



May 2, 2019
NMTA Technical Advisory Committee (TAC)
Meeting Handouts

1. Item 5.3 - Caltrans Report
 - a. Monthly Caltrans Report
 - b. Caltrans District 4 Lane Closures
2. Item 7.2 Plan Bay Area 2050 Regionally Significant Project Submittal List
3. Item 7.3 Vine Transit Maintenance Facility Funding Scenarios
4. Item 7.4 - Legislative Update
5. Item 7.5 - Draft Board Meeting Agenda

PROJECT INITIATION REPORT

EA 4J820 (Completed 9/24/18)

Tuluca 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 /2Q260

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

Scope: Construct Class 1 Multiuse Path

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 and pavement repair

EA 0Q820

Storm Damage; NAPA 29 PM 12.2 in City of Napa

Scope: Culvert 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

EA 2Q610

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

Scope: Pavement rehabilitation.

EA 2A510

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

Scope: Pavement rehabilitation

EA 0P730 (Completed 9/17/18)

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

Scope: Mitigation Purchase under Roadside Protection and Restoration Program

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: DED: 4/2020 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: \$989K Construction Capital

Schedule: PAED: 07/2019 PS&E: 01/2021 RWC: 01/2021 RTL: 03/2021

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: DED: 4/2020 PAED: 10/2020 PS&E: 03/2022 RWC: 04/2022 RTL: 06/2022

EA 2K150

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

Scope: Upgrade / Replace Bridge Rails at Sulphur and York Creeks in St. Helena

Cost Estimate: \$4.2M Construction Capital

Schedule: DED: 9/2020 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: DED: 7/2020 PAED: 12/2020 PS&E: 05/2022 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 PS&E: 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: 08/2020 RWC: 10/2020 RTL: 11/2020

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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: PAED: 11/2019 PSE: 12/2021 RWC: 5/2022 RTL: 06/2022

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: 03/16/15 Supplemental DED: 08/2019 PAED: 01/2020

DESIGN

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: 09/20/18 PSE: 02/2020 RWC: 03/2020 RTL: 4/2020 CCA: 12/2021

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 PSE: 04/2022 RWC: 06/2022 RTL: 06/2022 CCA: 12/2033

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 CCA: 12/2024

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: 08/2019 RWC: 10/2019 RTL: 10/2019 CCA: 12/2021

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: DED: 11/1/2018 PAED: 02/1/2019 PSE: 10/2020 RWC: 11/2020 RTL: 12/2020

CONSTRUCTION

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 RTL: 6/29/18 AWD: 3/29/19 (Ghilotti Construction) CCA: 12/2020

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CCA (Construction Contract Acceptance)

AWD (Award Contract)

EA 2J100

Construct Roundabouts; 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 RTL: 5/4/18 AWD: 2/27/19 (O.C. Jones & Sons, Inc) CCA: 12/2020

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 RTL: 6/29/18 AWD: 11/05/18 (Gordon Ball Inc.) CCA: 12/2022

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

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 RTL: 4/12/18 AWD: 9/20/18 (American Civil Const.) CCA: 06/2019

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 RTL: 06/29/18 AWD: 11/19/18 (Granite Rock Company) CCA: 07/2020

ACTION ITEMS:

PIR (Project Initiation Report)

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District 4 Lane Closures

During: 05/02/2019 - 05/08/2019



1b

Status legend:

In progress

Completed

Canceled

No Status

13 closures found. Sort Order: County, Start Date, Route, Direction, Start Time, Begin Post Mile

County / Route / Direction	Begin / End Postmiles	Begin / End Location	Facility / Type of Closure	Lanes, Etc. Closed : Total Existing Lanes	Planned Start / End Date & Time	Type of Work	Closure ID / Log #
Napa 29 SB	4.706	Route 12 (Jameson Canyon Rd)	Conventional Hwy Lane	#1, Left Shoulder : 2	05/01/19 11:01 PM	Pavement Work	C29FB 3
	4.45	Devlin Rd			05/02/19 05:01 AM		
Napa 29 SB	4.706	Route 12 (Jameson Canyon Rd)	Conventional Hwy Lane	#1, Left Shoulder : 2	05/02/19 11:01 PM	Pavement Work	C29FB 4
	4.45	Devlin Rd			05/03/19 05:01 AM		
Napa 121 NB/SB	13.12	3 Miles South of Wooden Valley Rd	Conventional Hwy Lane	#1 : 1	05/02/19 09:01 AM	Tree Work	P121TA 2
	20.293	Capell Creek			05/02/19 03:01 PM		
Napa 128 EB/WB	20.253	Cappell Creek Bridge	Conventional Hwy One-Way Traffic	#1 : 1	05/02/19 09:01 AM	Utility Work	P128IA 4
	21.41	Capell Valley Rd			05/02/19 03:01 PM		
Napa 128 EB/WB	20.253	Cappell Creek Bridge	Conventional Hwy One-Way Traffic	#1 : 1	05/03/19 09:01 AM	Utility Work	P128IA 5
	21.41	Capell Valley Rd			05/03/19 03:01 PM		
Napa 29 SB	4.706	Route 12 (Jameson Canyon Rd)	Conventional Hwy Lane	#1, Left Shoulder : 2	05/06/19 11:01 PM	Pavement Work	C29FB 1
	4.45	Devlin Rd			05/07/19 05:01 AM		
Napa 128 EB/WB	20.253	Cappell Creek Bridge	Conventional Hwy One-Way Traffic	#1 : 1	05/06/19 09:01 AM	Utility Work	P128IA 1
	21.41	Capell Valley Rd			05/06/19 03:01 PM		
Napa 29 SB	4.706	Route 12 (Jameson Canyon Rd)	Conventional Hwy Lane	#1, Left Shoulder : 2	05/07/19 11:01 PM	Pavement Work	C29FB 2
	4.45	Devlin Rd			05/08/19 05:01 AM		
Napa 128 EB/WB	20.253	Cappell Creek Bridge	Conventional Hwy One-Way Traffic	#1 : 1	05/07/19 09:01 AM	Utility Work	P128IA 2
	21.41	Capell Valley Rd			05/07/19 03:01 PM		
Napa 221 NB	0.622	Napa Valley Corporate Way	Conventional Hwy Lane	Left Shoulder : 2	05/07/19 10:01 AM	Tree Work	M221FA 5
	0.623	Anderson Rd			05/07/19 04:01 PM		
Napa	4.706	Route 12 (Jameson Canyon Rd)	Conventional Hwy	#1, Left Shoulder :	05/08/19 11:01 PM	Pavement Work	C29FB

29 SB	4.45	Devlin Rd	Lane	2	05/09/19 05:01 AM		3
Napa 128 EB/WB	20.253	Cappell Creek Bridge	Conventional Hwy	#1 : 1	05/08/19 09:01 AM	Utility Work	P128IA
	21.41	Capell Valley Rd	One-Way Traffic		05/08/19 03:01 PM		3
Napa 221 NB	0.622	Napa Valley Corporate Way	Conventional Hwy	Left Shoulder : 2	05/08/19 10:01 AM	Tree Work	M221FA
	0.623	Anderson Rd	Lane		05/08/19 04:01 PM		6

Report Criteria: District 4; Counties Napa; Routes All; Closure Type All; Facilities All; Time Period All; Status In Progress, Completed, No Status; Stated anytime.

