



June 6, 2019
NVRTA Technical Advisory Committee (TAC)
Meeting Handouts

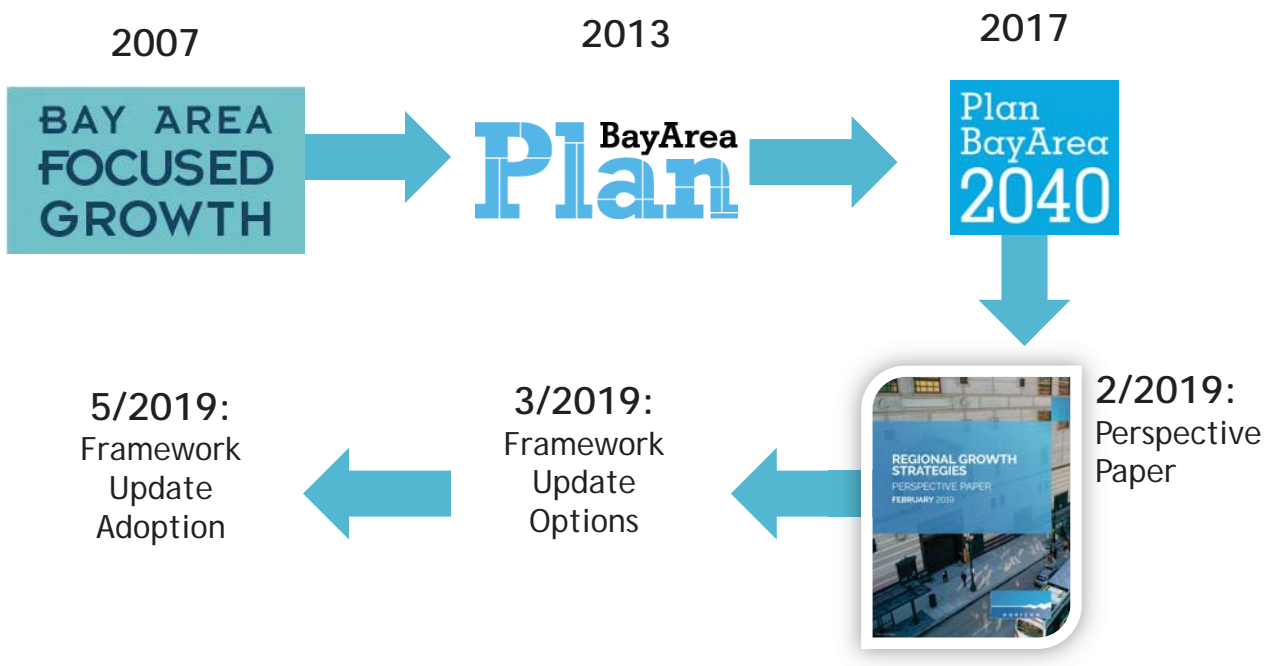
1. Metropolitan Transportation Commission (MTC Regional Growth Framework Presentation
2. Sonoma Marin Area Rail Transit (SMART) Marin to Suisun Feasibility Study Presentation
3. Item 5.2 - Project Monitoring Funding Programs
 - a. TDA 3 Project List – June 2019
 - b. STIP at Risk Report - June 2019
 - c. Federal at Risk Report - June 2019
 - d. Caltrans Inactive Obligations - June 2019
4. Item 5.3 - Caltrans Report
 - a. Monthly Caltrans Report
 - b. Caltrans District 4 Lane Closures
5. Item 8.1 - Updated Plan Bay Area 2050 Regionally Significant Project Submittal List Attachment 1
6. Item 8.2 – Vision Zero Presentation
7. Item 8.5 - Legislative Update
8. Item 8.6 - Draft Board Meeting Agenda

Regional Growth Framework Update

NVTA TAC, 6.6.19

Christy Leffall, Regional Planner
ABAG/MTC

How did we get here?



Regional Growth Framework Update

PDAs	<ul style="list-style-type: none">• Update PDA Definition and Criteria
	<ul style="list-style-type: none">• Align Current PDAs with new Criteria
PCAs	<ul style="list-style-type: none">• No changes to Program Criteria
PPAs	<ul style="list-style-type: none">• Establish PPA definition



PDA Definition



Priority Development Areas are infill locations planned for significant housing and job growth.



Priority Development Areas help to reduce greenhouse gas emissions by offering a suite of mobility options that enable residents to live a car-free or car-light lifestyle.



Priority Development Areas promote greater opportunity for all, regardless of race or income.



PDA Criteria

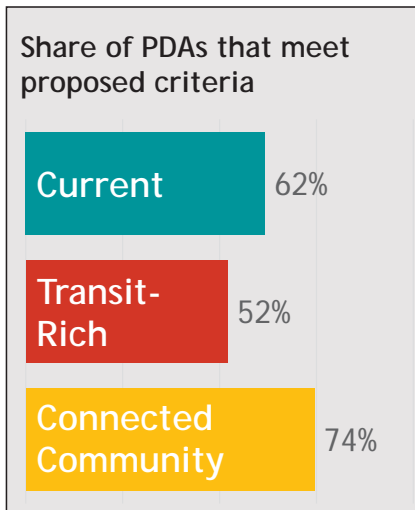
PDAs	<ul style="list-style-type: none"> All PDAs planned by 2025
	<ul style="list-style-type: none"> 50% of PDA acreage within ½ mi of qualifying transit
	<ul style="list-style-type: none"> 20 min peak headway PDA Placetypes
	<ul style="list-style-type: none"> Transit-Rich PDAs Connected Community PDAs

PDA Criteria

PDAs	<ul style="list-style-type: none"> Transit-Rich: Rail, Ferry, Bus with 15-min peak headway
	<ul style="list-style-type: none"> Connected Community: Bus with 30-min peak headway, AND <ul style="list-style-type: none"> -High Resource Area (HRA) location, OR -Adopt 2 TDM policies by 2025

How many PDAs meet proposed transit criteria?

Number of PDAs Meeting Transit Criteria by Proposed Service Thresholds, 2019



Service Threshold	Percentage of PDA Land within ½ Mile				
	0-25%	26-50%	51-75%	76-100%	Total
Current <i>Rail, ferry or 20-minute peak bus</i>	56	16	15	101	188
Proposed: Transit-Rich <i>Rail, ferry or 15-minute peak bus</i>	66	24	24	74	188
Proposed: Connected Community <i>30-minute peak bus (minimum)</i>	36	12	15	125	188

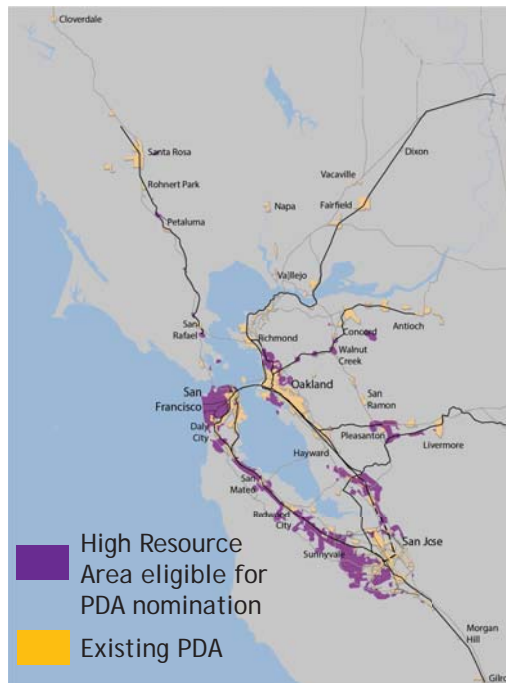


Napa County PDAs

County	JxN	PDA Name	Total Acres	Current Criteria	Transit-Rich Criteria	Connected Community Criteria	Planned	EIR	Summer Action
Napa	Napa	Downtown Napa and Soscol Gateway Corridor	616	0%	0%	100%	Part of PDA	Part of PDA	HRA/TDM policy?
Napa	American Canyon	Highway 29 Corridor	374	0%	0%	1%	In Progress	In Progress	LOI_transit cta

How are high-resource areas (HRAs) being integrated?

Local jurisdictions are encouraged to self-nominate HRAs that meet updated eligibility criteria as PDAs.



