona Tested. The language only requires that a single model be available for any of these buses for the 2026 purchase requirement to apply.

Rollout Plan – Each operator must adopt and submit to CARB a plan, as specified in the language, on how the operator will transition to a zero emission fleet. A large transit agency must submit this plan to the Executive Officer at CARB by July 1, 2020, and a small transit agency must submit this plan by July 1, 2023.

Purchase Requirements – The regulation would impose the following purchase requirements:

Large Transit Agency:

- Starting January 1, 2023, 25% of the total number of new bus purchases must be zero emission buses.
- Starting on January 1 2026, 50% of the total number of new bus purchases must be zero emission buses.
- Starting on January 1, 2029, 100% of the total number of new bus purchases must be zero emission buses.

Small Transit Agency:

- Starting on January 1 2026, 25% of the total number of new bus purchases must be zero emission buses.
- Starting on January 1, 2029, 100% of the total number of new bus purchases must be zero emission buses.

Bus Bonus Credits – The regulations award credits for zero emission buses already purchased. These bonus credits can be used in any year to meet the purchase requirements.

- *Fuel Cell Buses* – For fuel cell electric buses purchased before December 31, 2017, and remained in the fleet as of January 1, 2018, may receive 2 bonus credits. For fuel cell buses placed in service between January 1, 2018 and December 31, 2022 receive 1 credit.

- *Battery electric buses* – For each battery electric bus purchased before January 1, 2017 and remains in service as of January 1, 2018 receives 1 credit.

Joint Zero Emission Bus Groups – The regulations allow for two or more operators to create a Joint Zero Emission Bus Group, which allows them to submit a single rollout plan. However, any joint group must inform the Executive Officer at CARB at least one year prior to the joint group taking effect. The members of a joint group must be within the same regional planning area or within the same air district or basin. The purchase requirements would be based on the largest operator in the group.

Extensions & Exemptions – The regulations authorize the Executive Officer to grant one year extensions for the following circumstances:

- Delay in bus delivery caused by the bus manufacturer.
- Delay in bus delivery caused by construction delays.
- When available zero emission buses are at the end of battery or fuel cell stack warranty period and cannot meet the transit agencies mileage needs.
- When a required zero emission bus type is unavailable for purchase.
- When a required zero emission bus type cannot be purchased due to financial hardship.

Low NOx Engines – When purchasing conventional engines, the regulations require operators to purchase only low NOx engines starting on January 1, 2020.

Renewable Fuels – Starting on January 1, 2020, a large transit agency is required to only purchase renewable diesel or renewable natural gas. This requirement kicks-in when renewing purchase or delivery contracts after January 1, 2020.



August 31, 2018

Existing Positions

Bills	Subject	Status	Client - Position
<u>AB 1</u> (Frazier D) Transportation funding.	AB 1 was Assemblyman Frazier's renewed effort to address the funding shortfall facing our transportation infrastructure. With the passage of SB1, this bill be will likely be used for another issue if it is moved forward.	ASSEMBLY TRANS DEAD	SUPPORT
<u>AB 399</u> (Grayson D) Autonomous vehicles: Contra Costa Transportation Authority: pilot project.	Last year, legislation was enacted to authorize the Contra Costa Transportation Authority to conduct a pilot project testing the use of autonomous vehicles on streets that are open to the public, but located within a private business park. AB 399 extends the sunset date on the authority for the pilot project to operate according to existing law, prior to the requirement to then comply with regulations being developed by the DMV. Currently, this pilot program must comply with the DMV regulations within 180 days of the operative date of the regulations. AB 399 extends this "phase-in" period to 12 months.	ASSEMBLY 2 YEAR DEAD	SUPPORT
<u>AB 1454</u> (Bloom D) Transportation projects: lease agreements.	AB 1454 was amended to remove the language that deletes the sunset date on the authority for Caltrans and regional transportation agencies to enter into public private partnerships. As amended, the bill merely states that it is the intent of the Legislature to reestablish the public-private partnership process. AB 1454 has also not been set for hearing, and will not be moving forward.	ASSEMBLY RULES COMMITTEE -- DEAD	SUPPORT

<u>AB 1759</u> (McCarty D) Public trust lands: City of Sacramento.	<p>AB 1759 has been gutted and amended to deal with a state tides land issue in the City of Sacramento.</p> <p>As introduced the bill would withhold a city's or county's share of local street and road maintenance funds if that city or county fails to meet its minimum housing production goals as certified by the Department of Housing and Community Development.</p>	Governor's Desk	WATCH (prior version)
<u>AB 1866</u> (Fong R) Transportation funding.	<p>This new measure makes numerous changes to transportation funding programs. These changes largely reflect the transportation funding proposal pushed by the Assembly Republican Caucus last year.</p>	ASSEMBLY TRANS DEAD	WATCH
<u>AB 1901</u> (Obernalte R) California Environmental Quality Act: exemption: roadway projects.	<p>This bill would extend to January 1, 2023, an existing CEQA exemption for counties or cities with a population of less than 100,000. The existing program provides a limited exemption from CEQA for maintenance projects within the existing right-of-way if specified conditions are met.</p>	SENATE EQ DEAD	SUPPORT
<u>AB 2851</u> (Grayson D) Regional transportation plans: traffic signal optimization plans.	<p>AB 2851 was gutted and amended this week. As amended the bill aimed to address the need to reach a compromise on abating lead paint in older homes. An agreement was not reached, and this bill is now considered dead.</p> <p>Previously, the bill would authorize each city within the jurisdiction of the Metropolitan Transportation Commission (MTC) to develop and implement a traffic signal optimization plan. <i>In addition, the bill directed Caltrans to ensure its traffic signals within these cities are adjusted and maintained in accordance with the plan.</i></p>	SENATE FLOOR DEAD	Support & Seek Amendments (prior version)

<p><u>AB 3124</u> (Bloom D) Vehicles: length limitations: buses: bicycle transportation devices.</p>	<p>AB 3124 makes a small change with a big impact. This measure amends existing to authorizes an operator to equip a 60-foot articulated transit bus or trolley with a front-mounted bicycle rack that extends up to 40 inches from the front body of the bus when fully deployed and limits the handlebars of a bicycle that is being transported on such a rack from extending more than 46 inches from the front of the bus.</p>	<p>Signed Into law Chapter 22, Statutes of 2018</p>	<p>SUPPORT</p>
<p><u>AB 3201</u> (Daly D) California Clean Truck, Bus, and Off- Road Vehicle and Equipment Technology Program.</p>	<p>The California Transit Association (CTA) is sponsoring AB 3201 in an effort to secure a funding stream to transition to zero emission transit buses.</p> <p>AB 3201 as currently drafted would amend the California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program (Program) to require CARB to establish a funding program for large-scale deployments that meet current and future regulatory obligations. The bill would also clarify that infrastructure needs are also an eligible expense. While the content of AB 3201 will evolve, the intent of this bill is to create a dedicated funding stream to assist transit operators in transitioning to zero emission fleets.</p>	<p>ASSEMBLY APPR Held on Suspense -- DEAD</p>	<p>SUPPORT</p>
<p><u>ACA 4</u> (Aguiar-Curry D) Local government financing: affordable housing and public infrastructure: voter approval.</p>	<p>ACA 4 would generally lower the voter threshold to 55% for imposing the following taxes or issuing debt:</p> <ul style="list-style-type: none"> Creates an additional exception to the 1% limit that would authorize a city or county, to levy an ad valorem tax to service bonded indebtedness incurred to fund the construction, reconstruction, rehabilitation, or replacement of public infrastructure or affordable housing. Authorizes a local government to impose, extend, or increase a special tax for the purposes of funding the construction, 	<p>ASSEMBLY L. GOV DEAD</p>	<p>SUPPORT</p>

<u>ACA 4</u> <u>(Aguiar-Curry D)</u> <u>(cont.)</u>	rehabilitation or replacement of public infrastructure or affordable housing.		
Regional Measure 3/Senate Bill 595 (Beall)	SB 595 authored by Senator Jim Beall was passed by the Legislature and signed into law by Governor brown in the fall of 2017. The bill authorizes the Bay Area Toll Authority to place Regional Measure 3 on the ballot. At its February 27th meeting, the County Board of Supervisors approved adding Regional Measure 3 to the June 5, 2018 ballot. If approved Regional Measure 3 will allow the Bay Area Toll Authority to increase tolls on the seven (7) state owned bridges, as follows: \$1 January 1, 2019, \$1 January 1, 2022, and \$1 January 1, 2025. Revenues raised will fund transportation projects on the expenditure plan to relieve congestion in the bridge corridors.	June 5, 2018 Statewide Primary Election – Approved by Voters	SUPPORT
<u>SB 760</u> <u>(Wiener D)</u> Bikeways: design guides.	SB 760 was gutted and amended on June 4 th . As amended the bill would prohibit Caltrans from denying a permit solely based on the work being performed pursuant to local plans and specifications if a project is adjacent or near a state highway and does not affect the operation of the state highway.	ASSEMBLY TRANS DEAD	WATCH
<u>SB 827</u> <u>(Wiener D)</u> Planning and zoning: transit-rich housing bonus	SB 827 would authorize a “transit-rich housing project” to be eligible for a “transit-rich housing bonus.” A transit-rich housing project is a housing project that is located within ½ mile of a “major transit stop” or ¼ mile from a “high-quality transit corridor.” If the housing project meets these requirements then it would be exempt from local controls on residential density or floor area ratio, parking restrictions, and some height restrictions.	SENATE T. & H. – FAILED PASSAGE -- DEAD	WATCH