Report Date & Time: 05/02/2019 9:09 AM

Plan Bay Area 2050 Regionally Significant Project Submittal List

No.	Jurisdiction	Project Title	Project Description	Project Location			Mode	Project Phase	Total Cost (2025 near term cost)	Total Cost (2050 cost with 3% annual inflation)	Total Committed	Types of funds Committed	Total Need	Start Year	End Year	Included in Plan Bay Area or Countywide Transportation Plan	Regional Significance Criteria (Does the project meet any of the drop down criteria)	General Criteria (Does the project meet any of the drop down criteria)
				Location	Start Point	End Point												
1	City of Napa	Trower Avenue Extension	Extend Trower Avenue east to connect with Big Ranch Road	Trower Avenue	Eastern terminus of Trower Ave	Big Ranch Road	Bike/Ped/Vehicle	Planning	\$10,500,000	\$21,984,668	\$0	-	\$21,984,668	2025	2050	YES	Expands or extends a roadway to become part of the principal arterial system (length must be greater than ¼ mile)	Will open after 2021 and by year 2050
2	City of Napa	Lincoln Avenue at California Blvd & SR29 Off-Ramp	Reconfigure northbound SR 29 off-ramp at Lincoln Avenue and modify Lincoln/California intersection	Lincoln Avenue	SR29 Off-Ramp	California Boulevard	Bike/Ped/Vehicle	Planning	\$5,500,000	\$11,515,779	\$0	-	\$11,515,779	2025	2050	YES	Adds new or expands access to the principal arterial system (e.g., new interchanges or interchange modifications that add capacity)	Will open after 2021 and by year 2050
3	City of Napa	SR29 over Trower	Trower Avenue Underpass	Trower Avenue/ SR29 Intersection	-	-	Bike/Ped/Vehicle	Planning	\$30,000,000	\$62,813,338	\$0	-	\$62,813,338	2025	2050	YES	Adds new or expands access to the principal arterial system (e.g., new interchanges or interchange modifications that add capacity)	Will open after 2021 and by year 2050
4	City of Napa	Jefferson/Imola Intersection Widening	Jefferson/Imola intersection modification	Jefferson/ Imola Intersection	-	-	Bike/Ped/Vehicle	Planning	\$3,000,000	\$6,281,334	\$0	-	\$6,281,334	2025	2050	YES	Adds new or expands access to the principal arterial system (e.g., new interchanges or interchange modifications that add capacity)	Will open after 2021 and by year 2050
5	City of Napa	Solano/Redwood Intersection Widening	Widening and restriping modifications to the Solano Avenue/ Redwood Road Intersection	Solano/ Redwood Intersection	-	-	Bike/Ped/Vehicle	Planning	\$750,000	\$1,570,333	\$0	-	\$1,570,333	2025	2050	YES	Adds new or expands access to the principal arterial system (e.g., new interchanges or interchange modifications that add capacity)	Will open after 2021 and by year 2050
6	City of Napa	Soscol Avenue Widening	Widen Soscol Avenue-SR221-SR121 to six lanes from Magnolia Drive to Silverado Trail including median widening and intersection improvements	Soscol Avenue	Magnolia Drive	Silverado Trail	Vehicle	Planning	\$22,750,000	\$47,633,448	\$0	-	\$47,633,448	2025	2050	YES	Expands or extends the principal arterial system (length must be greater than ¼ mile)	Will open after 2021 and by year 2050
7	City of Napa	Lincoln/Soscol Right turn Lanes	Modify Lincoln/Soscol intersection with right turn lanes	Lincoln/ Soscol intersection	-	-	Bike/Ped/Vehicle	Planning	\$750,000	\$1,570,333	\$0	-	\$1,570,333	2025	2050	YES	Adds new or expands access to the principal arterial system (e.g., new interchanges or interchange modifications that add capacity)	Will open after 2021 and by year 2050
8	City of Napa	First Street Roundabouts (west side)	Construct roundabouts on First Street at Freeway Drive and SR29 Southbound ramps	First Street	Freeway Drive	SR29 southbound ramps	Bike/Ped/Vehicle	Planning	\$8,500,000	\$17,797,112	\$0	-	\$17,797,112	2025	2050	YES	Adds new or expands access to the principal arterial system (e.g., new interchanges or interchange modifications that add capacity)	Will open after 2021 and by year 2050
9	City of Napa	5-way Intersection Modification	Construct intersection improvements at Silverado Trail/Third Street/Coombsville Road/East Avenue	Silverado/ Coombsville/ 3rd/ East Ave Intersection	-	-	Bike/Ped/Vehicle	Design	\$13,000,000	-	\$3,500,000	Caltrans	\$9,500,000	2014	2025	YES	Adds new or expands access to the principal arterial system (e.g., new interchanges or interchange modifications that add capacity)	Will open after 2021 and by year 2050
10	City of Napa	SR29/SR12/SR121 Intersection Modification	Construct intersection improvements at SR29/SR12/SR121 intersection	SR29/SR12/SR121 Intersection	-	-	Bike/Vehicle	Planning	\$4,000,000	\$8,375,112	\$0	-	\$8,375,112	2025	2050	NO	Adds new or expands access to the principal arterial system (e.g., new interchanges or interchange modifications that add capacity)	Will open after 2021 and by year 2050
11	NVTA	Park and Ride Lots, (Construction and O&M)	Park and Ride lots throughout Napa County	Napa County	-	-	Bus	PE-CON	\$10,000,000		\$0	-	\$ 10,000,000	2015	2040	No		Supports the region's sustainable communities strategy (SCS)
12	NVTA	Vine Maintenance Facility (Construction O&M)	Acquisition and construction of new maintenance facility	Sheehy Ct.	-	-	Bus	CON	\$33,000,000		\$0	-	\$33,000,000	2017	2018	No		Supports the region's sustainable communities strategy (SCS)
13	NVTA	Bus Chargers	Electric Bus Infrastructure	Napa County	-	-	Bus	CON	\$5,000,000		\$0	-	\$5,000,000	2017	2018	No		sustainable communities strategy (SCS)
14	NVTA	Express Bus Enhancements	13.5 miles of bus rapid corridor enhancements	SR 29	Vallejo Ferry Terminal	Napa Valley College	Bus	PE-CON	\$20,000,000		\$0	-	\$20,000,000	2020	2025	No		Supports the region's sustainable communities strategy (SCS)
15	NVTA	Motor Coaches	Acquisition of Long Haul Motor Coaches	N/A	-	-	Bus	None	\$14,000,000		\$0		\$14,000,000	2025	2027			sustainable communities strategy (SCS)
16	NVTA	Express Bus Enhancements	4.7 miles of bus Bus Corridor Enhancements	SR 29	Napa Valley College	Redwood P&R	Bus	PE-CON	\$5,000,000		\$0	-	\$5,000,000	2022	2025	No		Supports the region's sustainable communities strategy (SCS)
17	NVTA	State of Good Repair/ PM	(Replacement of Express Routes buses) 6 low-floor articulated buses, 14 articulated buses	N/A	-	-	Bus	None	\$20,750,000		\$0	-	\$ 20,750,000	2037	2040			Supports the region's sustainable communities strategy (SCS)
18	NVTA	Local routes expanded service hours	Expand service hours from 6am-12am, add Sunday service, On-demand	N/A	-	-	Bus	None	\$5,000,000		\$0	-	\$ 5,000,000	2018	2040	No		Supports the region's sustainable communities strategy (SCS)
19	NVTA	Express/Regional routes expanded service hours	Expand service hours from 4am-12am, add Sunday service	N/A	-	-	Bus	None	\$2,500,000		\$0	-	\$ 2,500,000	2018	2040	No		Supports the region's sustainable communities strategy (SCS)