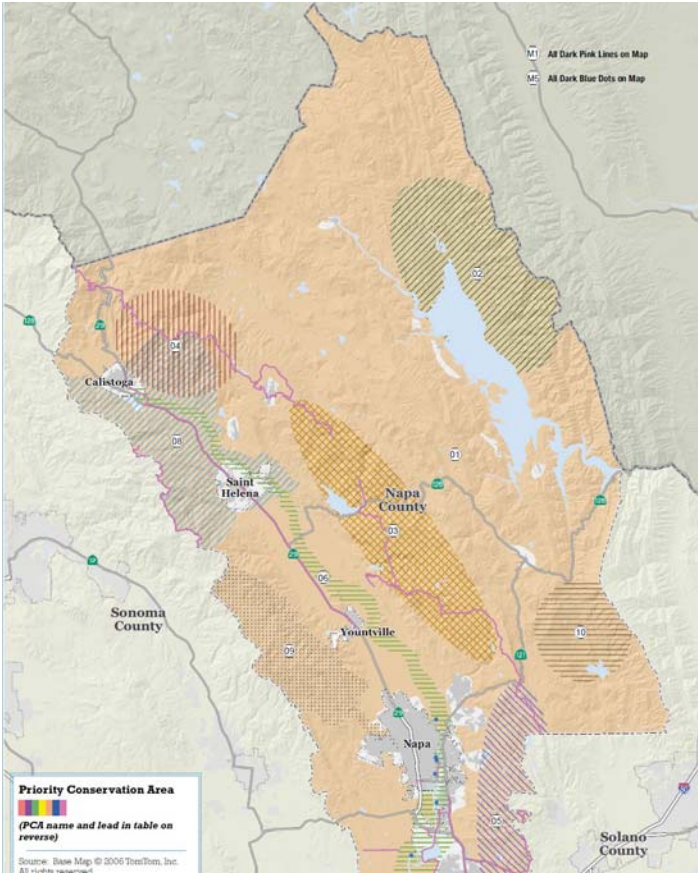
Defined by HCD as places that offer *"the best chance at economic advancement, high educational attainment, and good physical and mental health"*

Based upon economic, environmental, and educational indicators shown to affect these outcomes

For more information, see:

<https://www.treasurer.ca.gov/ctcac/opportunity.asp>





Map IDs are numeric portion of Priority Conservation Area (PCA) key. Numbers are non-sequential due to either PCAs being withdrawn by lead or proposed PCAs being rejected for inclusion in program.
Map IDs starting with M designate multi-county PCAs.

ID	PCA Name	PCA Lead	Designation
01	Napa County Agricultural Lands and Watersheds	Napa County	Agricultural Lands
02	Blue Oak Woodlands of the Lake District	Napa County Regional Park and Open Space District	Natural Landscapes/Regional Recreation
03	Interior Mountains - Moore Creek to Milliken Creek	Napa County Regional Park and Open Space District	Natural Landscapes/Regional Recreation
04	Petaluma - Mount Saint Helena to Argus	Napa County Regional Park and Open Space District	Natural Landscapes/Regional Recreation
05	Southern Mountains - Skyline Park to Nevada Preserve	Napa County Regional Park and Open Space District	Natural Landscapes/Regional Recreation
06	Napa Valley - Napa River Corridor	Land Trust of Napa County	Natural Landscapes
07	Sothe Napa Valley State Park to Sugarland Ridge State Park Priority Conservation Area	Save-the-Redwoods League	Natural Landscapes
08	Redwood & Dry Creek Watersheds Priority Conservation Area	Save-the-Redwoods League	Natural Landscapes
09	Lake Curry/Susun Creek Watershed	Napa County Regional Park and Open Space District	Natural Landscapes
10	San Francisco Bay Trail - Bay Area Ridge Trail	San Francisco Bay Trail Project	Natural Landscapes
11	San Francisco Bay Area Water Trail	San Mateo County, on behalf of the California State Coastal Conservancy	Regional Recreation



Fremont
Image Source: Tesla



Introducing
Priority
Production
Areas (PPAs).

Defining PPAs

Pilot Program Goals

- Support strong clusters of the region's economy.
- Align with the transportation planning framework for freight and goods movement.
- Plan for space needed for middle-wage job opportunities.
- Encourage middle-wage job growth close to affordable housing.

Proposed PPA Definition



Zoned for **industrial use** or with high concentration of industrial activities



Not located in a PDA and not within one-half mile of a regional rail station*



Jurisdiction has a **certified housing element**

** = includes both existing and planned service; includes BART, Caltrain, ACE, SMART, Amtrak, and any future heavy/commuter/intercity rail systems.*



Why have a PPA Program

- Employment and economic development
- Regional supply chain
- Local revenue stream
- Draw jobs to housing rich areas



What Jurisdictions want from a PPA

- Leverage funding and resources
- Planning assistance
- Information sharing of best practices
- Align transportation planning with industrial land use needs
- Provide links to economic development



PPA Pilot Program

Criteria

- Locally nominated
- Zoned for industrial use OR high concentration of production, distribution and repair activities
- Does not overlap with a Priority Development Area and does not include land within one-half mile of a regional rail station
- Jurisdiction has a certified housing element

(Criteria may be modified after the pilot phase to extend opportunities to areas that do not meet some of the specifications)



Next Steps



Align PDAs

Already meeting new PDA Criteria:
No action required

Not meeting transit criteria:
CTA to identify transit improvements needed by September 2019

Not meeting planning criteria: City/county to identify start date by September 2019; complete by 2025

Not meeting policy criteria: City/county to make commitments by January 2020 and advance policies by 2025



New PDAs



New PCAs



PPAs

Submit letter of interest by September 2019

Resolution adopted by city council, board of supervisors, or elected board by January 2020

Incorporate in Preferred Plan Bay Area 2050 in winter 2020



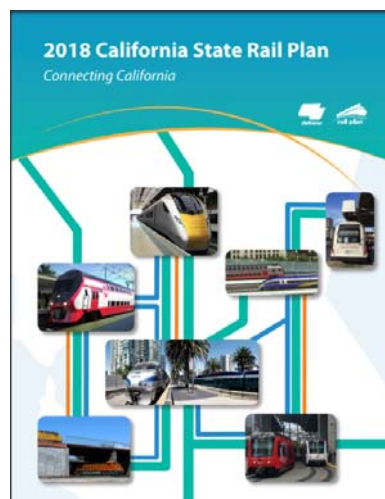


**PASSENGER RAIL SERVICE
NOVATO TO SUISUN CITY
FEASIBILITY STUDY**

**NAPA VALLEY TRANSPORTATION AUTHORITY
MAY 15, 2019**

2018 CALIFORNIA STATE RAIL PLAN

- **Published: September 2018**
- **Presented to SMART Board:**
November 1, 2017



RAIL CONNECTIVITY VISION



PURPOSE OF REPORT

- Examine the technical feasibility of implementing passenger rail service between *Novato and Suisun City*
- Document the existing physical condition of the corridor
- Propose limited infrastructure options, and their corresponding operating characteristics
- Identify potential infrastructure and environmental challenges
- Prepare schedule and cost estimates

PROJECT STUDY AREA



CORRIDOR OWNERSHIP AND OPERATIONS

- **SMART:** Novato to Napa River (American Canyon)
 - Freight Operator: *Northwestern Pacific Railroad*
- **Union Pacific Railroad (UPRR):** American Canyon (Napa River) to Suisun
 - Freight Operator: *California Northern Railroad*



IS A PASSENGER RAIL LINE FEASIBLE?

YES!

STUDY OPTIONS

1. **Rapid Deployment – Basic Service**
2. **Higher Level of Service**



STUDY OPTIONS

- Transportation infrastructure which can be built upon for decades to come....
- *Both Options have “scalability” to increase service with the addition of vehicles*
- Investing not just in an option but in transportation connectivity in Northern California



OPTION 1 - DESCRIPTION

Utilizing the existing operating freight railroad...

What are the minimum infrastructure improvements needed to allow passenger rail service?



OPTION 1 - SERVICE SCENARIO

- Start with minimum service;
 - » Two morning round trips per day
 - » Two evening round trips per day
 - » Total round trips per day: 4 (8 one-way trips per day)
- Daily capacity for the 8 trips is approximately 2100 passengers (based upon assumed length of trains)



BACKGROUND - TRACK

- » The Federal Railroad Administration regulates allowable speed based on quality or “Class” of track:
 - Class 1: 15 MPH maximum (for passenger trains)
 - Class 2: 30 MPH maximum
 - Class 3: 60 MPH maximum
 - Class 4: 80 MPH maximum
- » Higher classes of track have more stringent geometric tolerances and require more robust infrastructure.