<p><u>SB 1434</u> (Leyva D) Transportation electrification: electricity rate design.</p>	<p>The CTA is sponsoring SB 1434 (Leyva). This bill aims to address the volatility with electricity rates when charging battery electric buses. Specifically, SB 1434 directs the CPUC to initiate a new rate making proceeding for the cost of electricity that is used as a fuel. The fluctuation of electricity rates is a key obstacle in scaling up the use battery electric buses.</p>	<p>ASSEMBLY APPR Held on Suspense DEAD</p>	<p>SUPPORT</p>
<p><u>SCA 2</u> (Newman D) Motor vehicle fees and taxes: restriction on expenditures.</p>	<p>With the passage of ACA 5, SCA 2 was placed on the Inactive File. SCA 2 and ACA 5 are identical and would prospectively prohibit the use of truck weight fees to pay for transportation bonds approved after January 1, 2017. The bill would also expand the protections for Public Transportation Account revenues to also include the 1.75% increase to the diesel fuel sales tax that was enacted as part of the gas tax swap. The ban on borrowing fees and taxes would also apply to any vehicle fees or taxes dedicated to transportation accounts.</p>	<p>SENATE INACTIVE FILE DEAD</p>	<p>SUPPORT</p>
<p><u>SCA 6</u> (Wiener D) Local transportation measures: special taxes: voter approval.</p>	<p>SCA 6 would allow a local government to impose any special tax with a 55% approval of the voters if the special tax dedicates 100% of the revenues, not including collection and administrative expenses, to transportation programs and projects.</p>	<p>SENATE APPR – SUSPENSE FILE DEAD</p>	<p>SUPPORT</p>

Napa Valley Transportation Authority

625 Burnell Street
Napa, CA 94559

Agenda - Draft NVTA Board of Directors

Wednesday, September 19, 2018

10:00 AM

*******SPECIAL BOARD RETREAT MEETING*******

Tre Posti

641 Main Street, St. Helena, CA 94574

1. Call to Order
2. Pledge of Allegiance
3. Roll Call
4. Adoption of the Agenda
5. Public Comment
6. Chairperson's, Board Members' and Metropolitan Transportation Commissioner's Update
7. Director's Update

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

8. CONSENT AGENDA ITEMS (8.1 - 8.3)

- 8.1 **Meeting Minutes of July 19, 2018 (Karrie Sanderlin) (Pages x-xx)**

Recommendation: Board action will approve the meeting minutes of July 19, 2018.

Estimated Time: 10:15 a.m.

8.2 Citizens Advisory Committee (CAC) Member Appointment (Karrie Sanderlin) (Pages xx-xx)

Recommendation: Board action will approve the appointment of Gary Woodruff to the Citizens Advisory Committee as the City of Napa representative.

Estimated Time: 10:15 a.m.

8.3 Resolution No. 18-20 Approval of Master Agreement with the California Department of Transportation (Caltrans) (Rebecca Schenck) (Pages xx-xx)

Recommendation: Board action will authorize the Executive Director, or designee, to execute agreements with Caltrans.

Estimated Time: 10:15 a.m.

9. REGULAR AGENDA ITEMS

9.1 Authorizing the Executive Director to Execute Project Work Order No. E-08 with XXXX for On-Call A/E & Project Delivery Services (Rebecca Schenck) (Pages xx-xx)

Recommendation: Board action will authorize the Executive Director to execute Project Work Order No. E-08 with XXXX for A/E & Project Deliver Services for the Vine Transit Bus Maintenance Facility in an amount not to exceed \$XXXXXXXXXX.

Estimated Time: 10:15 a.m.

9.2 Amendment #1 to Agreement No. 18-42 with Project Finance Advisory Limited (PFAL) (Rebecca Schenck) (Pages 9-11)

Recommendation: Board action will approve Amendment #1 to Agreement 18-42 NVTA with PFAL for financing services for the Vine Transit Maintenance Facility Project in an amount not to exceed \$XXXXXX.

Estimated Time: 10:20 a.m.

9.3 Legislative Update (Kate Miller) (Pages xx-xx)

Recommendation: Board will receive the State Legislative update and Bill Matrix, and take an oppose position on Proposition 6 which will be on the November 2018 ballot.

Estimated Time: 10:30 a.m.

10. RETREAT AGENDA ITEMS - ADVANCING MOBILITY IN NAPA VALLEY**10.1 Retreat Framework (Kate Miller)**

Recommendation: The Board will received an overview of the retreat framework.

Estimated Time: 10:45 a.m.

10.2 Vine Vision: Transit Restructuring Overview (Matthew Wilcox)

Recommendation: Information and Discussion

Estimated Time: 11:00 a.m.

LUNCH BREAK 11:30 AM - 12:15 PM**1 Travel Demand Technologies (Diana Meehan/Victor Fani, Ride Amigos)**

Recommendation: Information and Discussion

Estimated Time: 12:30 p.m.

2 Autonomous Vehicle Demonstration (Shaveta Sharma/Andrew Chatham, Transdev)

Recommendation: Information and Discussion

Estimated Time: 1:00 p.m.

3 Engaging the Community (Christina Lee)

Recommendation: Information and Discussion

Estimated Time: 1:30 p.m.

11. FUTURE AGENDA ITEMS**12. ADJOURNMENT****12.1 Approval of Next Meeting Date of October 17, 2018 at 1:30 p.m. and Adjournment**

Estimated Time: 2:00 p.m.

I hereby certify that the agenda for the above stated meeting was posted at a location freely accessible to members of the public at the NVTA Offices, 625 Burnell Street, Napa, CA and at Tre Posti, 641 Main Street, St. Helena, CA, by 5:00 p.m. on Friday, September 14, 2018.

Karalyn E. Sanderlin, NVTA Board Secretary

SB 743 Implementation

Updating the Metric of Transportation Impact under SB 743

Chris Ganson

Senior Advisor for Transportation

Governor's Office of Planning and Research



September 2018

1



September 2018

2

Old metric:

Transportation impact = **Level of Service (LOS)**

LOS	Signalized Intersection	Unsignalized Intersection
A	≤10 sec	≤10 sec
B	10–20 sec	10–15 sec
C	20–35 sec	15–25 sec
D	35–55 sec	25–35 sec
E	55–80 sec	35–50 sec
F	≥80 sec	≥50 sec

September 2018

3



Level of Service A

4



Which is better?

45 min commute,
including 5 min from
congestion



Good LOS Grade

Bad Accessibility

20 min commute,
including 10 min from
congestion



Bad LOS Grade

Good Accessibility

Auto Delay-Based Impact Analysis: Fundamental Problems

1. Good grade in LOS \neq Success in Transportation

Denver 1982

1.09
50.6 minutes
46.4 mins
4.2 mins

Travel Time Index
Average travel time
Travel time without traffic
Extra rush hour delay

Denver 2007

1.31
49.6 minutes
37.9 minutes
11.7 minutes



<http://t4america.org/2012/10/29/telling-only-half-the-story-of-congestion-travel-time-and-the-quality-of-our-metro-areas/>

7

Auto Delay-Based Impact Analysis: Fundamental Problems

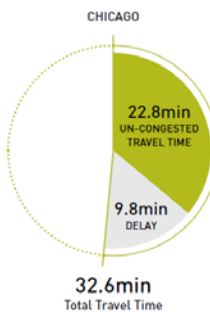
1. Good grade in LOS \neq Success in Transportation

A COMPARISON OF CHARLOTTE AND CHICAGO

AVERAGE TRIP



TRAVEL TIME



Driven Apart: How sprawl is lengthening our commutes and why misleading mobility measures are making things worse

Executive Summary:

<http://www.opr.ca.gov/docs/DrivenApart-HowSprawlIsLengtheningOurCommunities.pdf>

Technical Report:

<http://www.opr.ca.gov/docs/DrivenApart-TechnicalReport.pdf>

8

Auto Delay-Based Impact Analysis: Fundamental Problems

1. Good grade in LOS \neq Success in Transportation

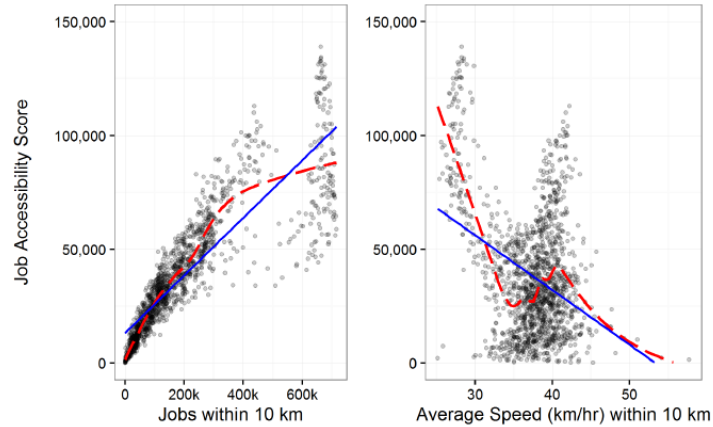


Figure 1 The Relationship between Proximity to Jobs and Job Accessibility (left) and Local Area Traffic Speeds and Job Accessibility (right) in the San Francisco Bay Area

Osman, Thomas, Mondschein, Taylor – MTC Area

http://www.its.ucla.edu/wp-content/uploads/sites/6/2016/08/Taylor-Not-so-Fast-04-01-2016_final.pdf

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Auto Delay-Based Impact Analysis: Fundamental Problems

1. Good grade in LOS \neq Success in Transportation

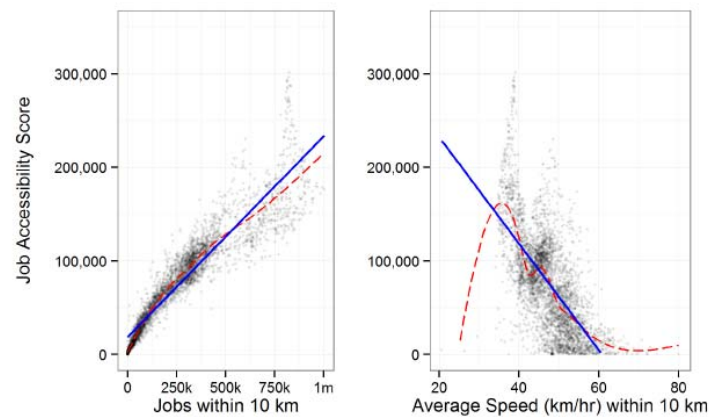


Figure 1 The Relationship Between Proximity To Jobs And Job Accessibility (left) and Local Area Traffic Speeds And Job Accessibility (right)

Mondschein, Osman, Taylor, Thomas – SCAG Area

http://www.its.ucla.edu/wp-content/uploads/sites/6/2015/11/Haynes_Congested-Development_1-Oct-2015_final.pdf

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Auto Delay-Based Impact Analysis: Fundamental Problems

1. Good grade in LOS \neq Success in Transportation

“...myopic focus on the traffic impacts of new developments is misguided and may actually decrease accessibility and economic activity in an effort to protect traffic flows.”

Mondschein, Osman, Taylor, Thomas

http://www.its.ucla.edu/wp-content/uploads/sites/6/2015/11/Haynes_Congested-Development_1-Oct-2015_final.pdf

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Auto Delay-Based Impact Analysis: Fundamental Problems

1. Good grade in LOS \neq Success in Transportation

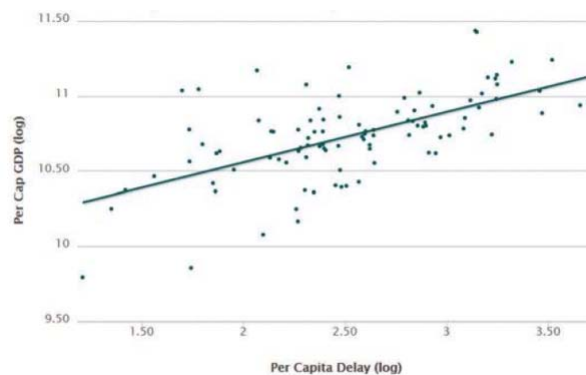


Figure 1: The Relationship between Traffic Delay and GDP in American Metros⁶

Dumbaugh et al., [Decisions, Values, and Data: Understanding Bias in Transportation Performance Measures](#) (ITE Journal, August 2014)

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Auto Delay-Based Impact Analysis: Fundamental Problems

Amazon Chooses a Little Congestion – and Real Transportation Options



By [Andy Clarke](#), Director of Strategy

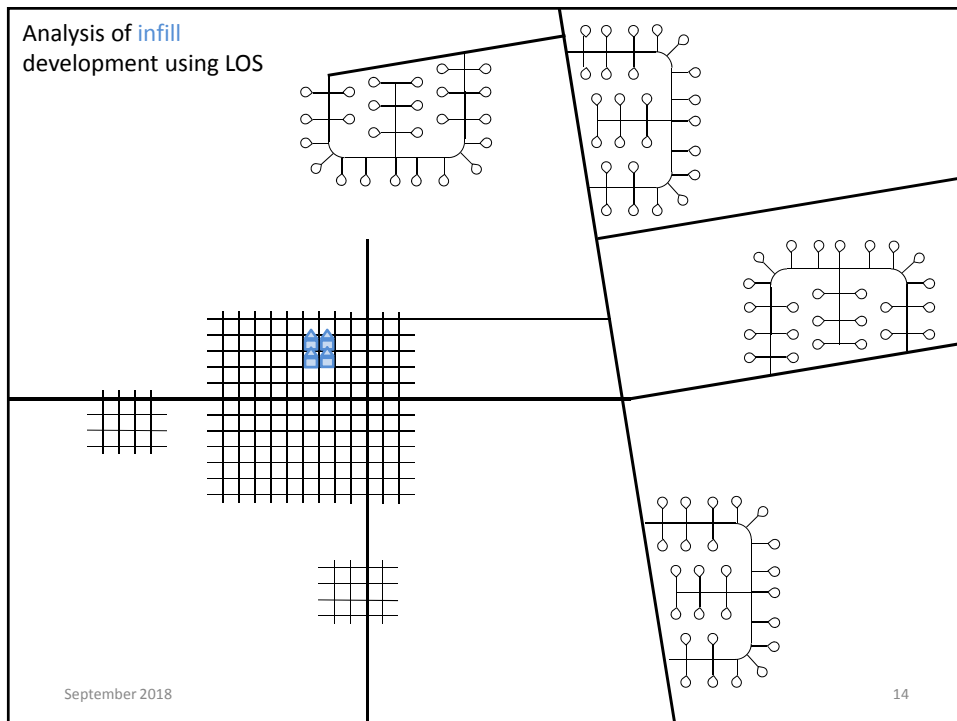
There are twenty cities around the United States that must be pretty excited today at making it onto [Amazon's short list for HQ2](#).