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				Location	Start Point	End Point												
20	NVTA	Express/Regional routes Enhanced frequency	Increase frequency from 30 peak, 60 midday and weekends to 15 peak and 30 midday and weekends.	N/A	-	-	Bus	None	\$5,000,000		\$0	-	\$ 5,000,000	2018	2040	No		Supports the region's sustainable communities strategy (SCS)
21	NVTA	New Transit Vehicles (EXPANSION)	Acquisition of new paratransit vehicles, community shuttle buses and Vine buses for service expansion	N/A	-	-	Bus	None	\$15,000,000		\$0	-	\$ 15,000,000	2017	2040	No		Supports the region's sustainable communities strategy (SCS)
22	NVTA	Transit System Growth (Operating Costs)	Operation costs for the expansion of the transit system	N/A	-	-	Bus	None	\$2,800,000		\$0	-	\$ 2,800,000	2018	2040	No	Expands transit fleets or service levels (e.g., increased frequency, hours of operation)	Supports the region's sustainable communities strategy (SCS)
23	NVTA	New Shelters and Stop Amenities (EXPANSION)	Improved bus stops throughout Napa County	N/A	-	-	Bus	None	\$8,000,000		\$0	-	\$ 8,000,000	2021	2025	No	Adds new or expands transit stations or terminals, including parking facilities	Supports the region's sustainable communities strategy (SCS)
24	NVTA	TSP	Transit Signal Priority on SR-29 and major corridors	N/A	-	-	Bus	CON	\$2,000,000		\$0	-	\$ 2,000,000	2022	2025	No	Expands transit fleets or service levels (e.g., increased frequency, hours of operation)	Supports the region's sustainable communities strategy (SCS)
25	NVTA	SMART Connector	Implement Bus Service to SMART Train	N/A	-	-	Bus	N/A	\$5,000,000		\$0	-	\$ 5,000,000	2023	2050		Expands transit fleets or service levels (e.g., increased frequency, hours of operation)	sustainable communities strategy (SCS)
26	NVTA	NVC Transfer Center	Construct a bus tranfer center at Napa Valley College	NVC	-	-	Bus	PE-CON	\$1,000,000		\$0	-	\$ 1,000,000	2024	2025		Adds new or expands transit stations or terminals, including parking facilities	Supports the region's sustainable communities strategy (SCS)
27	NVTA	Soscol Junction	Construct free flowing SR-29 structure with two roundabouts	SR29/SR12/SR221	-	-	Auto	PE-CON	\$35,000,000		\$7,000,000	-	\$ 28,000,000	2022	2024		Adds new or expands access to the principal arterial system (e.g., new interchanges or interchange modifications that add capacity)	Will open after 2021 and by year 2050
28	NVTA	Airport Blvd Junction	Construct grade separated interchange	SR29/SR12/Airport Blvd	-		Auto	PE-CON	\$50,000,000		\$0	-	\$ 50,000,000	2030	2032		Adds new or expands access to the principal arterial system (e.g., new interchanges or interchange modifications that add capacity)	Will seek federal, state or regional funding
29	NVTA	Carneros Intersection	SR 29/SR12/SR 121 (Carneros intersection) Improvements	SR29/SR12/SR121	-	-	Auto	PE-CON	\$3,000,000		\$0	-	\$ 3,000,000	2022	2023		Adds new or expands access to the principal arterial system (e.g., new interchanges or interchange modifications that add capacity)	Will open after 2021 and by year 2050
30	NVTA	SR-29 Corridor Phase 1	Operational and multimodal improvements on SR 29 from Napa Junction to American Canyon Blvd. Including signal technology upgrades and intersection reconfiguration.	SR-29	-	-	Auto/Bike/Bus	PE-CON	\$20,000,000		\$0	-	\$ 20,000,000	2025	2027		Expands transit fleets or service levels (e.g., increased frequency, hours of operation)	Supports the region's sustainable communities strategy (SCS)
31	NVTA	SR-29 Corridor Phase 2	6-Lane Rural Highway from SR 37 to Airport Boulevard including widening the bridge over the railroad and grade seperated pedestrian crossings.	SR-29	-	-	Auto	PE-CON	\$100,000,000		\$0	-	\$ 100,000,000	2030	2035		Expands or extends a roadway to become part of the principal arterial system (length must be greater than ¼ mile)	Will seek federal, state or regional funding
32	American Canyon	Newell Drive Extension	Newell Drive extension from Donaldson Way to South Napa Junction, Newell Drive Overcrossing structure, new 2-lane arterial from south Napa Junction Rd to South Kelly Roa	Newell Drive			Auto/Bike/Bus	PE-CON	\$40,000,000		\$0	-	\$ 40,000,000	2025	2028		Expands or extends a roadway to become part of the principal arterial system (length must be greater than ¼ mile)	Will seek federal, state or regional funding
33	American Canyon	Paoli Loop Widening	Widen Paoli Loop Rd from Green Island to Newell Extension	Paoli Loop Road			Auto/Bike/Bus	PE-CON	\$10,000,000		\$0	-	\$ 10,000,000	2027	2029		Adds new or expands access to the principal arterial system (e.g., new interchanges or interchange modifications that add capacity)	Will open after 2021 and by year 2050
34	American Canyon	Eucalyptus Drive Extension	Eucalyptus Drive Extension	Eucalyptus Drive			Auto/Bike/Bus	PE-CON	\$4,000,000		\$0	-	\$ 4,000,000	2025	2026		Expands or extends a roadway to become part of the principal arterial system (length must be greater than ¼ mile)	Will seek federal, state or regional funding
35	City of American Canyon	Eucalyptus Widening	Theresa to Wetlands Edge	Eucalyptus Drive			Auto/Bike/Bus	PE-CON	\$8,000,000		\$0	-	\$ 8,000,000	2028	2029		Expands or extends a roadway to become part of the principal arterial system (length must be greater than ¼ mile)	Will seek federal, state or regional funding
36	City of Calistoga	SR-29 Bypass	Preliminary Study for Calistoga SR-29 Bypass Dunaweal Ln/Tubbs Ln	Dunaweal	SR-29	Silverado Trail	Auto/Bike/Bus	PE-CON	\$10,000,000		\$0	-	\$ 10,000,000	2030	2032		Expands or extends a roadway to become part of the principal arterial system (length must be greater than ¼ mile)	Will seek federal, state or regional funding
37	Town of Yountville	Madison Street Interchange	Improvements to Sr-29/Madison Street Instersection	SR-29	-	-	Auto/Bike/Bus	PE-CON	\$8,000,000		\$0	-	\$ 8,000,000	2030	2032		Adds new or expands access to the principal arterial system (e.g., new interchanges or interchange modifications that add capacity)	Will seek federal, state or regional funding
TOTAL													\$624,091,457					
TARGET													\$615,000,000					
OVER													-\$9,091,457					