OPTION 1 - INFRASTRUCTURE

- » Maximum speed: 60 MPH (Class 3 track)
- » Maximize re-use of existing infrastructure
- » Stay within existing rail embankment/prism
- » Replace Black Point bridge over the Petaluma River with used bridge
- » Replace 28 existing timber bridges



OPTION 1 – RAILROAD SIGNALS

- » **Three types of signal systems:**
 - Grade crossing signals
 - Wayside signals
 - Positive Train Control (PTC)
- » **PTC is a required safety overlay** working with wayside signals.
 - The PTC system must be compatible with UPRR system
 - New fiber optic, wayside interface, back office, and on-board systems are required

OPTION 1- INFRASTRUCTURE

- » New signals and train control/PTC
- » Three new intermediate stations
- » Two passing Sidings
- » Shared maintenance facility
- » Shared or contracted corridor maintenance
- » Shared corridor with freight
- » New connections to SMART and Capitol Corridor



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OPTION 1 - INFRASTRUCTURE

Two Moveable Bridges:

- » Black Point Swing Span
- » Napa River Vertical Lift

Other Bridges:

- » Replace 28 existing timber bridges



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BLACK POINT BRIDGE OPTIONS

- Constructed in 1911
- Repairing the bridge is not a viable option
- Option 1: Assumes repurposing a used bridge (budget \$40 M)
- Option 2: New bridge (budget \$100 M)



NAPA RIVER VERTICAL LIFT BRIDGE

- Would only require minor upgrades
- Constructed in 1979
- Excellent Condition



OPTION 1 - VEHICLE ASSUMPTIONS

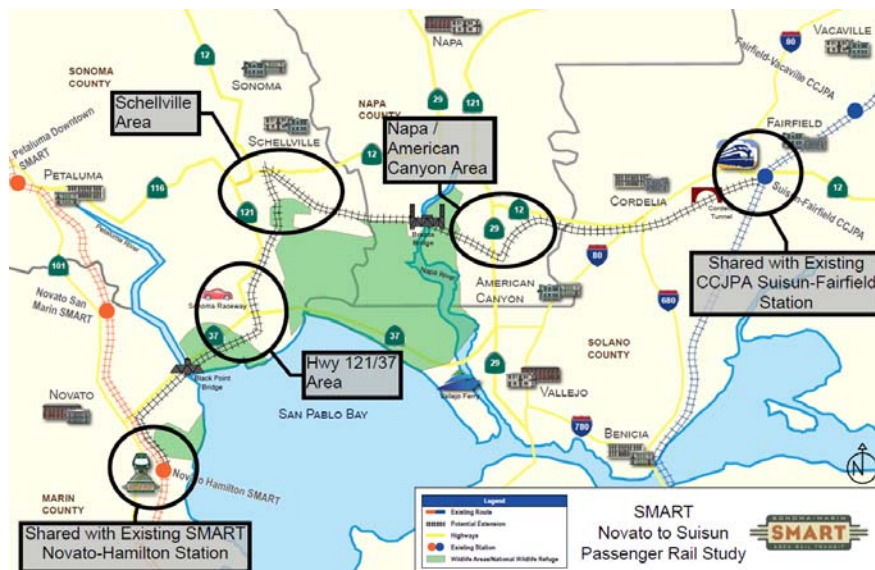
Pre-Owned locomotives & coach cars

The minimum required fleet would be:

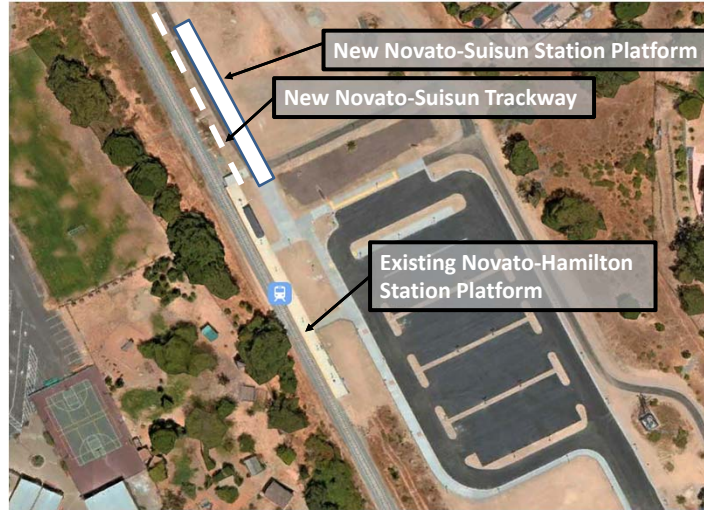
- » Three (3) **pre-owned** locomotives (one spare)
- » Six (6) **pre-owned** high platform coaches (includes two spares)
- » Three (3) **pre-owned** Cab coaches (includes one spare)



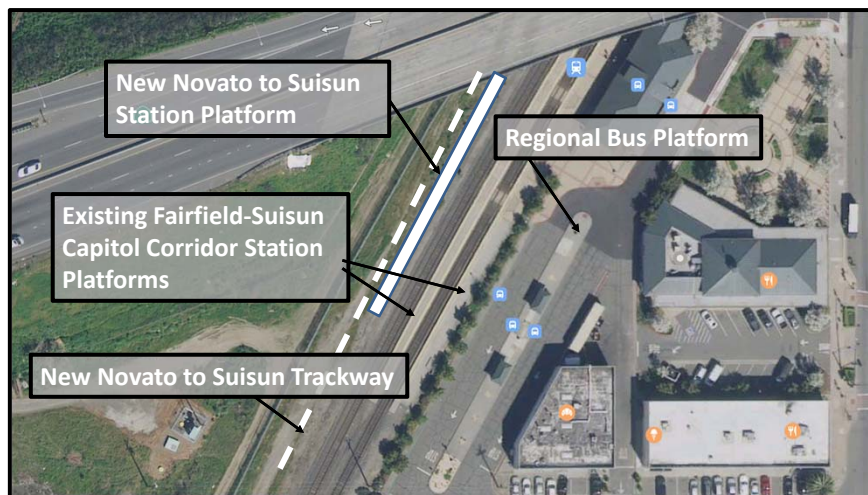
STATION OPPORTUNITIES



NOVATO-HAMILTON STATION CONCEPT



SUISUN/FAIRFIELD STATION CONCEPT



OPTION 1 - ENVIRONMENTAL

- For Option 1, by staying within the railroad envelope, and because it is already an operating railroad, it is assumed that an appropriate level of environmental/permitting review will be conducted.
- Range of Environmental Documentation Cost:
\$10M to \$15M depending on level of requirements



SCHEDULE—OPTION 1

ACTIVITY	YEAR 1	YEAR 2	YEAR 3	YEAR 4
<i>Environmental/Public Participation</i>				
<i>Design</i>				
<i>Permitting</i>				
<i>Construction</i>				
<i>Testing/Start-Up</i>				
<i>Revenue Operation</i>				

CAPITAL COST – OPTION 1

OPTION 1 CONCEPTUAL CAPITAL COST SUMMARY	
COST CATEGORY	Cost
Track & Signal Construction	\$332M
Sitework, Structures, & Maintenance Facility	\$171M
Environmental Mitigation, Site Restoration, & Station ROW	\$25M
Mobilization, Bonds, & Insurance	\$36M
Rail Vehicles	\$30M
Project Development, Support, and Start-up	\$52M
Contingency	\$194M
Conceptual Cost Total	\$840M
Low Range of Conceptual Costs (-7% of Total)	\$780M
High Range of Conceptual Costs (+7% of Total)	\$898M
(Totals may vary slightly due to rounding)	

OPTION 2 - DESCRIPTION

Option 2 :

What infrastructure improvements would be required to allow for a *higher* level of service, compared to Option 1?



OPTION 2 - SERVICE SCENARIO

- Five morning round trips per day
- Five evening round trips per day
- Total round trips per day:
10 (20 one-way trips)
- Daily capacity:
approximately 5400 passengers
(based upon assumed length of
trains)



OPTION 2 - INFRASTRUCTURE

- » Maximum speed: 79 MPH
- » Reconstruct existing infrastructure
- » Replace Black Point Bridge
- » Replace 28 existing timber bridges
- » Four Passing Sidings
- » New signals & train control/PTC



OPTION 2 INFRASTRUCTURE ASSUMPTIONS

- » Three intermediate stations
- » New maintenance facility
- » Four passing sidings
- » Shared corridor with freight
- » New connections:
SMART & Capitol Corridor



OPTION 2 VEHICLE ASSUMPTIONS

New locomotives and new coach cars or Diesel Multiple Units (DMU's)

- » Six (6) **new** Tier 4 compliant locomotives, includes one spare
- » Twelve (12) **new** high platform coaches, includes two spares
- » Six (6) **new** Cab coaches, includes one spare

OR...