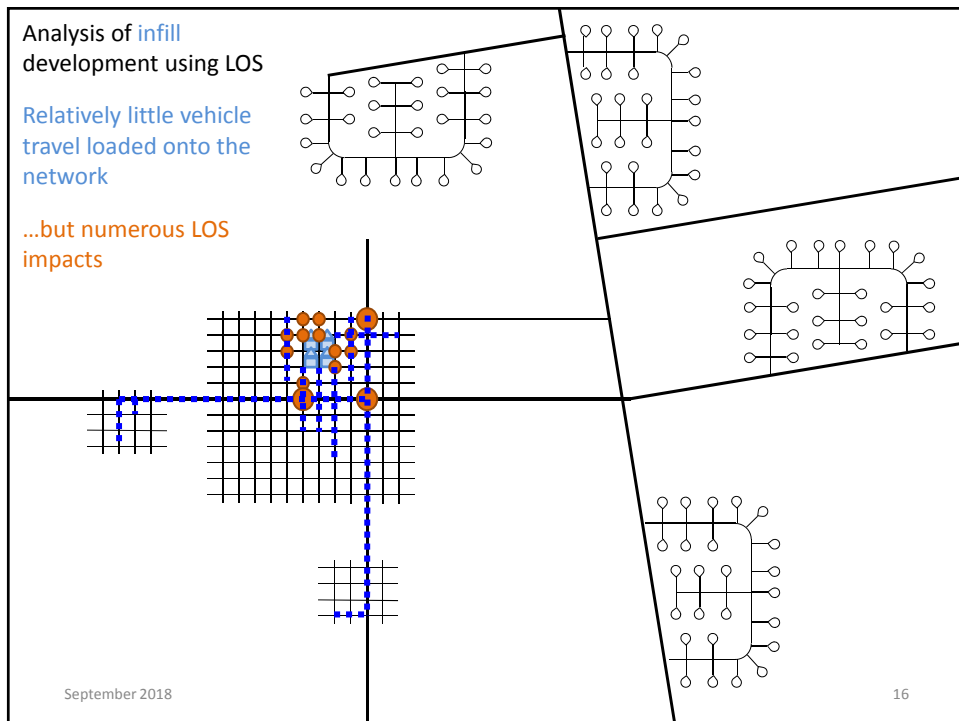
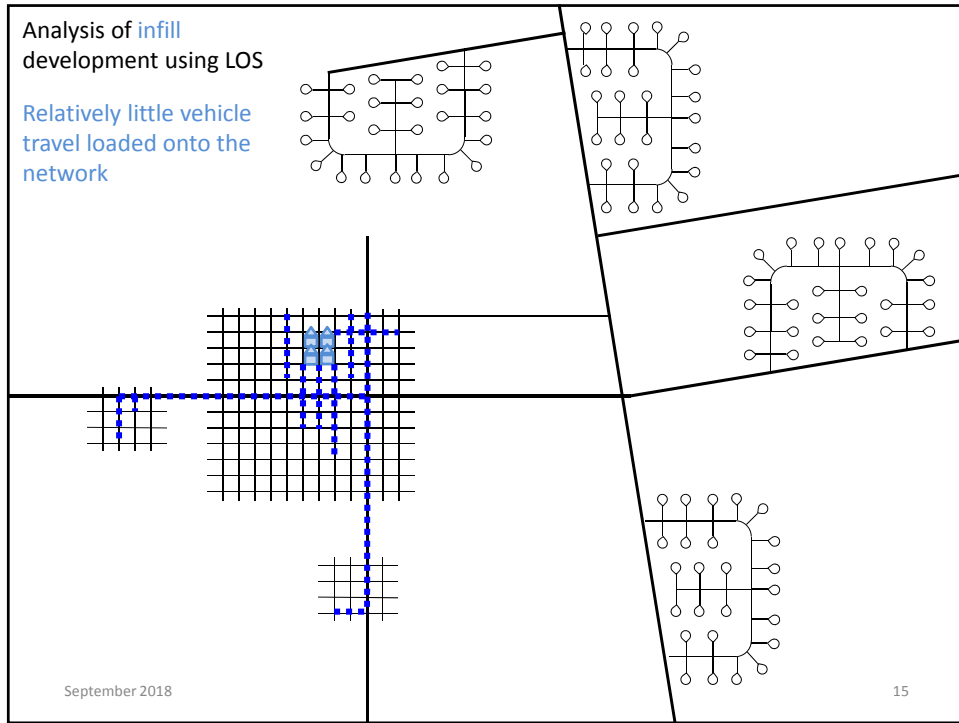
Ironically, most of those cities are also awaiting their annual inclusion at the top of the naughty list for congestion – which might seem like a contradiction, especially thinking about a business that is built on the reliability of delivery services and wants to add up to 50,000 jobs to a local economy.

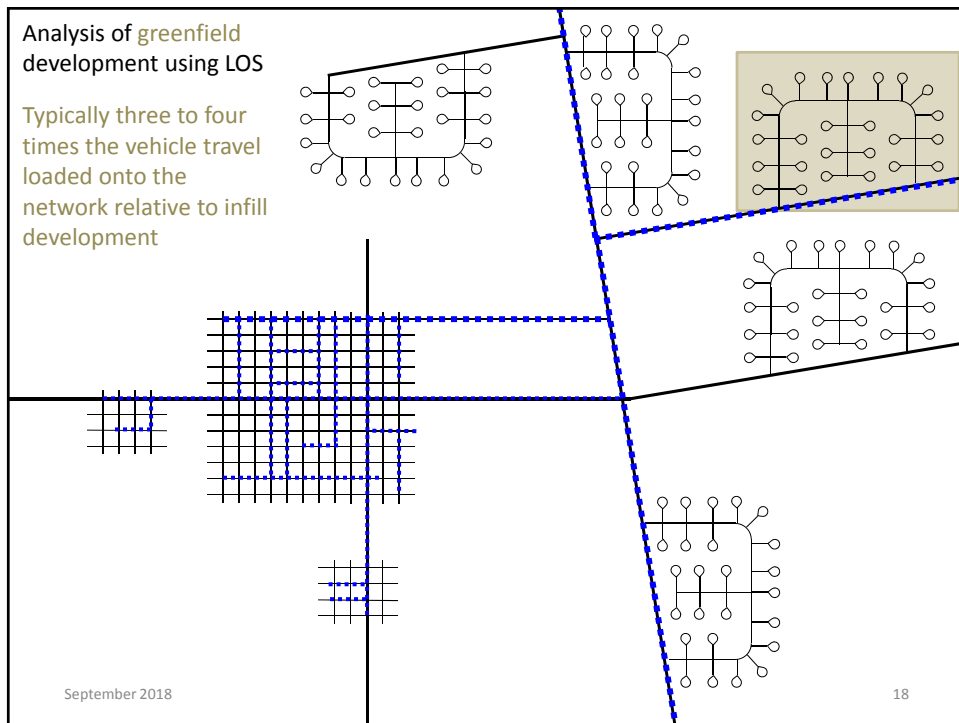
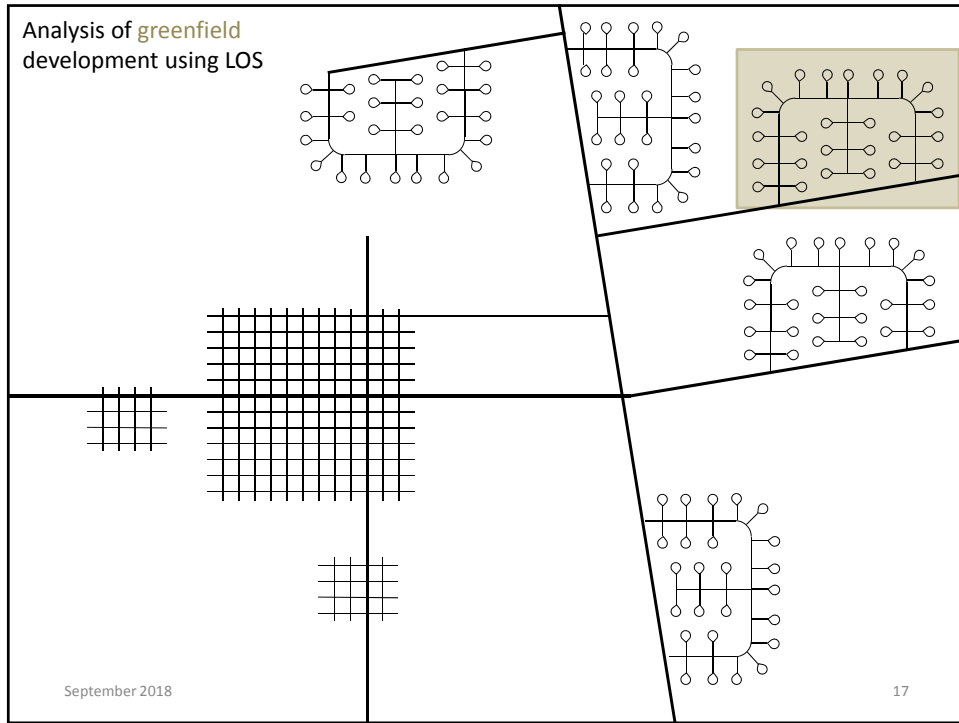
I take two things from this apparent contradiction. First, the [Inrix Congestion Index](#) is clearly measuring the [wrong things](#) if 8 of their "worst" ten cities are in the running for HQ2 (and the only ones missing are Seattle or HQ1, and San Francisco). Second, Amazon is sticking to its promise of looking for places with a truly multimodal transportation system, as most of the candidates also have mature and well-used transit systems, can boast among the most successful bikesharing systems, and are recognized as leading cities for walkability and bike-friendliness.