VINE TRANSIT MAINTENANCE FACILITY FUNDING SCENARIOS



Vine Transit Maintenance Facility

60% DESIGN



OPERATIONS BUILDING - SOUTH EAST VIEW FROM PEDESTRIAN WALKWAY

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

Administration Building

- ✓ 8,000 sq ft.
- ✓ Transit Emergency Operations Center
- ✓ Regional Meeting Center
- ✓ Photovoltaic System
- ✓ Constructing using LEED principles
- ✓ Parking for employees and visitors

Maintenance Building

- ✓ 20,000 sq ft.
- ✓ Six bus bays
- ✓ Modern Bus Wash
- ✓ Parking for up to 90 buses
- ✓ EV Charging Stations for Buses



MAINTENANCE BUILDING - WEST VIEW FORM CREEK

SP - 1
MP - 2
TP - 1
MP - 1
MP - 2
AL - 1

History of Value Engineering Decisions and Cost Savings

Item	Savings	Other Cost Saving discussed but not recommended.	Notes	NVTA Comment
Owner Furnished / Owner Installed Equipment	\$400,000		Require owner or to facilitate purchases and installation after construction is complete	Staff will need to work out the details during procurement for shelving, cabinets, racks, portable lifts work benches, tables, welders, saws, etc.
Replace Concrete for Asphalt Pavement in some areas		\$400,000	Would reduce life expectancy of pavement, requiring additional maintenance and/or replacement in 20 yrs.	Staff decided no to move forward because of the annual maintenance cost and need for replacement is not cost effective and asphalt would not accommodate bus weight
Medium Service Equipment and Secondary Service	\$500,000		Medium service is required for bus chargers. This is only possible if we are able to utilize PG&E Fleet Ready Program that subsidizes medium service cost, dependent on PG&E program timing and their approval	PG&E Fleet Ready Program on-going discussion. It looks like PG&E will fund a portion of the needed electric infrastructure
Material type and quantity adjustments to façades	\$250,000		Determined during 90% design	Change implemented on standing seam metal panels

History of Value Engineering Decisions and Cost Savings

Item	Savings	Other Cost Saving Options discussed not recommended.	Notes	NVTA Comment
Remove High Volume, Low Speed (HVLS) fans in Bays		\$45,000	Fans are nice to have but not required	Keep fans for maintenance staff comfort
Reduction in Bus Wash Building footprint	\$220,000		Reduction in size by 25% to fit wash equipment, correct lighting value	Completed during 90% design
Hydronic boiler for heating and hot water in lieu of heat pump system and ductwork for Maint. Building heating	\$50,000			Completed during 90% design
Solar Canopies	\$200,000			Eliminated because the high cost of the canopies cannot be recouped by lower electric costs generated by the solar panels

History of Value Engineering Decisions and Cost Savings

Item	Savings	Cost Saving Options discussed but were not recommended.	Notes	NVTA Comment
Delay Building Bus Wash		\$1,000,000	Do site work, but do not purchase a bus wash	Staff determined that it was not feasible to keep the vehicles clean by either hand wash the vehicles or driving them to another facility for washing
Inground Lift vs. Portable/Mobile Lift		\$783,000	Costs of inground minus the cost to acquire a mobile lift	Staff determined inground lifts are easier to maintain and accommodate all vehicles large and small, safer as there are no cables stretched under the bus like the column lifts and flush to the ground which eliminates tripping hazards.
Impact Fees	\$83,022 (approved) + \$55,287 (pursuing)		Napa County Napa Sanitation	NVTA received a Traffic Impact Fee Waiver from the Napa County Board of Supervisors and is pursuing a waiver of Napa Sanitation Fees
Totals	\$1,758,310	\$2,228,000		

Funding Options: Maintenance Facility

	Maximize Highway Funds
Revenues	
TDA/STA/FTA	\$5,069,600
Highway Funds	4,100,000
SB1 Local Partnership Program	1,000,000
Total Revenues	\$10,169,600
Loans	
TIFIA	\$18,512,200
IBank	3,498,200
Total Loans	\$22,010,400
Total Construction Costs	\$32,180,000

Debt Payments

Years 1-10	
TIFIA (Interest Only)*	\$333,200
IBank	\$212,700
Years 11-30	
TIFIA (P&I)*	\$941,600
IBank	\$212,700
Years 30-35	
TIFIA (P&I)*	\$941,600
* Payments assumed on the full amount borrowed	

Debt Payments (3% Discount Rate)	
Average Net Present Value	\$560,400

Grant Opportunities to Minimize Borrowing

Loans	\$22,010,400
Competitive Grants	
FTA Section 5339 Bus and Bus Facilities	\$4,000,000
RM3 North Bay Transit*	10,000,000
<i>Revised</i> Loan Amount	\$8,010,400
<i>Revised</i> Debt Payments**	
Years 1-10 (Interest Only)	\$144,200
Years 11-35 (P&I)	\$407,400
* Not yet committed	
**Payments assumed on the full amount borrowed	

Debt Payments (3% Discount Rate)	
Average Net Present Value	\$316,600

Bundling projects to backfill highway funds by increasing TIFIA borrowing capacity

	Maintenance Facility	Soscol Junction	Total Costs
Total Project Cost	\$37,780,000	\$40,000,000	\$77,780,000
Borrowing Capacity	\$18,512,200	\$8,598,000	\$27,110,200
Debt Payments			
Years 1-10 (Interest Only)	\$290,000	\$218,000	\$508,000
Years 11-35 (P&I)	\$819,400	\$616,000	\$1,435,400

Questions?

May 2, 2019
TAC Agenda Item 7.4
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 and Federal Legislative Update

RECOMMENDATION

Information only

EXECUTIVE SUMMARY

State Update

Attached is the State legislative update (Attachment 1) and the State Bill Matrix (Attachment 2), which includes two bills that the NVTA board may reconsider its positions on at the May 15 NVTA Board meeting.

FISCAL IMPACT

Is there a Fiscal Impact? No

SUPPORTING DOCUMENTS

Attachments: (1) April 29, 2019 State Legislative Update (Platinum Advisors)
(2) April 29, 2019 State Bill Matrix



April 29, 2019

TO: Kate Miller, Executive Director
Napa Valley Transportation Authority

FR: Steve Wallauch
Platinum Advisors

RE: Legislative Update

Last week the Capitol was slammed with historic crowds as the legislature faced its first major hearing deadline on April 26th. This was the first of several deadlines in the coming month. Any measure that fails to meet the following deadlines becomes a two-year bill that can be revisited next year.

- April 26 – Last day for policy committees to hear and report to fiscal committees fiscal bills introduced in their house.
- May 3 – Last day for policy committees to hear and report to the Floor nonfiscal bills introduced in their house.
- May 17 – Last day for fiscal committees to hear and report to the Floor bills introduced in their house.
- May 31 – Last day for bills to be passed out of their house of origin.

Revenue: With recent revenue receipts falling below projections by about \$2 billion, the focus has been on April which is the highest revenue month of the year. State Controller Betty Yee has continued the tradition of posting daily income tax receipts for April. In the 2017-18 fiscal year April income tax revenue reached \$14.2 billion, and the projected target for April 2019 is \$15 billion. As of April 25th, the state has received \$17.9 billion from income tax payments, which exceeds the projected goal by \$2.9 billion. While final numbers will not be available until next week, it appears the revenue shortfall from earlier this year has been erased. To follow the daily tallies check out: https://sco.ca.gov/2019_personal_income_tax_tracker.html

BUDGET

Cap & Trade Expenditure Plan: Both the Senate Subcommittee #2 and the Assembly Subcommittee #3 reviewed the Administration's proposed use of cap & trade auction revenue. Both subcommittees deferred action on this item. It is normal for the Senate and Assembly to hold this item open while both houses and the Administration negotiate spending priorities. Over the past several years, it is not uncommon for negotiations to stretch well into August.