- » Twelve (12) **new** DMU's, includes two spares



OPTION 2 STATIONS

- Same end stations as Option 1
- Three or more intermediate stations



OPTION 2 - ENVIRONMENTAL

- Option 2 would likely require a more extensive environmental review because it will have greater impacts.
- Range of Environmental Documentation Cost:
\$20M to \$25M depending on level of requirements



SCHEDULE—OPTION 2

ACTIVITY	YEAR 1	YEAR 2	YEAR 3	YEAR 4	YEAR 5	YEAR 6
<i>Environmental/Public Participation</i>						
<i>Design</i>						
<i>Permitting</i>						
<i>Construction</i>						
<i>Testing/Start-Up</i>						
<i>Revenue Operation</i>						

COST – OPTION 2

OPTION 2 CONCEPTUAL CAPITAL COST SUMMARY	
COST CATEGORY	COST
Track & Signal Construction	\$364M
Sitework, Structures, & Maintenance Facility	\$310M
Environmental Mitigation, Site Restoration, & Station ROW	\$49M
Mobilization, Bonds, & Insurance	\$50M
Rail Vehicles	\$96M
Project Development, Support, and Start-up	\$69M
Contingency	\$281M
Conceptual Cost Total	\$1.22B
Low Range of Conceptual Costs (-7% of Total)	\$1.13B
High Range of Conceptual Costs (+7% of Total)	\$1.30B

(Totals may vary slightly due to rounding)

CONCEPTUAL RUNNING TIMES

- **Option 1:** 75 mins – 90 mins
- **Option 2:** 60 mins – 75 mins



ALTERNATE VEHICLE TECHNOLOGY

- Hydrogen Fuel Cell
- Battery
- Electric Multiple Unit



COMPARISON

Item	Option 1	Option 2
Start of Service	4 years from funding available	6 years from funding available
Service frequency	3-car trains; 4 Round Trips/day	3-car trains; 10 Round Trips/day
Stations	2 end; 3 along corridor	2 end; 3 or more along corridor
Max Speed	60 MPH	79 MPH
Travel Time (Conceptual)	75-90 minutes	60-75 minutes
Daily Capacity	2100 total seats available	5400 total seats available
Operating costs	Lower	Higher
Maintenance costs	Relatively high compared to Option 2	Significantly lower than Option 1

NEXT STEPS

- » *Evaluate Operating Plan*
- » *Refine Project Scope*
- » *Explore Station locations* in cooperation with stakeholders: Solano, Napa, Sonoma, and Marin transportation agencies and affected cities/counties
- » *Investigate shared track/corridor opportunities* with track owners
- » *Prepare Environmental Report & Preliminary Engineering*





Connect with us:

www.SonomaMarinTrain.org

www.BeTrackSMART.org

Customer Service:

CustomerService@SonomaMarinTrain.org

(415) 455-2000



Napa Valley Transportation Authority Project Monitoring

STIP At Risk Report

STIP Locally-Sponsored Napa County Projects

Status Date: June 2019

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	Y	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	20/21	Request Authorization	11/1/20	R	The ROW acquisition is in process. Design 90% .	
2	FMS 6013	Calistoga	Petrified Forest Road and SR 128 Intersection Improvements						
		\$105	PAED	16/17	Invoice	11/1/17	Y	CEQA Special studies completed. Co-Op Agreement with Caltrans executed. Traffic Impact Analysis completed. CEQA document being prepared. The topographic survey	
	TDIF								
	RIP-T4-FED	\$475	CON	19/20	Request Authorization	11/1/19	Y	Reallocated \$50k in 17/18 ROW to CON	

STIP At Risk Report
STIP Locally-Sponsored Napa County Projects

Status Date: June 2019

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 5942	Yountville	Hopper Creek Pedestrian Path (Oak Cir -Mission)					
	RIP-T4-FED	\$500	CON	19/20	Request obligation	11/1/19	Y	Field Review Completed. All memos approved. NES approval first week of June. CON documents first week of July.
4	2130F	City of Napa	California Roundabouts					
	RIP-T4-FED	\$431	ROW	16/17	Invoice	2/1/19	Y	
	RIP-T4-FED	\$1,070	CON	17/18	Invoice	5/1/19	Y	CON begins June 10, 2019

STIP At Risk Report
Locally-Sponsored Napa County Projects

Status Date: June 2019

Green Zone Projects										
Index	PPNO	Sponsor	Project							
	Source		Prog'd Amount (\$x 1,000)	Phase	FY	Req'd Activity	Date Req'd By	Zone	Notes	
5		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.	
6		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		
7	FMS 5934	NVTA		Soscol Junction						
	RTIP		\$6,100	PAED	99/00	Request		-		
	RTIP		\$200	PSE	99/00	Request		-		
	RTIP		\$3,000	PSE	19/20	Request Authorization	11/1/19	G	Going through ENV with CT-fish passage issue with RWQCB	
	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 Authorization	11/1/21	G		

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

Status Date: June 2019

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: June 2019

Federally-Funded Locally-Sponsored Napa County Projects

Red Zone Projects

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	NAP110014	NVTA	Napa Vine Trail Design and Construction -	ATP	\$6,100	CON	18/19	Invoice		R	Received 20 month extension from CTC May 2019. PSE advertised- in negotiations right now. CT reviewing 35% design.

Federal At Risk Report

Status Date: June 2019

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					
2	NAP110028	City of Napa	California Blvd. Roundabouts					
	CMAQ	\$1,740	CON	17/18	Request obligation	8/1/19	Y	Construction begins June 10, 2019
	CMAQ	\$723	ROW	16/17	Submit invoice	8/1/19	Y	
	RIP-T4-FED	\$431	ROW	16/17	Submit invoice	8/1/19	Y	
	RIP-T4-FED	\$1,070	CON	17/18	Submit invoice	8/1/19	Y	
	STP	\$275	PE	13/14			Y	
3	0414000362L	County of Napa	Chiles Creek Bridge Replacement					
	BRLS	\$745.5	PE		Submit invoice	02/01/19	Y	Pre-lim design 50%. Invoice submitted 2/19/19. Revised and resubmitted 4/9/19
4	0414000363L	County of Napa	Dry Creek Bridge Road Replacement					
	BRLO	\$899	PE		Submit invoice	02/01/19	Y	Pre-lim design 50%. Invoice submitted 2/19/19. Revised and resubmitted 4/11/19
5	NAP150002	County of Napa	Garnett Bridge Greenwood Ave					
	HBP-T4-L	\$650	PE	15/16	Submit invoice	02/01/19	Y	Pre-lim design 35%. Invoice submitted 2/19/19
6	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	02/01/19	Y	In environmental monitoring. Invoice submitted 2/19/19
7	NAP110006	American Canyon	American Canyon PDA Development Plan					
	STP	\$318	PE	13/14	Submit invoice	9/1/2019	R	
	PDA - STP	\$475	PE	13/14	Submit Invoice	9/1/2019	R	Draft Specific Plan/EIR/General Plan Amendment completeDraft Specific Plan/EIR/General Plan Amendment complete. Preparing invoice #10.
8	NAP130001	City of Napa	PDA Planning Program Funds					
	STP	\$275	PE	13/14	Submit invoice	7/1/18	Y	Invoice paid May 2019. Next invoice in the first half of July.

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					
9	NAP110026	County of Napa	Hardin Road Bridge Replacement- 21C0058					
	HBRR	\$900	PE	20/21	Request Authorization	11/01/20	G	
	HBRR	\$200	ROW	22/23			G	
	HBRR	\$5,000	CON	22/23			G	
10		NVTA	Vine Trail St. Helena- Calistoga					
	STP	\$711	CON	19/20	Request Authorization	11/01/20	G	
11		City of Napa	Vine Trail Gap Closure- Soscol Avenue Corridor					
	STP	\$650	CON	19/20	Request Authorization	11/01/19	G	
12		County of Napa	Silverado Trail Phase L					
	STP	\$689	CON	20/21	Request Authorization	11/01/20	G	Changed program FY
13		City of Napa	Silverado Trail Five-way					
	CMAQ	\$2,000	CON	21/22	Request Authorization		G	
14		NVTA	Napa County SRTS Program					
	STP	\$227	N/I	17/18		09/01/19	G	Submitting 2nd invoice this June 7,
15		St. Helena	Main Street Pedestrian Improvement					
	STP	\$1,206	CON	20/21	Request Authorization	11/01/20	G	Going to Council 6/11/19
16		American Canyon	Green Island Road Class 1 Facility					
	STP	\$1,000	CON	20/21	Request Authorization	11/01/20	G	Working on ROW and finalizing the RxR and Utility Undergrounding Design. CEQA will be out for review around August