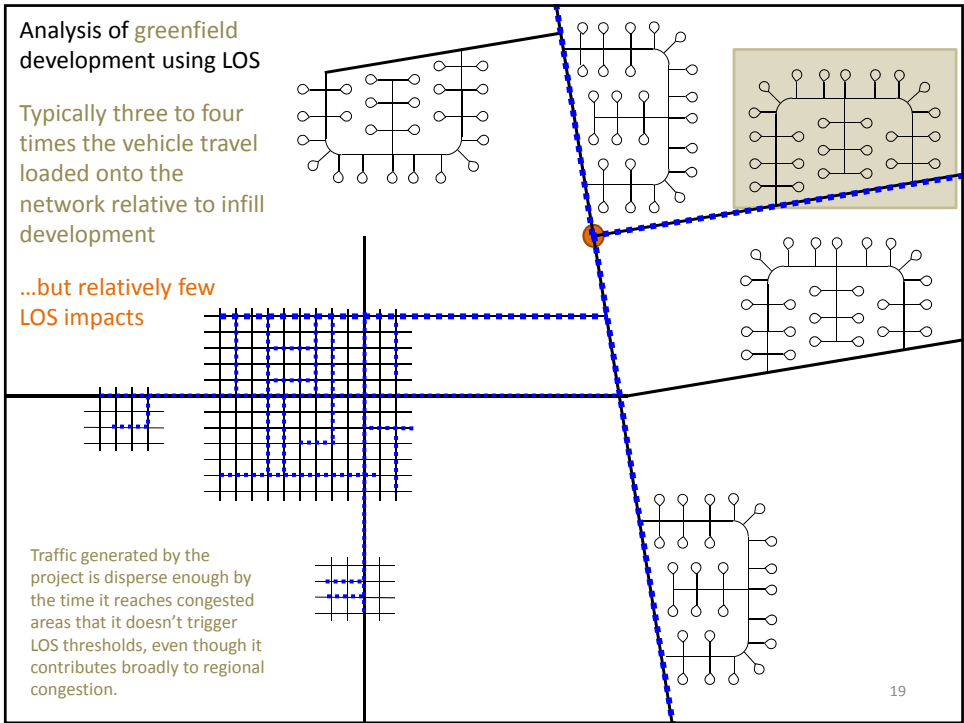
13

Analysis of [infill](#) development using LOS









Auto Delay-Based Impact Analysis: Fundamental Problems

1. Good grade in LOS \neq Success in Transportation
2. LOS assessments are expensive, time consuming, and inaccurate



[Van Ness BRT analysis](#) (28MB)

Table VM-13
Intersection Critical Movement Analysis (CMA) and Level of Service (LOS) Summary
Existing 2000 and Future 2005 Conditions

No.	Intersection	Peak Hour	Existing CMA	Existing LOS	Without Project CMA	Without Project LOS	With Project CMA	With Project LOS	With Project + M CMA	With Project + M LOS
1.	Sunset Boulevard & Beverly Glen Boulevard (E.)	AM 0.984 PM 1.023	D F	1.000 1.225	F F	1.007 1.216	F F	-0.001 -0.009	1.000 1.216	F F
2.	Sunset Boulevard & Beverly Glen Boulevard (W.)	AM 1.189 PM 1.062	F F	1.385 1.264	F F	1.388 1.281	F F	0.003 -0.013	1.385 1.249	F F
3.	Wilshire Boulevard & Beverly Glen Boulevard	AM 0.868 PM 0.884	D D	1.030 1.140	F F	1.030 1.133	F F	0.000 -0.007	1.029 1.133	F F
4.	Santa Monica Boulevard (N.) & Overland Avenue	AM 0.861 PM 0.814	D D	1.070 1.050	F F	1.080 1.054	F F	0.004 -0.028	1.076 1.054	F F
5.	Santa Monica Boulevard (S.) & Overland Avenue	AM 0.478 PM 0.428	A A	0.358 0.485	A A	0.358 0.465	A A	0.000 0.000	0.358 0.465	A A
6.	Santa Monica Boulevard (N.) & Beverly Glen Boulevard	AM 0.849 PM 0.823	D D	1.090 1.139	F F	1.107 1.130	F F	0.008 -0.009	1.104 1.129	F F
7.	Santa Monica Boulevard (S.) & Century Park West	AM 0.949 PM 0.884	D D	0.454 0.575	A A	0.464 0.575	A A	0.000 0.000	0.464 0.575	A A
8.	Santa Monica Boulevard (S.) & Century Park West	AM 0.397 PM 0.397	A A	1.008 0.884	F E	1.007 0.969	F E	0.001 -0.015	1.005 0.966	F E
9.	Santa Monica Boulevard (N.) & Club View Drive	AM 0.813 PM 0.707	B C	0.213 0.408	A A	0.213 0.408	A A	0.000 0.000	0.213 0.408	A A
10.	Santa Monica Boulevard (N.) & Avenue Of The Stars	AM 0.825 PM 0.765	D C	1.191 0.987	F E	1.205 0.966	F E	0.014 -0.011	1.199 0.965	F E
11.	Santa Monica Boulevard (S.) & Avenue Of The Stars	AM 0.509 PM 0.544	A A	NA NA	NA NA	NA NA	NA NA	NA NA	NA NA	NA NA
12.	Santa Monica Boulevard (N.) & Century Park East	AM 0.769 PM 0.696	C B	0.930 0.848	E D	0.935 0.805	E D	0.005 -0.041	0.953 0.804	E D
13.	Santa Monica Boulevard (S.) & Century Park East	AM 0.771 PM 0.648	C B	NA NA	NA NA	NA NA	NA NA	NA NA	NA NA	NA NA
14.	Santa Monica Boulevard (N.) & Wilshire Boulevard	AM 1.095 PM 1.040	F F	1.201 1.291	F F	1.203 1.288	F F	0.002 -0.005	1.203 1.287	F F

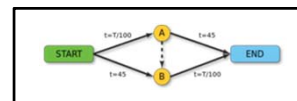
Auto Delay-Based Impact Analysis: Fundamental Problems

1. Good grade in LOS \neq Success in Transportation
2. LOS assessments are expensive, time consuming, and inaccurate
3. **“Fixing” LOS simply moves congestion elsewhere**

http://www.opr.ca.gov/docs/ITE_Journal_Article_-_Decisions_Values_and_Data.pdf



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Braess's Paradox

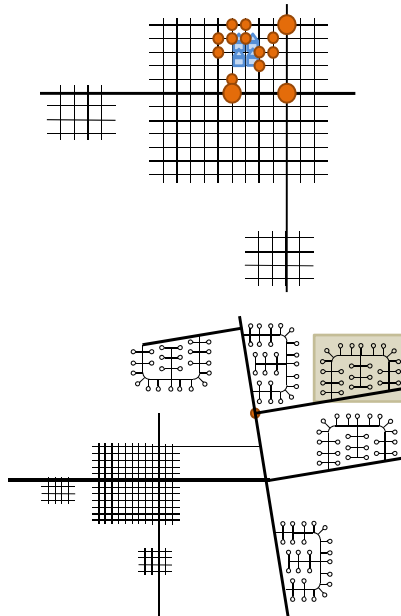
https://en.wikipedia.org/wiki/Braess%27s_paradox

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Auto Delay-Based Impact Analysis: Secondary Problems

1. **Punishes last-in, inhibits infill, pushes development outward**

http://www.opr.ca.gov/docs/ITE_Journal_Article_-_Decisions_Values_and_Data.pdf



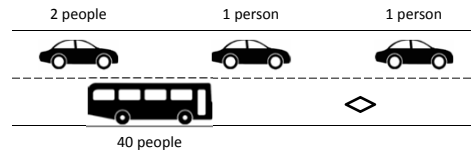
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Auto Delay-Based Impact Analysis: Secondary Problems

1. Punishes last-in, inhibits infill, pushes development outward
2. **Inhibits transit and active transportation**

http://www.opr.ca.gov/docs/ITE_Journal_Article_-_Decisions_Values_and_Data.pdf



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Auto Delay-Based Impact Analysis: Secondary Problems

1. Punishes last-in, inhibits infill, pushes development outward
2. Inhibits transit and active transportation
3. **Forces more road construction than we can afford to maintain**

http://lpc.org/wordpress/docs/events/first_thursday_dinner/ftd_2013_Protecting_Transportation-june.pdf



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Auto Delay-Based Impact Analysis: Secondary Problems

1. Punishes last-in, inhibits infill, pushes development outward
2. Inhibits transit and active transportation
3. Forces more road construction than we can afford to maintain
4. **Generates an array of environmental impacts**

<https://ncst.ucdavis.edu/white-paper/cutting-greenhouse-gas-emissions-is-only-the-beginning-a-literature-review-of-the-co-benefits-of-reducing-vehicle-miles-traveled/>

Peer-reviewed research on environmental impacts from high VMT projects:

- Emissions
 - GHG
 - Regional pollutants
- Energy use
 - Transportation energy
 - Building energy
- Water
 - Water use
 - Runoff – flooding
 - Runoff – pollution
- Consumption of open space
 - Sensitive habitat
 - Agricultural land

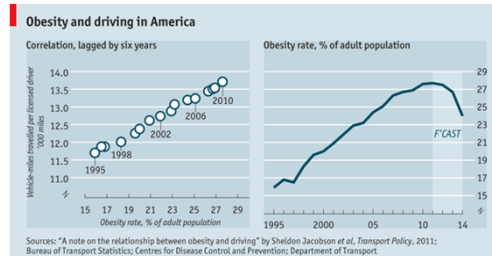
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Auto Delay-Based Impact Analysis: Secondary Problems