These hearings provide the only opportunity for numerous interest groups to make a public pitch for how these funds should be spent, and over an hour was spent hearing these pleas. However, the main topic of discussion by the subcommittees was how much auction revenue will be available. The Governor's budget assumes a total of \$2.1 billion in auction revenue will be available in FY 2019-20, combined with unspent revenue in the current fiscal year will provide \$2.4 billion for the various programs. The \$2.1 billion amount assumes that all 2019-20 allowances will be sold at the minimum auction price.

The LAO forecast is higher. The LAO estimates that over the current fiscal year and 2019-20, auction revenue will exceed the Administration's estimate by \$800 million. While the LAO cautions the Legislature regarding the uncertainty of auction returns, the Legislature plans to use the LAO's forecast when developing its expenditure plan priorities. This means more money will be available for the numerous budget requests.

Work Force Training: The Governor's budget proposes allocating \$27 million cap & trade auction revenue in 2019-20, and about \$25 million per year for the following four fiscal years for workforce training programs. These funds would be administered by the California Workforce Development Board for various pre-apprenticeship programs. This includes \$10 million annually for the next five years for the High Road Training Partnership (H RTP), which includes providing a total of 2,000 pre-apprenticeship slots for non-construction industries that have been affected by the state's effort to reduce GHG emissions. One of the sectors targeted by the Administration is public transit's transition to zero emission vehicles. H RTP would provide funding for apprenticeships that train bus service technicians to become electric bus mechanics.

This funding proposal was recently discussed by the Senate Budget Subcommittee #2, which is chaired by Senator Bob Wieckowski. While Senator Wieckowski did not oppose the goal of these workforce training programs, he did express legitimate concerns about using cap & trade auction revenue for this purpose. Even though state courts have opined that the cap & trade program enacted under AB 32 is not a tax or a fee, the Legislative Counsel has issued an opinion that the use of the AB 32 auction proceeds must still provide a nexus to the reduction of GHG emissions. Senate Sub 2 and the Legislative Analyst's Office has questioned whether there is a sufficient nexus to workforce training programs because there is not direct link the GHG emission reductions. However, when the legislature approved AB 398 to extend the cap & trade program to 2030 with a 2/3 majority the cap & trade auction revenue became tax revenue, and the nexus requirement is removed. Unfortunately, Legislative Counsel's opinion is that AB 398 does not take effect until the 2020-21 fiscal year, at which time the nexus requirements are removed.

While the Senate Sub 2 staff proposed rejecting the use of cap & trade funds for this program, Senator Wieckowski moved to simply keep this item open while negotiations continue.

Transportation: Both Senate Sub 2 and Assembly Sub 3 reviewed the relatively few transportation related budget items. Both the Senate and Assembly approved the budget

amount of \$2 billion in Road Maintenance and Rehabilitation Account funds to Caltrans for state and local SB 1 programs. In addition, SB 1 funds will reach nearly \$5 billion in 2019-20 and will be spent as follows:

Road Maintenance and Accountability Act Funding			
(Dollars in Millions)			
Program		2018-19	2019-20
Local Allocations	Local Streets and Roads	\$1,152	\$1,225
	Transit and Intercity Rail Capital Program	\$330	\$337
	State Transit Assistance	\$413	\$457
	Local Partnership Program	\$200	\$200
	Active Transportation Program	\$100	\$100
	STIP (Regional Share)	\$0	\$20
	Commuter Rail and Intercity Rail	\$44	\$50
	Local Planning Grants	\$25	\$25
Total:		\$2,264	\$2,414
State Allocations	SHOPP/Maintenance	\$1,209	\$1,222
	Bridges and Culverts	\$400	\$400
	Commuter Corridors	\$250	\$250
	Trade Corridor Enhancement	\$307	\$307
	Department of Parks and Recreation*	\$79	\$79
	Freeway Service Patrol	\$25	\$25
	Department of Food and Agriculture*	\$26	\$26
	STIP (Interregional Share)	\$0	\$7
	Transportation-related CSU and UC Research	\$7	\$7
	Transportation Workforce Development Board	\$10	\$5
Total:		\$2,314	\$2,328

Project Initiation Documents: Both the Senate and Assembly Subcommittee held open the proposed funding for project initiation documents (PID). The budget proposes \$85.7 million in State Highway Account and SB 1 funds for 407 positions and 45 contract positions. Both houses kept this item open in order to provide more time to review staffing needs, which is usually updated after the release of the May Revise. This is also an item that annually stirs the debate on the appropriate amount of contract versus in house staff.

Active Transportation Program: Senate and Assembly Subcommittees also held an informational hearing on the LAO's review of the Active Transportation Program (ATP).

Overall the ATP is performing as expected with 75% being awarded to infrastructure projects, and 88% of the projects benefiting a disadvantaged community. The LAO found that in the first funding cycle the project size was fairly small at an average of \$1.3 million, but the project size is starting to grow in subsequent cycles. The LAO does recommend the legislature to consider the following changes:

- Require the collection of better data and benefits.
- Consider whether the statewide component should focus on larger, more transformative projects.
- Provide additional flexibility to metropolitan planning organizations (MPO) to select projects that are the highest priority for the region.

While no changes are currently being proposed, committee staff in both the Senate and Assembly point to the LAO's recommendation to provide MPOs greater flexibility. Staff point to the possibility for the statewide component to focus on transformative projects and give the MPO's the flexibility to fund small projects that are consistent with regional priorities. If this change is made, staff encourages consideration of allocating a greater percentage of funds to the MPO program.

LEGISLATION

Wayfair: Governor Newsom has signed into law AB 147 (Burke & McGuire). This bill would enact changes to implement the South Dakota v. Wayfair decision. Under Wayfair, the U.S. Supreme Court found that online retailers are required to collect and remit sales tax regardless of whether the online retailer has a physical presence in the state where the order is delivered.

AB 147 would propose a \$500,000 statewide threshold. State and local sales taxes would both be collected once an online retailer reaches a statewide total of \$500,000 in sales. This bill would also require sales tax to be collected on all sales made through an intermediary, such as eBay or Amazon. Under AB 147 an entity that sells items through "marketplace facilitator," such as eBay, the marketplace facilitator is required to collect and remit the tax on all sales regardless of the threshold.

Housing: Last week saw major changes to one of the more controversial housing bills, SB 50 (Wiener). When the bill was heard by the Senate Committee on Governance & Finance, which is chaired by Senator Mike McGuire, it was significantly amended to address concerns raised by Senator McGuire. While still a controversial proposal, Senator McGuire agreed to become a co-author on SB 50, and committed to holding his housing proposal, SB 4, in the Senate Committee on Governance & Finance. The amendments fold into SB 50 some of the provisions in SB 4. SB 4 is now a two-year bill. SB 50 was approved on a 6-1 vote, with the only "no" vote being cast by Senator Robert Hertzberg from Van Nuys.