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

3d

Updated 05/31/2019

Project No.	Status	Agency Action Required	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
6204128	Future	Submit invoice to District by 08/20/2019	0414000426L	CML	4	NAP	Caltrans	Metropolitan Transportation Commission	Metropolitan Transportation Commission	ON STATE ROUTE: 29. CALTRANS: AT NORTHBOUND OFF-RAMP OF SR 29 AND FIRST STREET CITY OF NAPA: AT FIRST STREET/ CALIFORNIA BLVD. AND SECOND STREET/ CALIFORNIA BLVD CONSTRUCT THREE ROUNDABOUTS: ONE ON SR 29 AND TWO IN CITY OF NAPA EA 04-2J100 (CAPITAL OUTLAY SIDE ADV ID: 0414000426) FOR CMAQ FUNDS (CON) AUTHORIZATION AND SUBVENTION PURPOSE ONLY R/W PHASE ADMINISTERED BY CITY OF NAPA UNDER STPCML-5042(057)	9/17/2018	9/17/2018		1/22/2019	Z003	\$11,260,600.00	\$1,722,872.00	\$0.00	\$1,722,872.00
38H0001	Future	Final invoice under review by Caltrans. Monitor for progress.	0418000282L	ER	4	NAP	Napa County	Metropolitan Transportation Commission	Metropolitan Transportation Commission	WOODEN VALLEY ROAD FROM PM 0.00 TO PM 5.55 EO - REPAIR/REPLACE ROAD SIGNS PR - RESTORE/REPAIR EXISTING GUARDRAIL.	7/19/2018	7/19/2018		7/19/2018	ER12	\$887,750.00	\$795,903.97	\$0.00	\$795,903.97
38H0002	Future	Submit invoice to District by 08/20/2019	0418000283L	ER	4	NAP	Napa County	Metropolitan Transportation Commission	Metropolitan Transportation Commission	PETRIFIED FOREST ROAD FROM PM 0.50 TO PM 1.80. EO WORK - REINSTALLED 2 DAMAGED CULVERTS PR WORK - RESTORE/REPLACED DAMAGED GUARDRAIL.	7/19/2018	7/19/2018		7/19/2018	ER12	\$238,475.00	\$215,090.53	\$0.00	\$215,090.53

PROJECT INITIATION REPORT

EA 4J820 (Completed 9/24/18)

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 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 0J760 /2Q260

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

Scope: Construct Class 1 Multiuse Path

Cost Estimate: \$6.1M Construction Capital

Schedule: PAED: 11/2020 PS&E: 9/2020 RWC: 1/2021 RTL: 1/2021

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: 4/12/19 PS&E: 6/2020 RWC: 7/2020 RTL: 8/2020

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: 4/2022 RWC: 4/2022 RTL: 5/2022

EA 0K000

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

Scope: Upgrade Pedestrian Facilities

Cost Estimate: \$1.0M Construction Capital

Schedule: PAED: 7/2019 PS&E: 1/2021 RWC: 1/2021 RTL: 3/2021

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: 3/2022 RWC: 4/2022 RTL: 6/2022

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: 3/2021 PS&E: 5/2022 RWC: 4/2023 RTL: 4/2023

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: 5/2022 RWC: 5/2022 RTL: 6/2022

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: 6/2020 PS&E: 12/2021 RWC: 1/2022 RTL: 4/2022

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PAED (Project Approval/ Environmental Document)

RWC (Right of Way Certification)

ADV (Advertise Contract)

PSR (Project Study Report)

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DED (Draft Environmental Document)

PSE (Plans, Specifications, and Estimate)

CCA (Construction Contract Acceptance)

AWD (Award Contract)

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: 8/2020 RWC: 10/2020 RTL: 11/2020

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: \$22M Construction Capital

Schedule: Supplemental DED: 9/2019 PAED: 1/2020 PSE: 12/2021 RWC: 12/2021 RTL: 03/2022

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: 9/20/18 PSE: 2/2020 RWC: 3/2020 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: 4/2022 RWC: 6/2022 RTL: 6/2022 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: 5/9/19 RWC: 5/10/19 RTL: 5/29/19 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: 4/9/18 PS&E: 8/2019 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: PAED: 2/1/19 PSE: 10/2020 RWC: 11/2020 RTL: 12/2020 CCA: 12/2021

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)

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PSE (Plans, Specifications, and Estimate)

CCA (Construction Contract Acceptance)

AWD (Award Contract)

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

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: 11/5/18 (Gordon Ball Inc.) CCA: 12/2022

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: 12/2019

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: 7/2020

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)



District 4 Lane Closures

During: 06/06/2019 - 06/12/2019



Status legend:

In progress

Completed

Canceled

No Status

6 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 128 EB/WB	20.253 21.41	Cappell Creek Bridge Capell Valley Rd	Conventional Hwy One-Way Traffic	#1 : 2	05/29/19 01:01 PM 04/30/21 05:01 PM Long Term	Bridge Construction	C128JA 5
Napa 29 SB	4.706 4.45	Route 12 (Jameson Canyon Rd) Devlin Rd	Conventional Hwy Lane	#1, Left Shoulder : 2	06/05/19 11:01 PM 06/06/19 05:01 AM	Pavement Work	C29FB 3
Napa 29 SB	4.706 4.45	Route 12 (Jameson Canyon Rd) Devlin Rd	Conventional Hwy Lane	#1, Left Shoulder : 2	06/06/19 11:01 PM 06/07/19 05:01 AM	Pavement Work	C29FB 4
Napa 121 NB/SB	6.7 7.12	Silverado Pines Fairview Dr	Conventional Hwy One-Way Traffic	#1, Right Shoulder : 1	06/10/19 09:01 AM 06/10/19 03:01 PM	Utility Work	P121VA 1
Napa 121 NB/SB	6.7 7.12	Silverado Pines Fairview Dr	Conventional Hwy One-Way Traffic	#1, Right Shoulder : 1	06/11/19 09:01 AM 06/11/19 03:01 PM	Utility Work	P121VA 2
Napa 121 NB/SB	6.7 7.12	Silverado Pines Fairview Dr	Conventional Hwy One-Way Traffic	#1, Right Shoulder : 1	06/12/19 09:01 AM 06/12/19 03:01 PM	Utility Work	P121VA 3