1. Punishes last-in, inhibits infill, pushes development outward
2. Inhibits transit and active transportation
3. Forces more road construction than we can afford to maintain
4. Generates an array of environmental impacts
5. **Worsens public health and safety**

<https://ncst.ucdavis.edu/white-paper/cutting-greenhouse-gas-emissions-is-only-the-beginning-a-literature-review-of-the-co-benefits-of-reducing-vehicle-miles-traveled/>



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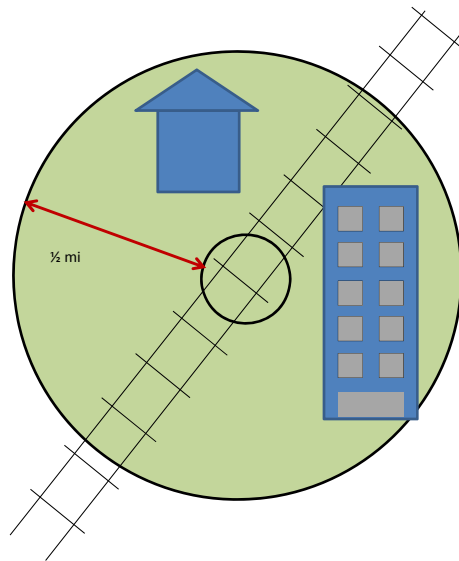
Updated metric of transportation impact: VMT

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Benefits of VMT as a Measure of Transportation Impact

1. Streamline TOD

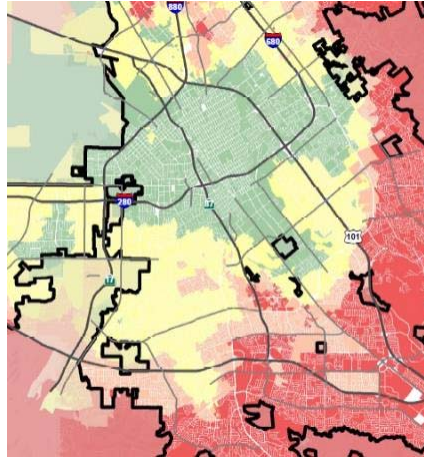


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Benefits of VMT as a Measure of Transportation Impact

1. Streamline TOD
2. **Streamline infill**

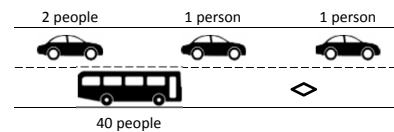


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Benefits of VMT as a Measure of Transportation Impact

1. Streamline TOD
2. Streamline infill
3. **Streamline transit projects**



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Benefits of VMT as a Measure of Transportation Impact

1. Streamline TOD
2. Streamline infill
3. Streamline transit projects
4. **Streamline active transportation projects**



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Benefits of VMT as a Measure of Transportation Impact


1. Streamline TOD
2. Streamline infill
3. Streamline transit projects
4. Streamline active transportation projects
5. **Streamline locally-serving retail**



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Benefits of VMT as a Measure of Transportation Impact

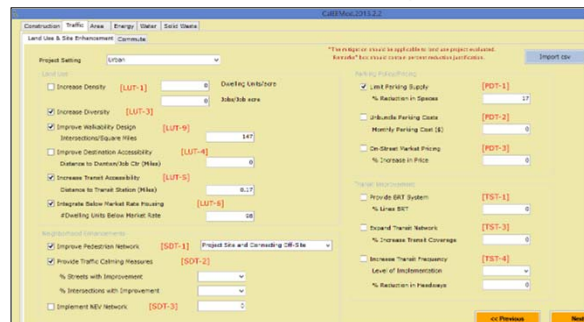
1. Streamline TOD
2. Streamline infill
3. Streamline transit projects
4. Streamline active transportation projects
5. Streamline locally-serving retail
6. **Streamline modeling for remaining projects**



Project	Year	Population	Employment	Households	Jobs per Household	Population per Household	Employment per Household
1	2010	1,000	500	100	5.0	10.0	5.0
2	2015	1,200	600	120	5.0	12.0	5.0
3	2020	1,400	700	140	5.0	14.0	5.0
4	2025	1,600	800	160	5.0	16.0	5.0
5	2030	1,800	900	180	5.0	18.0	5.0
6	2035	2,000	1,000	200	5.0	20.0	5.0
7	2040	2,200	1,100	220	5.0	22.0	5.0
8	2045	2,400	1,200	240	5.0	24.0	5.0
9	2050	2,600	1,300	260	5.0	26.0	5.0
10	2055	2,800	1,400	280	5.0	28.0	5.0
11	2060	3,000	1,500	300	5.0	30.0	5.0
12	2065	3,200	1,600	320	5.0	32.0	5.0
13	2070	3,400	1,700	340	5.0	34.0	5.0
14	2075	3,600	1,800	360	5.0	36.0	5.0
15	2080	3,800	1,900	380	5.0	38.0	5.0
16	2085	4,000	2,000	400	5.0	40.0	5.0
17	2090	4,200	2,100	420	5.0	42.0	5.0
18	2095	4,400	2,200	440	5.0	44.0	5.0
19	2100	4,600	2,300	460	5.0	46.0	5.0
20	2105	4,800	2,400	480	5.0	48.0	5.0

<http://www.caleemod.com/>

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CalEMod 2015.2.2

Construction: Traffic | Access | Energy | Water | Solid Waste

Land Use & Site Development | CalEMod

Project Setting: Urban

Land Use

- ☐ Increase Density (LUT-1) 0
- ☒ Increase Diversity (LUT-3) 0
- ☒ Improve Walkability Design (LUT-4) 0
- ☐ Improve Destination Accessibility (LUT-4) 0
- ☒ Increase Transit Accessibility (LUT-5) 0
- ☒ Integrate Below Market Rate Housing (LUT-6) 0

Neighborhood Characteristics

- ☒ Improve Pedestrian Network (SOT-1) Project Site and Surrounding 0.5 mi
- ☒ Provide Traffic Calming Measures (SOT-2) 0
- ☐ Implement NEV Network (SOT-3) 0

Transportation

- ☒ Limit Parking Supply (POT-1) 17
- ☐ Increase Parking Costs (POT-2) 0
- ☐ On-Street Parking Pricing (POT-3) 0
- ☐ Provide BRT System (TST-1) 0
- ☐ Increase Transit Network (TST-3) 0
- ☐ Increase Transit Frequency (TST-4) 0

Import csv

OK Previous Next

Benefits of VMT as a Measure of Transportation Impact

1. Streamline TOD
2. Streamline infill
3. Streamline transit projects
4. Streamline active transportation projects
5. Streamline locally-serving retail
6. Streamline modeling for remaining projects
7. **Attack regional congestion more effectively**

http://www.opr.ca.gov/docs/ITE_Journal_Article_-_Decisions_Values_and_Data.pdf

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Benefits of VMT as a Measure of Transportation Impact

1. Streamline TOD
2. Streamline infill
3. Streamline transit projects
4. Streamline active transportation projects
5. Streamline locally-serving retail
6. Streamline modeling for remaining projects
7. Attack regional congestion more effectively
8. **Reduce future pavement maintenance deficits**

http://lsc.org/wordpress/docs/events/first_thursday_dinners/ftd_2013_Protecting_Transportation-june.pdf



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Benefits of VMT as a Measure of Transportation Impact

1. Streamline TOD
2. Streamline infill
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4. Streamline active transportation projects
5. Streamline locally-serving retail
6. Streamline modeling for remaining projects
7. Attack regional congestion more effectively
8. Reduce future pavement maintenance deficits
9. **Large improvements in public health**



> 21,000 deaths/y attributable to physical inactivity in California

Achieving CA's mode share targets:

- **2,095 fewer deaths annually**
- **\$1 billion-\$15 billion/y prevented premature death and disability**

Maizlish N. *Increasing Walking, Cycling, and Transit: Improving Californians' Health, Saving Costs, and Reducing Greenhouse Gases. Final Technical Report to the California Department of Public Health (CDPH). Berkeley, CA; 2016.*
<https://www.cdph.ca.gov/programs/Documents/IncreasingWalkingCyclingTransitFinalReport2016rev2017-01-28.pdf>

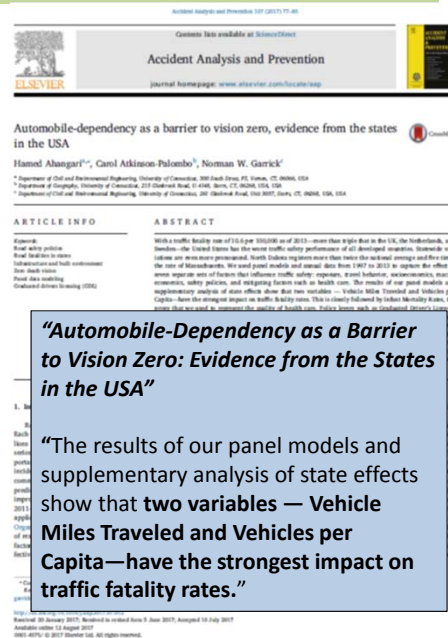
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Benefits of VMT as a Measure of Transportation Impact