As introduced SB 50 would override local zoning and grant developers incentives to build multi-family housing near transit and job centers. The bill requires a local government to grant an "equitable communities incentive," which reduces specified local zoning standards, such as height, density, and parking requirements, in "jobs-rich" and "transit

rich areas,” as defined, when a development proponent meets specified requirements. While the amendments taken in Governance & Finance are not in print, yet, the changes to SB 50 include the following:

- Creation of a fourplex is by right statewide if located in residential area on vacant land, as well as conversion of existing structures with specified limits. These projects must abide by local regulations on setbacks and size.
- Exempt from SB 50 very high fire hazard severity zones, and coastal zones in cities with a population of less than 50,000. SB 50 would apply to infill parcels in a coastal zone regardless of jurisdiction size.
- In counties with population of less than 600,000 a modified equitable communities incentive would apply in cities with a population greater than 50,000 for projects located within a ½ mile of a rail or ferry station that grants a density waiver with a minimum of 30 units per acre in urban areas and 20 units per acre in suburban areas, as well as height limits being extending by one story above existing limits. There would be no parking minimum within ¼ mile of a rail station in cities with a population over 100,000, and .5 parking spaces per unit elsewhere. It would not apply to bus corridors in these counties.
- In counties with a population over 600,000, SB 50 zoning would apply to bus, rail, ferry and jobs rich areas. Except SB 50 would not apply to historic districts legislatively adopted prior to 2010.
- Definition of a high-quality bus corridor is amended to apply to corridors with peak headways of 10 minutes or less, it was previously 15 minutes, and clarifying the headway time applies to each line going in each direction. In addition, the bus service must have met this headway standard for the past 5 years.

Synchronicity: Assemblyman Grayson has renewed his effort from last year to require Caltrans to coordinate with any city that implements a traffic signal optimization plan. This is a personal issue for the Assemblyman, who introduced a similar measure last year after experiencing several delays on a local street due to lack signal light coordination. Specifically, AB 1633 would authorize any city within MTC region to develop and implement a traffic signal optimization plan intended to reduce greenhouse gas (GHG) emissions and particulate emissions and to reduce travel times. The bill would also require signals that are operated by Caltrans to be adjusted and operated consistent with a city’s plan. This bill is similar to AB 2851 (Grayson) from last year.

AB 2851 originally proposed a funding program for cities to develop these synchronization plans, but the funding was deleted from the bill. Assemblyman Grayson ultimately gutted and amended AB 2851 for another purpose. AB 1633 has been unanimously approved by the Assembly Committee on Transportation and the Assembly Committee on Appropriations. It is currently pending on the Assembly Floor consent file.

Complete Streets: SB 127 (Wiener) was approved by the Senate Committee on Transportation, with significant amendments. This bill aims to update existing laws

relating to the programming of funds in the State Highway Operation and Protection Program (SHOPP) to require the state to consider and invest in bicycle, pedestrian, and transit facilities when programming SHOPP projects. The amendments to SB 127 are not in print yet, and the author continues to negotiate with Caltrans on some provisions.

The bill is supported by a wide range of bicycle, pedestrian, and clean air advocates, as well as the Alameda County Transportation Commission, the Transportation Agency for Monterey County, and the City & County of San Francisco. However, the California Association of Councils of Governments and Orange County Transportation Authority currently oppose this bill. It is unclear if the pending amendments would address their concerns.

As anticipated to be amended, language prohibiting the use of SHOPP funds for auxiliary lanes or other capacity enhancing projects will be removed, and language prohibiting the use of vehicle delay as a performance measure will also be removed. The bill will also be amended to maintain the existing investment priorities in state law for SHOPP investments, with added emphasis that safety improvements shall improve the safety of vulnerable road users.

The crux of the bill is new language requiring all SHOPP investments made on state highways that are considered “main streets” to address complete streets needs, such as sidewalks, bike lanes, and bus stops. Beginning with the 2022 SHOPP, Caltrans shall include in their project development teams representation from local transportation agencies, bicycle and pedestrian groups, disadvantage communities, and any group impacted by the proposed project. SB 127 also provides Caltrans a process to exempt a project from the complete street requirements if there is a lack of need or local support. SB 127 exempts all freeways or other roadways where bicycles and pedestrians are prohibited.

California Transportation Plan: AB 285 (Friedman) requires Caltrans to address in future updates to the California Transportation Plan how the state will achieve its greenhouse gas emissions reductions goals consistent with SB 32 (Pavley), and to review and develop recommendations for improvements of various grant programs to meet long-term emission reduction goals. This bill has been approved by the Assembly Transportation Committee and the Assembly Natural Resources Committee, and is currently pending in the Assembly Appropriations Committee. In particular, the bill requires Caltrans to include in the CTP the following:

- An overview of all sustainable communities and an assessment of how implementation of these strategies will influence the configuration of the statewide integrated multimodal transportation system.
- A review of the potential impacts and opportunities for coordination of specified transportation grant programs, such as the Low Carbon Transit Operators Program and the Transit and Intercity Rail Program.
- A forecast of the impacts of advanced and emerging technologies, including shared, autonomous, connected, and electric transportation options, over a 20-year horizon on infrastructure, access, and transportation systems.

Regional Transportation Plans: AB 1142 (Friedman) was unanimously approved by the Assembly Transportation Committee and is currently on the Assembly Floor Consent Calendar. This bill would require a metropolitan planning organization with a population over 200,000 to include additional performance indicators in the regional transportation plan (RTP). The performance indicators that AB 1142 would add to the RTP include the following:

- Performance indicators to measure travel by Transportation Network Companies (TNC)s,
- Performance indicators for policies to increase the use of existing transit, including but not limited to frequency of public transit, parking facilities near existing public transit, microtransit options to supplement existing public transit; and storage of active transportation equipment.

Streets & Roads Fund: AB 1568 (McCarty) has been significantly amended. As introduced this bill would have withheld SB 1 local streets and roads funds from a city or county that is found to be out of compliance with existing housing element laws. As amended, the bill would no longer withhold local streets and roads funds. As currently drafted, if on or before January 1, 2025 a city or county is found to be out of compliance with existing housing element requirements then that city or county would be prohibited from applying for state grants. This prohibition would not apply to grants protected under Article 19 of the Constitution, which covers most transportation funds, or if the grant would assist the city or county in complying with housing element laws. As amended, AB 1568 was approved by Assembly Housing Committee.



April 29, 2019

New Positions

Bills	Subject	Status	Client - Position
<u>AB 1568</u> <u>(McCarty D)</u> General plans: housing element: production report: withholding of transportation funds	<p><i>AB 1568 was significantly amended on April 11th. As amended, the NVTa may want to consider if the changes would remove its opposition.</i></p> <p>As amended, the bill would no longer withhold local streets and roads funds. As currently drafted, if on or before January 1, 2025 a city or county is found to be out of compliance with existing housing element requirements then that city or county would be prohibited from applying for state grants. This prohibition would not apply to grants protected under Article 19 of the Constitution, which covers most transportation funds, or if the grant would assist the city or county in complying with housing element laws.</p> <p>As introduced this bill would have withheld SB 1 local streets and roads funds from a city or county that is found to be out of compliance with existing housing element laws.</p>	ASSEMBLY APPR	CURRENT POSITION: OPPOSE
<u>AB 1633</u> <u>(Grayson D)</u> Regional transportation plans: traffic signal optimization plans.	<p>Assemblyman Grayson has renewed his effort from last year to require Caltrans to coordinate with any city that implements a traffic signal optimization plan.</p> <p>Specifically, AB 1633 would authorize any city within the MTC region to develop and implement a traffic signal optimization plan intended to reduce greenhouse gas (GHG) emissions and particulate emissions and to reduce travel times. The bill would also require signals that are operated by Caltrans to be adjusted and operated consistent with a city's plan.</p>	ASSEMBLY FLOOR – Consent File	RECCOMENDED POSITION: WATCH