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:
06/06/2019 8:16 AM

Plan Bay Area 2050 Regionally Significant Project Submittal List

No.	Jurisdiction	Project Title	Project Description	Project Location			Mode	Project Phase	Total Cost (Year of Expenditure)	Total Committed	Types of funds Committed	Total Need	PBA 20250 Funds allocated to project	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	\$12,537,549	\$0	-	\$12,537,549	\$12,537,549	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	\$6,567,288	\$0	-	\$6,567,288	\$6,567,288	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	\$35,821,569	\$0	-	\$35,821,569	\$24,321,569	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	\$3,582,157	\$0	-	\$3,582,157	\$3,582,157	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	\$895,539	\$0	-	\$895,539	\$895,539	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	\$27,164,690	\$0	-	\$27,164,690	\$22,164,690	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	\$895,539	\$0	-	\$895,539	\$895,539	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	\$10,149,445	\$0	-	\$10,149,445	\$10,149,445	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	\$15,522,680	\$3,500,000	Caltrans	\$12,022,680	\$12,022,680	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	NVTA	Park and Ride Lots, (Construction and O&M)	Park and Ride lots throughout Napa County	Napa County	-	-	Bus	PE-CON	\$11,255,088	\$0	-	\$11,255,088	\$11,255,088	2022	2050	No	Adds new or expands transit stations or terminals, in	Supports the region's sustainable communities strategy (SCS)
11	NVTA	Vine Maintenance Facility (Construction O&M)	Construction of new maintenance facility	Sheehy Ct.	-	-	Bus	CON	\$37,141,791	\$2,000,000	-	\$35,141,791	\$35,141,791	2023	2050	No	Adds new or expands transit stations or terminals, in	Supports the region's sustainable communities strategy (SCS)
12	NVTA	Bus Chargers	Electric Bus Infrastructure	Napa County	-	-	Bus	CON	\$5,627,544	\$0	-	\$5,627,544	\$5,627,544	2023	2050	No	Adds new or expands transit stations or terminals, in	Supports the region's sustainable communities strategy (SCS)
13	NVTA	Express Bus Enhancements	13.5 miles of bus rapid corridor enhancements	SR 29	Vallejo Ferry Terminal	Napa Valley College	Bus	PE-CON	\$21,535,091	\$0	-	\$21,535,091	\$21,535,091	2027	2050	No	Expands transit fleets or service levels (e.g., increas	Supports the region's sustainable communities strategy (SCS)
14	NVTA	Motor Coaches	Acquisition of Long Haul Motor Coaches	N/A	-	-	Bus	None	\$17,734,781	\$0	-	\$17,734,781	\$17,734,781	2027	2050	-	Expands transit fleets or service levels (e.g., increas	Supports the region's sustainable communities strategy (SCS)
15	NVTA	Express Bus Enhancements	4.7 miles of bus Bus Corridor Enhancements	SR 29	Napa Valley College	Redwood P&R	Bus	PE-CON	\$6,333,850	\$0	-	\$6,333,850	\$6,333,850	2027	2050	No	Expands transit fleets or service levels (e.g., increas	Supports the region's sustainable communities strategy (SCS)
16	NVTA	Bus Fleet Expansion	Expansion of Express Routes buses; 15 over the road-coach long-haul buses	N/A	-	-	Bus	None	\$20,763,508	\$0	-	\$20,763,508	\$15,763,508	2030	2050	No	Expands transit fleets or service levels (e.g., increas	Supports the region's sustainable communities strategy (SCS)
17	NVTA	Local routes expanded service hours	Expand service hours from 6am-11pm weekdays	N/A	-	-	Bus	None	\$55,369,355	\$0	-	\$55,369,355	\$35,369,355	2030	2050	No	Expands transit fleets or service levels (e.g., increas	Will open after 2021 and by year 2050
18	NVTA	Local routes expanded service hours	Add Sunday Service	N/A	-	-	Bus	None	\$6,017,649	\$0	-	\$6,017,649	\$6,017,649	2035	2050	No	Expands transit fleets or service levels (e.g., increas	Will open after 2021 and by year 2050
19	NVTA	Local routes increase frequency	All local service operates every 30 minutes on weekdays	N/A	-	-	Bus	None	\$11,940,523	\$0	-	\$11,940,523	\$11,940,523	2025	2050	No	Expands transit fleets or service levels (e.g., increas	Will open after 2021 and by year 2050
20	NVTA	Express/Regional routes expanded service hours	Expand service hours from 4am-12am	N/A	-	-	Bus	None	\$32,555,155	\$0	-	\$32,555,155	\$22,555,155	2045	2050	No	Expands transit fleets or service levels (e.g., increas	Will open after 2021 and by year 2050
21	NVTA	Express/Regional routes expanded service hours	Increase frequency on Routes 29, 21, 10X, 11X, 10 and 11 to 30 peak, 60 midday on weekdays	N/A	-	-	Bus	None	\$80,285,565	\$0	-	\$80,285,565	\$50,180,304	2030	2050	No	Expands transit fleets or service levels (e.g., increas	Will open after 2021 and by year 2050
22	NVTA	Express/Regional routes Enhanced frequency	Add Saturday service to Routes 10X, 11X, 21, and 29	N/A	-	-	Bus	None	\$10,831,768	\$0	-	\$10,831,768	\$10,831,768	2040	2050	No	Expands transit fleets or service levels (e.g., increas	Will open after 2021 and by year 2050
23	NVTA	Express/Regional routes Enhanced frequency	Add Sunday service to Routes 10X, 11X, 21, and 29	N/A	-	-	Bus	None	\$6,278,494	\$0	-	\$6,278,494	\$6,278,494	2045	2050	No	Expands transit fleets or service levels (e.g., increas	Will open after 2021 and by year 2050
24	NVTA	New Transit Vehicles (EXPANSION)	Acquisition of new paratransit vehicles, community shuttle buses and Vine buses for service expansion	N/A	-	-	Bus	None	\$15,522,680	\$0	-	\$15,522,680	\$10,522,680	2025	2050	No	Expands transit fleets or service levels (e.g., increas	Supports the region's sustainable communities strategy (SCS)

Plan Bay Area 2050 Regionally Significant Project Submittal List

No.	Jurisdiction	Project Title	Project Description	Project Location			Mode	Project Phase	Total Cost (Year of Expenditure)	Total Committed	Types of funds Committed	Total Need	PBA 20250 Funds allocated to project	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												
25	NVTA	Transit System Growth (Operating Costs)	Operation costs for the expansion of the transit system	N/A	-	-	Bus	None	\$ 3,343,346	\$0	-	\$3,343,346	\$ 3,343,346	2025	2050	No	Expands transit fleets or service levels (e.g., increased frequency, hours of operation)	Supports the region's sustainable communities strategy (SCS)
26	NVTA	New Shelters and Stop Amenities (EXPANSION)	Improved bus stops throughout Napa County	N/A	-	-	Bus	None	\$ 8,487,200	\$0	-	\$8,487,200	\$ 8,487,200	2021	2025	No	Adds new or expands transit stations or terminals, including parking facilities	Supports the region's sustainable communities strategy (SCS)
27	NVTA	TSP	Transit Signal Priority on SR-29 and major corridors	N/A	-	-	Bus	CON	\$ 2,185,454	\$0	-	\$2,185,454	\$ 2,185,454	2022	2025	No	Expands transit fleets or service levels (e.g., increased frequency, hours of operation)	Supports the region's sustainable communities strategy (SCS)
28	NVTA	SMART Connector	Implement Bus Service to SMART Train	N/A	-	-	Bus	N/A	\$ 5,627,544	\$0	-	\$5,627,544	\$ 5,627,544	2023	2050		Expands transit fleets or service levels (e.g., increased frequency, hours of operation)	Supports the region's sustainable communities strategy (SCS)
29	NVTA	NVC Transfer Center	Construct a bus tranfer center at Napa Valley College	NVC	-	-	Bus	PE-CON	\$ 1,159,274	\$0	-	\$1,159,274	\$ 1,159,274	2024	2025		Adds new or expands transit stations or terminals, including parking facilities	Supports the region's sustainable communities strategy (SCS)
30	NVTA	Soscol Junction	Construct free flowing SR-29 structure with two roundabouts	SR29/SR12/SR221	-	-	Auto	PE-CON	\$ 40,000,000		-	\$40,000,000	\$ 40,000,000	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
31	NVTA	Airport Blvd Junction	Construct grade separated interchange	SR29/SR12/Airport Blvd	-		Auto	PE-CON	\$ 69,211,694	\$0	-	\$69,211,694	\$ 39,211,694	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
32	NVTA	Carneros Interseccion	SR 29/SR12/SR 121 (Carneros intersection) Improvements	SR29/SR12/SR121	-	-	Auto	PE-CON	\$ 4,700,000	\$0	-	\$4,700,000	\$ 4,700,000	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
33	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	\$ 21,492,941	\$0	-	\$21,492,941	\$ 21,492,941	2025	2027		Expands transit fleets or service levels (e.g., increased frequency, hours of operation)	Supports the region's sustainable communities strategy (SCS)
34	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	\$ 69,211,694	\$0	-	\$69,211,694	\$ 56,861,954	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
35	American Canyon	Newelll 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 Road	Newell Drive			Auto/Bike/Bus	PE-CON	\$ 41,791,830	\$0	-	\$41,791,830	\$ 21,791,830	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
36	American Canyon	Paoli Loop Widening	Widen Paoli Loop Rd from Green Island to Newell Extension	Paoli Loop Road			Auto/Bike/Bus	PE-CON	\$ 10,134,161	\$0	-	\$10,134,161	\$ 10,134,161	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
37	American Canyon	Eucalyptus Drive Extension	Eucalyptus Drive Extension	Eucalyptus Drive			Auto/Bike/Bus	PE-CON	\$ 4,637,096	\$0	-	\$4,637,096	\$ 4,637,096	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
38	American Canyon	West Connector	New arterial on the west side of SR 29 connecting Eucalyptus Drive to Green Island Road industrial area	Eucalyptus Drive to Green Island Road Industrian area	Eucalyptus Drive	Green Island Rd	Auto/Bike/Bus	PE-CON	\$ 18,000,000	\$0		\$18,000,000	\$ 10,000,000	2025	2027		Expands or extends the principal arterial system (length must be greater than ¼ mile)	Will seek federal, state or regional funding
39	City of American Canyon	Eucalyptus Widening	Theresa to Wetlands Edge	Eucalyptus Drive			Auto/Bike/Bus	PE-CON	\$ 7,828,639	\$0	-	\$7,828,639	\$ 7,828,639	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
40	City of Calistoga	SR-29 Bypass	Calistoga SR-29 Bypass Dunaweal Ln/Tubbs Ln	Dunaweal	SR-29	Silverado Trail	Auto/Bike/Bus	PE-CON	\$ 10,751,331	\$0	-	\$10,751,331	\$ 5,751,331	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
41	NVTA	Madison Street Interchange	Improvements to SR-29/Madison Street Intersection	SR-29	-	-	Auto/Bike/Bus	PE-CON	\$ 8,063,498	\$0	-	\$8,063,498	\$ 8,063,498	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
42	St Helena	Oak Avenue Extension	Extend Oak Avenue approximately 2,000 feet from Mitchell Drive to Grayson	Oak Avenue	Oak Avenue at Mitchell	Grayson Avenue	Auto	PE-CON	\$ 3,500,000	\$0	-	\$3,500,000	\$ 3,500,000	2025	2030	No	Expands or extends the principal arterial system (length must be greater than ¼ mile)	
Regional Projects of Interest to Napa County																		
Freeways & Interchanges: SR-37 Widening + Resilience Project																		
Commuter Rail Project: SMART to Solano																		
									TOTAL	\$ 782,455,001			\$773,455,001	\$ 615,000,000				
									TARGET	\$ 615,000,000			\$615,000,000	\$ 615,000,000				
									OVER	\$ (167,455,001)			-\$158,455,001	\$ 0				

VISION ZERO CORE ELEMENTS FROM FUNDAMENTALS TO ACTION

Technical Advisory Committee

June 6, 2019



What is Vision Zero?