1. Streamline TOD
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3. Streamline transit projects
4. Streamline active transportation projects
5. Streamline locally-serving retail
6. Streamline modeling for remaining projects
7. Attack regional congestion more effectively
8. Reduce future pavement maintenance deficits
9. **Large improvements in public health**

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Benefits of VMT as a Measure of Transportation Impact

1. Streamline TOD
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6. Streamline modeling for remaining projects
7. Attack regional congestion more effectively
8. Reduce future pavement maintenance deficits
9. **Large improvements in public health**

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Country	Traffic deaths per 100K pop
Sweden	2.8
UK	2.9
Switzerland	3.3
Netherlands	3.4
Denmark	3.5
Singapore	3.6
Spain	3.7
Germany	4.3
Japan	4.7
Finland	4.8
France	5.1
USA	10.6

World Health Organization
<http://apps.who.int/gho/data/node.main.A997>

Benefits of VMT as a Measure of Transportation Impact

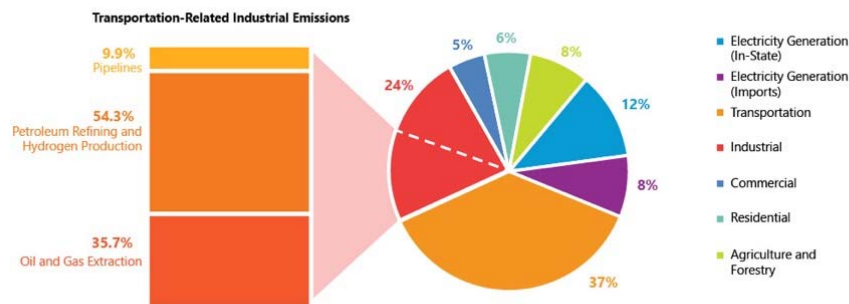
1. Streamline TOD
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5. Streamline locally-serving retail
6. Streamline modeling for remaining projects
7. Attack regional congestion more effectively
8. Reduce future pavement maintenance deficits
9. Large improvements in public health
- 10. Reduction in GHG and other emissions**



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CA GREENHOUSE GAS INVENTORY 2014 BY SECTOR AND ACTIVITY (2016 EDITION)

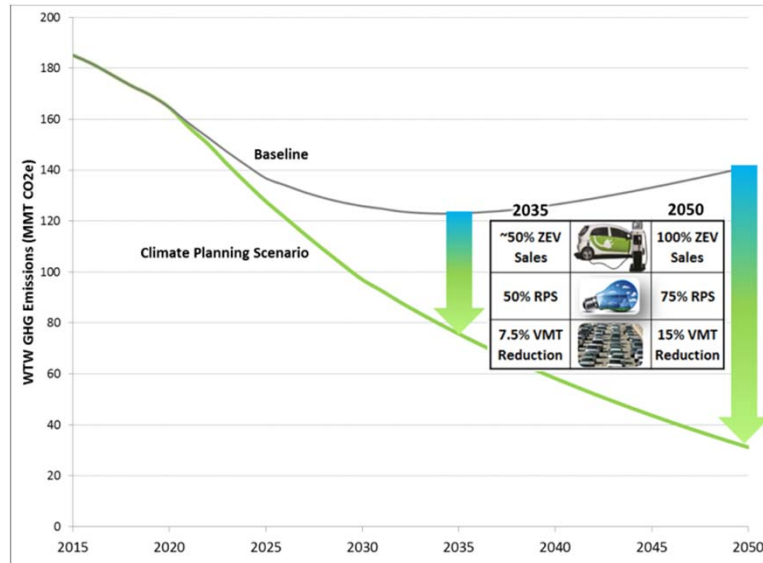


<http://ca50million.ca.gov/Transportation/transportation.html>

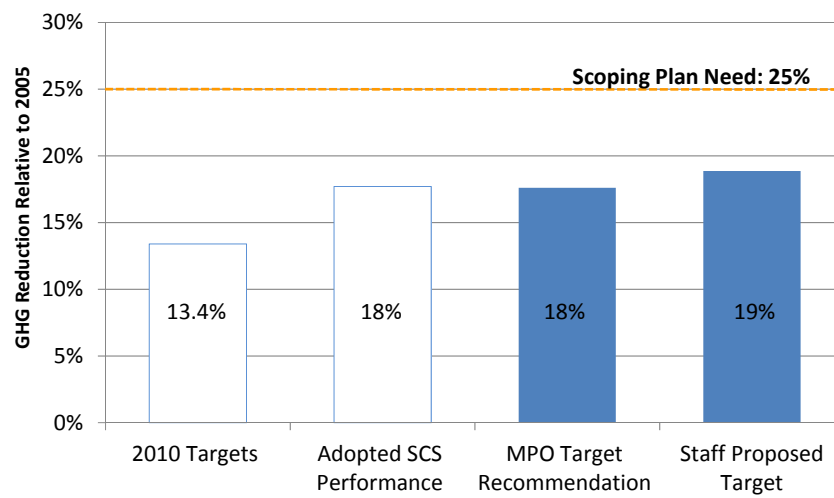
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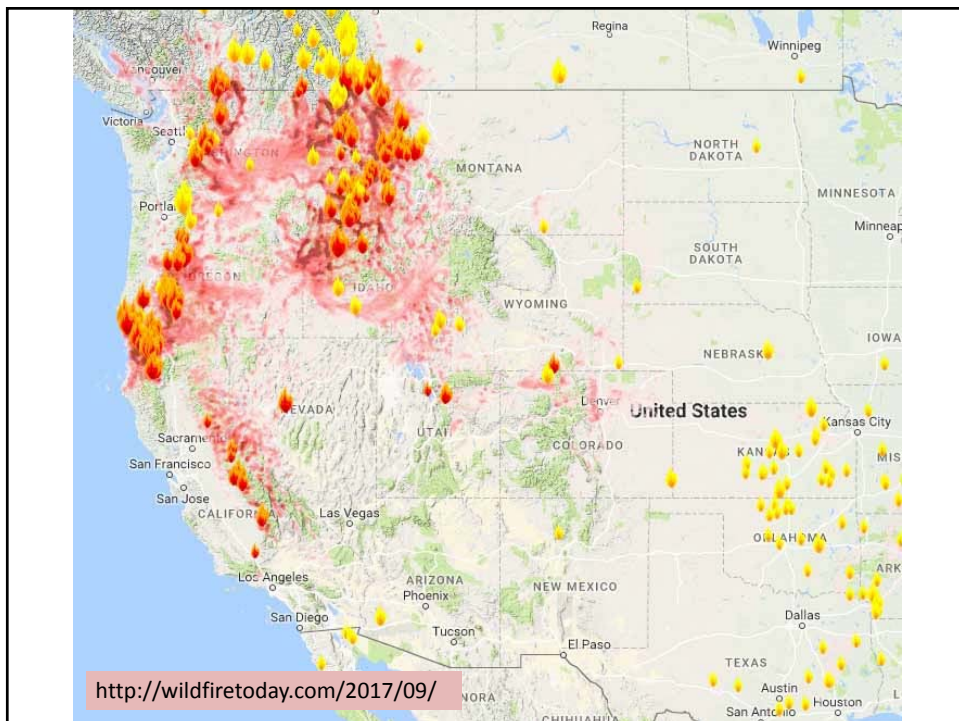
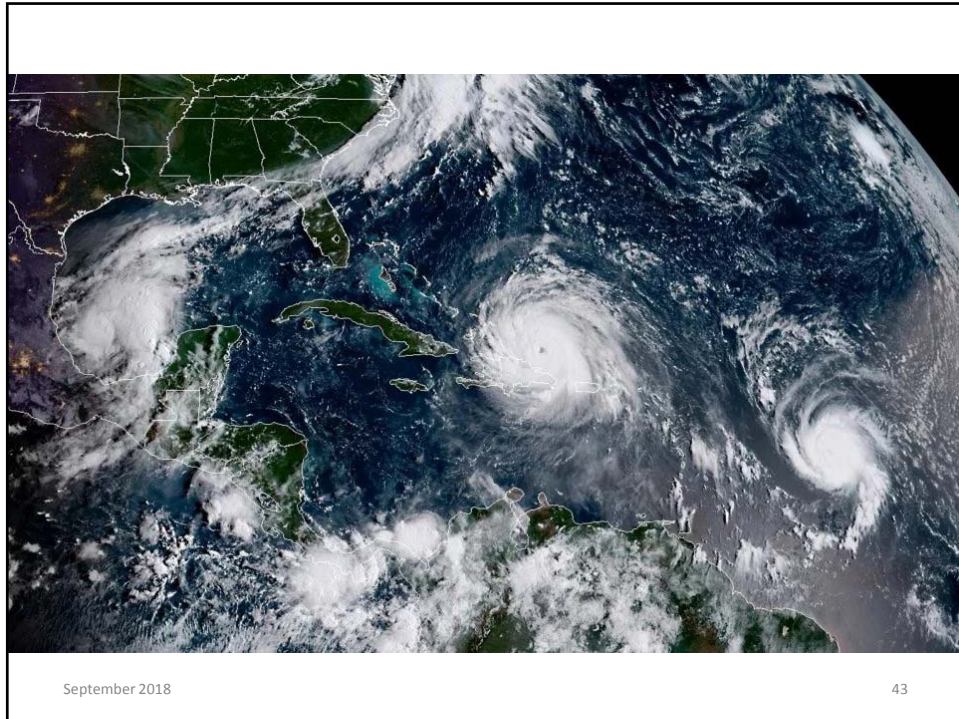
Background – State GHG Goals