Existing Positions

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

<p><u>AB 147</u> (Burke D) (Cont.)</p>	<p>total of \$500,000 in sales is reached. This bill would also require sales tax to be collected on all sales made through an intermediary, such as eBay or Amazon. Under AB 147 an entity that sales items through “marketplace facilitator,” such as eBay, the marketplace facilitator is required to collect and remit the tax on all sales regardless of the threshold. The local sales tax revenue would be allocated to the local tax districts.</p>		
<p><u>AB 252</u> (Daly D) Department of Transportation: environmental review process: federal program.</p>	<p>AB 252 would repeal the sunset date on current law that delegates to Caltrans the authority for National Environmental Policy Act (NEPA) decision making. The existing NEPA Assignment Program authority would sunset on January 1, 2020. This program started as part of a pilot program under federal Safe, Accountable, Flexible, and Efficient Transportation Equity Act-A Legacy for Users (SAFETEA-LU) legislation and has been extended twice so far. AB 252 would make it a permanent program. The NEPA Assignment Program has streamlined the environmental process for both state and local transportation projects without compromising compliance with environmental laws and regulations.</p>	<p>ASSEMBLY APPR.</p>	<p>SUPPORT</p>
<p><u>AB 314</u> (Bonta D) Public employment: labor relations: release time.</p>	<p>This bill would consolidate and uniformly apply existing laws to grant reasonable time-off with compensation for public employees for activities related to employee-employer relations. Existing law on release time does not cover public transit employees, but AB 314 would expand these release time provisions to include public transit employees. The bill would require a public employer to grant reasonable time off for employee representatives to testify at hearings before the personnel boards, participate in labor/management committees, investigate grievances, or participate at new employee orientations.</p>	<p>ASSEMBLY APPR</p>	<p>WATCH</p>

<p><u>AB 659</u> (Mullin D) Transportation: emerging transportation technologies: California Smart City Challenge Grant Program.</p>	<p>AB 659 requires the California Transportation Commission (CTC) to form a working group, consisting of local governments and transportation entities that would develop the guidelines and selection criteria for the Smart City Challenge Grants. The bill envisions funding projects that use intelligent transportation systems and applications that would reduce congestion, enhance mobility, safety, and spur innovation. The bill does not currently identify or appropriate funds for this program.</p>	<p>ASSEMBLY APPR – Suspense File</p>	<p>WATCH</p>
<p><u>AB 752</u> (Gabriel D) Public transit: transit centers: lactation rooms.</p>	<p>AB 752 was substantially amended to clarify its application to multimodal transit facilities. As amended the bill would require multimodal transit stations, as specified, that commence operations or a renovation on or after January 1, 2021, to include a lactation room.</p> <p>The recent amendments define a multimodal transit station to be a rail station that supports the operation of intercity rail operations and serves as a transfer point for bus, light rail, or commuter rail service. In addition, the bill limits this requirement to rail stations that have an enclosed lobby with a minimum square footage that has not been specified yet.</p>	<p>ASSEMBLY TRANS</p>	<p>WATCH</p>
<p><u>AB 784</u> (Mullin D) Sales and use taxes: exemption: California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project: transit bus vehicles.</p>	<p>AB 784 was gutted and amended to include a proposal to exempt medium and heavy duty zero emission transit vehicles from the state's sales tax. Locally imposed sales taxes would still apply, as well as specified statewide taxes.</p> <p>Specifically, AB 784 would exempt from the state sales tax any zero-emission technology medium or heavy-duty transit bus vehicle that is eligible for a rebate from the Hybrid and Zero Emission Truck and Bus Voucher Incentive Program (HVIP). This sales tax exemption would sunset on January 1, 2024.</p>	<p>ASSEMBLY REV. & TAX – Held In Committee</p>	<p>SUPPORT</p>

<p><u>AB 847</u> (Grayson D) Transportation finance: priorities: housing.</p>	<p>As introduced, AB 847 would create a funding incentive for cities and counties to produce housing by reallocating non-Article 19 transportation funds and provide bonuses for certain funding programs.</p> <p>However, the bill was recently gutted and amended to now create a new competitive grant program. This bill does not provide a funding source, but it directs the Department of Housing and Community Development to create a grant program that would offset up to 100% of any local transportation impact fees imposed on housing project that includes at least 20% affordable units.</p>	<p>ASSEMBLY H & C. D. – Two-Year Bill</p>	<p>WATCH</p>
<p><u>AB 1350</u> (Gonzalez D) Youth Transit Pass Pilot Program.</p>	<p>AB 1350 would create the Youth Transit Pass Pilot Program. This bill is similar to prior efforts to create a funding program to provide free transit passes to persons under 25 years old. AB 1350 does not include an appropriation, but points to a future appropriation of greenhouse gas reduction funds.</p> <p>The bill directs Caltrans to create the program that would allocate grants to eligible entities. The grants would be capped at \$5 million and be no smaller than \$20,000.</p> <p>This bill might be a little premature. UCLA is currently undertaking a study to examine and summarize the various types of student transit pass programs in California. As you may recall, former Governor Brown vetoed a similar bill because of the need for additional information on existing programs. The UCLA study is not expected to be completed until the end of this year.</p>	<p>ASSEMBLY TRANS. – Two-Year Bill</p>	<p>WATCH</p>

<u>ACA 1</u> (Aguilar-Curry D) Local government financing: affordable housing and public infrastructure: voter approval.	This constitutional amendment 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 improvements to transit and streets and highways.	ASSEMBLY APPR – Suspense File	SUPPORT
<u>SB 5</u> (Beall D) Local-State Sustainable Investment Incentive Program.	<p>SB 5 would allow an Enhanced Infrastructure Finance District (EIFD) authority to divert a portion of the ERAF property tax share to the IFD – not just the incremental growth, but the base share of ERAF. SB 5 would require any IFD that wants to capture the ERAF share to apply to the Sustainable Investment Incentive Committee, which SB 5 creates. The bill would limit the amount of ERAF tax revenue the Committee can approve to \$200 million each year, with the annual impact not to exceed \$1 billion. These limits are increased in future years.</p> <p>SB 5 generally promotes the construction of housing and infill development near transit.</p>	SENATE APPR	WATCH
<u>SB 20</u> (Dodd D) Surplus state property: Napa County Regional Park and Open Space District.	SB 20 extends the sunset date, which expired on January 1, 2015, to January 1, 2026, for the state to sell the area known as the Skyline Wilderness Park (Skyline Park) in the County of Napa. The bill also revises the current authorization for the state to sell the Skyline Park to also include the Napa County Regional Park and Open Space District in addition to the County of Napa.	SENATE APPR. – Suspense File	WATCH
<u>SB 50</u> (Wiener D) Planning and zoning: housing development: equitable	<p>SB 50 was substantively amended in the Senate Governance & Finance Committee.</p> <p>As introduced SB 50 would override local zoning and grant developers incentives to build multi-family housing near transit and job centers. The bill requires a local</p>	SENATE APPR	WATCH