Vision Zero is a strategy to eliminate all traffic fatalities and severe injuries, while increasing healthy, equitable mobility for all.



Why Vision Zero?

● Safe Travel for All

<https://bikeportland.org/2017/04/20/metros-new-vision-zero-video-is-brilliant-225705>

- Safe streets
- Safe speeds
- Safe vehicles
- Safe people



3

Vision Zero isn't just a slogan

Core Elements



Acknowledges that traffic losses are *preventable*

Takes *systems approach* to prevention

Is data-driven

Not all E's are created equal

Leadership = essential!

4

A New Approach

- Multi-Sector Acknowledgment and Commitment:
 - Elected officials, Transportation and Public Health leaders, Police
- Systems Approach:
 - Humans Make Errors
 - Humans are Vulnerable
 - Responsibility is Shared
 - No Death or Serious Injury is Acceptable
 - Proactive vs Reactive

5

Data Driven

- Collect and use data to forward the goals
- Data can help identify disproportionate safety impacts



6

Equity-Not all E's are Equal

- Data and experience reveal that low-income communities and communities of concern carry a disproportionate burden of traffic-related injuries and fatalities in the U.S.

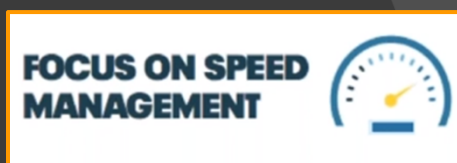


Actionable Strategies



Complete Streets for All

- Integrated into countywide plans
- Encourage safe, well connected multi-modal transportation network
- Prioritizes safe travel of people over expeditious travel of motor vehicles



Context-Appropriate Speeds

- Speeds set and managed to achieve safe conditions for specific roadway
- Measure and analyze the scope of the speed-related problem
- Use of appropriate, speed-reducing countermeasures

Questions



June 6, 2019
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 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).

FISCAL IMPACT

Is there a Fiscal Impact? No

SUPPORTING DOCUMENTS

Attachments: (1) June 3, 2019 State Legislative Update (Platinum Advisors)
(2) June 6, 2019 State Bill Matrix



June 6, 2019

TO: Kate Miller, Executive Director
Napa Valley Transportation Authority

FR: Steve Wallauch
Platinum Advisors

RE: Legislative Update

Budget Conference Committee: The Budget Conference Committee has been formed and deliberations started last week. The goal is to complete its work in time to vote on the main budget bill on June 13th. The legislature is required to pass a budget by June 15th or they forfeit their pay for every day after the 15th that a budget is not approved. This deadline only applies to the main budget appropriations bill, which means most of the budget trailer bills and items that require more negotiations will be sent to the Governor later in the month, and in some cases near the end of session. Legislators serving on the Conference Committee include the following:

Senator Holly Mitchell, Chair
Senator Jim Nielsen
Senator Richard D. Roth
Senator Nancy Skinner
Senator John M.W. Moorlach

Assemblyman Phil Ting, Vice Chair
Assemblyman Kevin McCarty
Assemblyman Chad Mayes
Assemblyman Jay Obernolte
Assemblywoman Shirley Weber

May Revise: Governor Newsom released his May Revision to the January Budget on May 9th. The Revise predicts short-term revenues of \$3.2 billion higher than the January estimates. While the Revise recognizes slower economic growth, it does not predict a recession. However, as illustrated in the Revise even a modest recession could result in a \$40 billion deficit over three years. As for now, the Revise pursuant to statutory requirements utilizes the \$3.2 billion bump by paying down debts and building reserves. The following are a few fiscal highlights:

- This budget marks the first time in over 10 years that all budgetary debts are paid off.
- An additional \$1.2 billion is placed in the Rainy-Day Fund, which brings the reserve to \$16.5 billion in 2019-20 fiscal year. In addition, \$389 million in Prop 98 funds is placed in the School System Stabilization Account as required by Proposition 2.
- Personal income tax revenues are increased by \$1.9 billion due to the strong stock market, and personal income tax withholdings are increased by \$500 million due

to the expected number of initial public offerings (IPOs) for large California companies.

- Corporate tax revenues are also revised upward by \$1.7 billion.
- Sales and use tax revenues are reduced by \$360 million because of an expected reduction in business investments due to lower than anticipated boost from federal tax cuts.

Transportation: The Revise does not propose any changes to transportation funding. The Governor's budget continues to rely on the existing funding programs and the SB 1 allocations.

State Transit Assistance (STA): The formula allocation to transit operators through the STA formula was reduced in the May Revise by \$50 million from \$1.042 billion to \$991.7 million in 2019-20. This reduction is based on updated forecasting on diesel fuel prices. The January budget used an estimate of \$4.12 per gallon, but first quarter prices were lower. The May Revise adjusts the forecast price of diesel fuel to \$4.03 per gallon. Specifically, STA revenue from diesel fuel taxes are reduced by about \$76 million, but this reduction is partially offset by revenue from cap & trade auction allocated to the Low Carbon Transit Operations Program (LCTOP) increasing by about \$25 million.

Housing: The May Revise continues the commitment made in January of providing \$750 million in onetime general fund review to assist local governments in increasing housing production by dedicating \$250 million for technical assistance and \$500 million for infill grants.

"Housing and transportation are inextricably linked."

The biggest surprise in the Revise is that the Governor reiterates that the long-term housing production strategy continues to tie the receipt of SB 1 local street and road funds, and potentially other funds, to meeting housing goals. Commencing with the revamped Regional Housing Needs Assessment (RHNA) process in 2023, SB 1 streets and roads fund would be distributed upon compliance with housing element law, zoning, as well as, entitlement that meet the updated housing goals. According to the proposed trailer bill, funds withheld from a city or county that does not comply would be added to allocation to those cities and counties that meet the compliance requirements. This will be a contentious item, as the legislature has shown little support for linking SB 1 funds to meeting housing goals.

With respect to the \$250 million dedicated to assisting cities and counties with planning and zoning for housing, the May Revise proposes to expand eligible recipients for these funds to include school districts and county offices of education. With teachers being priced out of areas where they work, some school districts have surplus property that could be used for housing. Half of the \$250 million would be allocated by formula to the metropolitan planning organization, which would then sub-allocate the funds to cities, counties, or schools for technical assistance. The remaining \$125 million would be allocated by the Housing and Community Development Department (HCD) to cities and counties for planning and activities related to meeting their Sixth Cycle of the RHNA.

The May Revise makes a major change on how the \$500 million will be used. Previously, these funds would have been used as a reward to cities and counties that meet planning

goals for housing. The May Revise now calls for allocating these funds to the Infill Infrastructure Grant Program. This change was based on reports from local governments that one of the biggest barriers for housing production is the lack infrastructure funding for water, sewer, and sidewalks. This one-time investment along with \$300 million in Prop 3 funds provides a total of \$800 million available through the Infill Investment Grant Program. Under the Infill Investment Grant Program cities, counties, and developers can apply for these funds.

The May Revise also provides funding to staff the Governor's proposal for innovative housing projects. The Revise provides \$2.5 million to HCD and General Services to hire real estate consultants to assist with proposals, site investigation, and evaluating and monitoring projects. In the January budget the Governor directed state agencies to inventory surplus properties where housing development is feasible. The plan is to then invite developers to submit proposals that use creative and streamlined approaches to building housing.