Background – State GHG Goals



https://www.arb.ca.gov/cc/sb375/final_staff_proposal_sb375_target_update_october_2017.pdf





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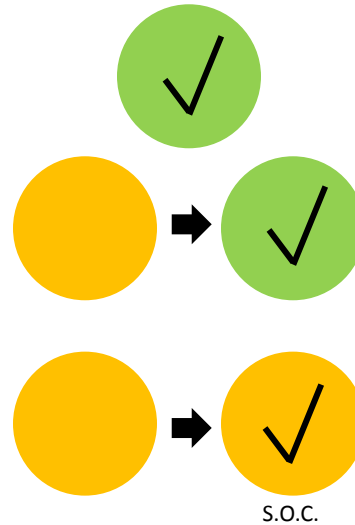


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743: Three Cases

1. Project streamlined
2. Project mitigates VMT to less than significant
3. Project mitigates VMT as feasible, but VMT remains significant



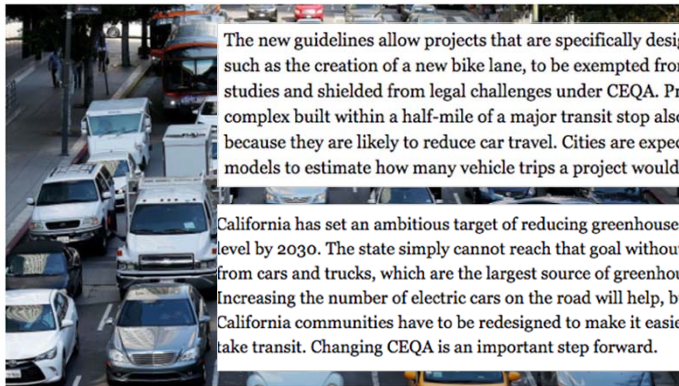
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EDITORIAL EDITORIALS

If California is serious about climate change, the car can't be king of our roads

By THE TIMES EDITORIAL BOARD
DEC 16, 2017 | 5:00 AM



The new guidelines allow projects that are specifically designed to reduce vehicle trips, such as the creation of a new bike lane, to be exempted from lengthy transportation studies and shielded from legal challenges under CEQA. Projects such as an apartment complex built within a half-mile of a major transit stop also could escape lengthy study because they are likely to reduce car travel. Cities are expected to develop computer models to estimate how many vehicle trips a project would generate.

California has set an ambitious target of reducing greenhouse gases 40% below their 1990 level by 2030. The state simply cannot reach that goal without a dramatic cut in emissions from cars and trucks, which are the largest source of greenhouse gases in the state. Increasing the number of electric cars on the road will help, but that alone won't suffice. California communities have to be redesigned to make it easier for people to walk, bike or take transit. Changing CEQA is an important step forward.

Vehicle traffic backs up along 5th Street in downtown Los Angeles on June 29, 2016. (Los Angeles Times)



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Benefits of VMT as a Measures of Transportation Impact

Picturing a low-VMT future



Image Credit: Urban Advantage, Roma Design Group, City of Dana Point

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Benefits of VMT as a Measures of Transportation Impact

Picturing a low-VMT future



Image Credit: Urban Advantage, Roma Design Group, City of Dana Point

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Benefits of VMT as a Measures of Transportation Impact

...as well as for rural areas



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VMT in Case Law

NEPA

Conservation Law Fdn. v. FHA
(2007) 630 F. Supp. 2d 183

Include land use effects of
roadway capacity projects

CEQA

Cal. Clean Energy Comm. v.
Woodland (2014) 225
Cal.App.4th 173

Include transportation energy in
energy impacts

Ukiah Citizens for Safety First
v. City of Ukiah (2016) 248
Cal.App.4th 256

Cleveland Nat'l Forest Fdn. v.
SANDAG (2017) 17
Cal.App.5th 413

Include a low VMT alternative

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OPR Recommendations on Methodology – Transportation Projects

Transportation Project recommendations

- Analyze VMT with “Net VMT” approach
- Presume Less than Significant:
 - Transit projects
 - Active transportation projects
 - Roadway projects which only marginally add capacity...

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Roadway projects which add only marginally to capacity presumed to lead to less than significant VMT:

- | | |
|--|---|
| • Rehabilitation, maintenance, replacement and repair | • Timing of signals |
| • Roadway shoulder enhancements | • Installation of roundabouts |
| • Addition of an auxiliary lane of less than one mile | • Installation of traffic calming devices |
| • Installation, removal, or reconfiguration of traffic lanes that are not for through traffic, such as left, right, and U-turn pockets, or emergency breakdown lanes | • Adoption of or increase in tolls |
| • Addition of roadway capacity on local or collector streets | • Addition of tolled lanes, where tolls are sufficient to mitigate VMT increase |
| • Conversion of existing general purpose lanes (including ramps) to managed lanes or transit lanes | • Initiation of new transit service |
| • Reduction in number of through lanes | • Conversion of streets from one-way to two-way |
| • Grade separation | • Removal of off-street parking spaces |
| • Installation, removal, or reconfiguration of traffic control devices | • Adoption or modification of on-street parking or loading restrictions |
| | • Addition of traffic wayfinding signage |
| | • Any lane addition under 0.3 miles in length |

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OPR Recommendations on Methodology – Transportation Projects


Transportation Project recommendations

- Analyze VMT with “Net VMT” approach
- Presume Less than Significant:
 - Transit projects
 - Active transportation projects
 - Roadway projects which only marginally add capacity
- Projects which substantially increase roadway capacity may induce vehicle travel

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Research on Induced Travel



**National Center
for Sustainable
Transportation**

October 2015

Increasing Highway Capacity Unlikely to Relieve Traffic Congestion

Susan Handy
Department of Environmental Science and Policy
University of California, Davis

Contact Information:
slhandy@ucdavis.edu

BRIEF

Issue

Reducing traffic congestion is often proposed as a solution for improving fuel efficiency and reducing greenhouse gas (GHG) emissions. Traffic congestion has traditionally been addressed by adding additional roadway capacity via constructing entirely new roadways, adding additional lanes to existing roadways, or upgrading existing highways to controlled-access freeways. Numerous studies have examined the effectiveness of this approach and consistently show that adding capacity to roadways fails to alleviate congestion for long because it actually increases vehicle miles traveled (VMT).

An increase in VMT attributable to increases in roadway capacity where congestion is present is called “induced travel”. The basic economic principles of supply and demand explain this phenomenon: adding capacity decreases travel time, in effect

Increased roadway capacity induces additional VMT in the short-run and even more VMT in the long-run. A capacity expansion of 10% is likely to increase VMT by 3% to 6% in the short-run and 6% to 10% in the long-run. Increased capacity can lead to increased VMT in the short-run in several ways: if people shift from other modes to driving, if drivers make longer trips (by choosing longer routes and/or more distant destinations), or if drivers make more frequent trips.^{1,4,5} Longer-term effects may also occur if households and businesses move to more distant locations or if development patterns become more dispersed in response to the capacity increase. One study concludes that the full impact of capacity expansion on VMT materializes within five years⁶ and another concludes that the full effect takes as long as 10 years.⁷

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~20 Academic Papers on Induced Travel

Summary of Key Points:

- Adding highway capacity induces VMT
- The Quality of evidence on this phenomenon is high
- Each 1% increase in lane miles causes VMT to ultimately rise by 0.6 to 1.0%
- The research controls for other factors such as population and economic growth; the added VMT results from the capacity increase
- The added VMT is truly new, not shifted from elsewhere
- The new VMT tends to increase GHGs
- The new highway capacity does not increase overall employment or economic activity

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Adoption of VMT Across California



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Thanks!

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<http://opr.ca.gov/ceqa/updates/sb-743/index.html#KeyResources>

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