<p>communities incentive.</p> <p><u>SB 50</u> <u>(Wiener D)</u> <u>(Cont.)</u></p>	<p>government to grant an “equitable communities incentive,” which reduces specified local zoning standards, such as height, density, and parking requirements, in “jobs-rich” and “transit rich areas,” as defined, when a development proponent meets specified requirements.</p> <p>The amendments are not in print yet, but would significantly reduce the application of the bill in counties with a population of less than 600,000, as well as exempt small coastal cities, and historic districts.</p>		
<p><u>SB 127</u> <u>(Wiener D)</u></p> <p>Transportation funding: active transportation: complete streets</p>	<p>SB 127 (Wiener) was approved by the Senate Committee on Transportation, with significant amendments. This bill aims to update existing laws relating to the programing of funds in the State Highway Operation and Protection Program (SHOPP) to require the state to consider and invest in bicycle, pedestrian, and transit facilities when programing SHOPP projects. The amendments to SB 127 are not in print yet, and the author continues to negotiate with Caltrans on some provisions.</p>	SENATE APPR	WATCH
<p><u>SB 137</u> <u>(Dodd D)</u></p> <p>Federal transportation funds: state exchange programs.</p>	<p>SB 137 would allow any city or county to swap federal transportation funds for state funds. The current exchange program is limited to regional transportation planning agencies with a population below 200,000. This measure is sponsored by the California State Association of Counties (CSAC, and it is aimed at streamlining project delivery by removing the federal review process associated with using federal funds.</p>	SENATE APPR – Suspense File	SUPPORT
<p><u>SB 235</u> <u>(Dodd D)</u></p> <p>Planning and zoning: housing production report: regional housing need allocation</p>	<p>SB 235 allows the City of Napa and County of Napa to reach an agreement under which the county would be allowed to count certain housing units built within the city toward the county’s regional housing needs assessment (RHNA) requirement. The Napa Pipe project is the genesis for this bill.</p>	SENATE HOUSING	SUPPORT

<p><u>SB 277</u> (Beall D) Road Maintenance and Rehabilitation Program: guidelines.</p>	<p>SB 277 was gutted and amended to revise the process for updating the guidelines for the SB 1 funded Local Partnership Program (LPP).</p> <p>Pursuant to SB 277, the CTC shall biennially update the LPP guidelines by January 1st of each even numbered year. The CTC must release a draft of the proposed update at least six months before January 1st, provide a 90-day comment period, and hold at least two public hearings.</p>	SENATE APPR	WATCH
<p><u>SB 336</u> (Dodd D) 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>	SENATE APPR	SUPPORT
<p><u>SB 397</u> (Glazer D) Public transit operators: passengers with pets: evacuation orders.</p>	<p>SB 397 would require a public transit operator when moving people from an evacuation area to allow passengers to board with their pets. The bill also requires transit operators to develop best practices for allowing pets on public transit vehicles serving evacuation areas. The bill limits pets to cats or dogs.</p>	SENATE APPR	SUPPORT



**Napa Valley Transportation
Authority
Agenda - Draft
NVTa Board of Directors**

625 Burnell Street
Napa, CA 94559

Wednesday, May 15, 2019

1:30 PM

NVTa Conference Room

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

9. CONSENT AGENDA ITEMS (9.1 - 9.5)

9.1 Meeting Minutes of April 17, 2019 (Karrie Sanderlin) (Pages x-xx)

Recommendation: Board action will approve the meeting minutes of April 17, 2019.

Estimated Time: 1:40 p.m.

9.2 Annual Election of Chair and Vice Chair (Karrie Sanderlin) (Pages 20-21)

Recommendation: Board action will approve the second of a two year term for Chair Chris Canning and Vice Chair Alfredo Pedroza.

Estimated Time: 2:00 p.m.

9.3 Active Transportation Advisory Committee (ATAC) Member Appointment (Diana Meehan) (Pages XX-XX)

Recommendation: Board action will approve the appointment of Thomas Hughes to the ATAC representing Napa County.

Estimated Time: 1:45 p.m.

9.4 Resolution No. 19-09 Authorizing the Submittal of the Countywide Coordinated Claim to the Metropolitan Transportation Commission (MTC) for the Allocation of Fiscal Year (FY) 2019-20 Transportation Development Act Article 3 (TDA-3) Pedestrian/Bicycle Project Funds to Claimants in Napa County (Diana Meehan) (Pages XX-XX)

Recommendation: Board action will approve Resolution No. 19-09 requesting the FY 2019-20 TDA-3 allocation for Pedestrian/Bicycle project funds in the amount of \$185,659 to MTC as part of the annual Countywide Claim.

Estimated Time: 1:45 p.m.

9.5 Resolution No. 19-10 Authorizing Federal Funding under Federal Transit Administration (FTA) Sections 5311 and 5311(f) with the California Department of Transportation (Antonio Onorato) (Pages xx-xx)

Recommendation: Board action will approve Resolution No. 19-10 authorizing the Executive Director, or designee, to execute actions necessary to obtain grant funds authorized under Sections 5311 and 5311(f) provided by California State Department of Transportation.

Estimated Time: 2:00 p.m.

10. REGULAR AGENDA ITEMS

10.1 Napa Valley Transportation Authority (NVTA) Third Quarter Fiscal Year (FY) 2017-18 Financials, Budget Adjustment and 5-Year Forecast (Justin Paniagua) (Pages xx-xx)

Recommendation: Information only. The Board will receive the agency's financial performance compared to budget for the third quarter period and 5-year forecast model.

Estimated Time: 2:15 p.m.

10.2 Vine Transit Update (Matthew Wilcox) (Pages xx-xx)

Recommendation: Information only. The Board receive the Vine Transit Services Fiscal Year (FY) 2018-19 third quarter operational performance.

Estimated Time: 2:45 p.m.

10.3 Countywide Transportation Plan Work Authorization (Alberto Esqueda) (Pages xx-xx)

Recommendation: Board action will

Estimated Time: X:XX p.m.

10.4 Authorization to Purchase Four (4) Glaval Vehicles from A-Z Bus Sales for the Vine Transit Fleet (Antonio Onorato) (Pages xx-xx)

Recommendation: Board action will authorize the Executive Director to execute purchase agreements for four (4) vehicles with A-Z Bus Sales under NVTA's membership with the California Association for Coordinated Transportation (CalACT) and Morongo Basin Transit Authority's Cooperative RFP 15-03, in an amount not to exceed \$400,000.

Estimated Time: 3:00 p.m.

10.5 State and Federal Legislative Update and State Bill Matrix (Kate Miller) (Pages XX-XX)

Recommendation: The Board will receive the State Legislative update prepared by Platinum Advisors and approve board position recommendations for bills on the State Bill Matrix.

Estimated Time: X:XX p.m.

11. PRESENTATIONS

11.1 Sonoma-Marín Area Rail Transit (SMART) Novato to Suisun City Feasibility Study (Kate Miller)

12. FUTURE AGENDA ITEMS

13. CLOSED SESSION

13.1 PUBLIC EMPLOYEE PERFORMANCE EVALUATION (Government Code Section 54957(B)(1))

Title: Executive Director

Estimated Time: 3:15 p.m.

14. ADJOURNMENT

14.1 Approval of Next Regular Meeting of Wednesday, June 19, 2019 and Adjournment.

Estimated Time: 4:00 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 by 5:00 p.m. on Friday, May 10, 2019.

Karalyn E. Sanderlin, NVTA Board Secretary