Cap & Trade: The Revise takes a big step toward the Legislative Analyst Office's (LAO's) higher auction estimates by revising upward the amount of cap & trade auction revenue that will be available by \$750 million above the January estimate. This is in line with the LAO's estimate and provides an additional \$300 million for discretionary allocations. However, the LAO believes that this new estimate might still be a little low. The LAO estimates that the May 14th auction will result in revenues \$150 million higher than the Governor's estimate, with a net result of about \$60 million in additional discretionary revenue. The LAO will update the legislature this week once the May 14 auction results are finalized.

The May Revise proposes spending an additional \$251 million of the \$300 million in assumed revenue. This new spending includes allocating an additional \$92 million for Transformative Climate Communities projects, and an additional \$8 million allocated to workforce training programs. The workforce training funding is increased from \$27 million to \$35 million annually. These funds would be targeted for apprenticeship and pre-apprenticeship construction programs, and funding for the High Road Training Program.

The bulk of the new allocation provides \$130 million for Low Carbon Transportation Programs administered by CARB. This includes a \$50 million increase for Clean Truck, Bus, and Off-Road Freight Equipment programs, and \$65 million to upgrade diesel equipment used in the agricultural sector.

The following chart summarizes the May Revise's changes to the cap & trade discretionary funding programs:

2019-20 Cap and Trade Expenditure Plan

(Dollars in Millions)

Investment Category	Department	Program	Governor's Budget	May Revision	Total
Air Toxic and Criteria Air Pollutants	Air Resources Board	AB 617 - Community Air Protection	\$200	-	\$200
		AB 617 - Local Air District Implementation (\$50 million total, including other funds)	\$20	-	\$20
		Technical Assistance to Community Groups	\$10	-	\$10
Low Carbon Transportation	Air Resources Board	Clean Vehicle Rebate Project	\$200	-	\$200
		Clean Trucks, Buses, & Off-Road Freight Equipment	\$132	\$50	\$182
		Enhanced Fleet Modernization Program & Transportation Equity Projects	\$50	\$15	\$65
		Agricultural Diesel Engine Replacement & Upgrades	\$25	\$65	\$90
Healthy Forests	CAL FIRE	Healthy & Resilient Forests	\$165	-	\$165
		Prescribed Fire & Fuel Reduction	\$35	-	\$35
Climate Smart Agriculture	Department of Food & Agriculture	Healthy Soils	\$18	\$10	\$28
		Methane Reduction	\$25	\$10	\$35
Short-Lived Climate Pollutants	CalRecycle	Waste Diversion	\$25	-	\$25
Integrated Climate Action: Mitigation & Resilience	Strategic Growth Council	Transformative Climate Communities	\$40	\$92	\$132
	Coastal Commission & BCDC	Coastal Resilience	\$3	-	\$3
	Community Services & Development	Low-Income Weatherization	\$10	-	\$10
	California Conservation Corps	Energy Corps	\$6	-	\$6
Workforce Training	Workforce Development Board	Preparing Workers for a Carbon-Neutral Economy	\$27	\$8	\$35
Climate and Clean Energy Research	Strategic Growth Council	Climate Change Research	\$10	-	\$10
	California Environmental Protection Agency	Transition to a Carbon-Neutral Economy	-	\$1.5	\$1.5
Total			\$1,001	\$252	\$1,253

Source: May Revision 2019-20 Summary

Subcommittee Actions: Both the Senate and Assembly Budget Committees adopted cap & trade expenditure plans that assumed higher revenues than the Governor. The discretionary allocations approved by the Senate total \$1.5 billion and the Assembly allocations total \$1.4 billion, compared to the May Revise proposal of \$1.3 billion. The following compares the revenue and expenditure amounts for each.

2019-20 Greenhouse Gas Reduction Fund Condition Under Different Plans (In Millions)			
	Governor	Senate	Assembly
Beginning Balance	\$525	\$525	\$525
Revenue	\$2,463	\$2,815	\$2,815
Auction revenue	2,363	2,715	2,715
Investment income	100	100	100
Expenditures and Transfers	\$2,801	\$3,220	\$3,159
“Off the top” backfills	130	130	130
Continuous appropriations	1,340	1,551	1,551
Discretionary expenditures	1,253	1,461	1,400
Other administrative and implementation costs	78	78	78
End Balance	\$187	\$120	\$181

The Assembly’s budget proposal was unusual in that its expenditure plan allocates lump sums to the different programs. For example, the Assembly would allocate a total of \$660 million to the California Air Resources Board for Low Carbon Transportation programs, but does not specify how much is available for Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP), pilot programs or Clean Vehicle Rebates.

The Senate’s expenditure plan is similar to the Governor’s plan. It provides the same funding for the Clean Truck and Bus Program (\$182 million), and provides an additional \$50 million for Clean Vehicle Rebates (\$250 million). The Senate plan eliminates the \$35 million the Governor proposes for the workforce training programs. The Senate asserts that there is an insufficient nexus between job training and greenhouse gas (GHG) emission reductions. The Assembly plan maintains funding for the Governor’s workforce plan, but the Assembly’s budget uses \$27 million in Alternative and Renewable Fuel and Vehicle Technology Program funds.

Legislation:

May 17th was the deadline for fiscal bills to be moved out of their respective appropriations committees, and May 31st was the house of origin deadline. This is the first chance to cull the herd by quietly holding measures on the suspense file. The Assembly Appropriations Committee took action on 721 bills and the Senate Appropriations Committee reviewed 355 bills on its Suspense File. Once off the Suspense File, most bills were easily approved by their respective houses. The following highlights some of the actions on bills of interest to NVTa.

- **SB 50 (Wiener):** At the start of the hearing Senate Appropriations Chair, Senator Portantino, announced that SB 50 was being held in Committee making it a two-year bill. This was a surprise to many, and relief to many others. Senator

Portantino's decision to hold the bill prompted an unusual move by the Senate President Pro Tem Atkins to release a statement. Pro Tem Atkins stated, "I will not circumvent the decision made by the Appropriations Committee Chair on SB 50. Regardless of my own personal feelings about this critical issue, part of my job as the leader of the Senate is to uphold the authority and decisions of committee chairs and take into consideration the views of committee members. To be clear, the bill is not dead, and this is the first year of a two-year session." Senator Wiener has promised to press forward on this measure.

- SB 152 (Beall): SB 152 was sponsored by MTC and proposed to make significant changes to the relatively new Active Transportation Program (ATP). However, growing opposition from the CTC, bicycle and pedestrian advocates, and Los Angeles County Metropolitan Transportation Authority (LAMTA) resulted in SB 152 being held on the Senate Appropriations Committee's Suspense File, making it a dead bill for this year.
- AB 784 (Mullin): This bill was approved by the Assembly Appropriations Committee. This bill would exempt medium and heavy duty zero emission transit vehicles from the state's share of the sales tax on zero emission transit vehicles purchased before January 1, 2024. This bill would cost the state about \$1 million annually.



June 3, 2019

Existing Positions

Bills	Subject	Status	Client - Position
<u>AB 11</u> <u>(Chiu D)</u> 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>	<p>ASSEMBLY APPR – Held on Suspense</p> <p>Two-Year Bill</p>	WATCH
<u>AB 147</u> <u>(Burke D)</u> Use taxes: collection: retailer engaged in	<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</p>	<p>Signed Into Law</p> <p>Chapter #5, Statutes of 2019</p>	SUPPORT

<p>business in this state.</p> <p><u>AB 147</u> (Burke D) (Cont.)</p>	<p>regardless of whether the online retailer has a physical presence in the state where the order is delivered.</p> <p>AB 147 imposes a \$500,000 statewide threshold. State and local sales taxes would both be collected once a statewide total of \$500,000 in sales is reached. This bill would also require sales tax to be collected on all sales made through an intermediary, such as eBay or Amazon. Under AB 147 an entity that sales items through “marketplace facilitator,” such as eBay, the marketplace facilitator is required to collect and remit the tax on all sales regardless of the threshold. The local sales tax revenue would be allocated to the local tax districts.</p>		
<p><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>	SENATE TRANSP.	SUPPORT
<p><u>AB 285</u> (Friedman D) California Transportation Plan.</p>	<p>AB 285 updates requirements of the California Transportation Plan (CTP) to reflect the state’s recent environmental legislation. In particular, the bill requires Caltrans to include in the CTP the following:</p> <ul style="list-style-type: none"> • An overview of all sustainable communities and an assessment of how implementation of these strategies will influence the 	SENATE TRANSP.	WATCH

<p><u>AB 285</u> (Friedman D) (Cont.)</p>	<p>configuration of the statewide integrated multimodal transportation system.</p> <ul style="list-style-type: none"> • A review of the potential impacts and opportunities for coordination of specified transportation grant programs, such as the Low Carbon Transit Operators Program (LCTOP) 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. 		
<p><u>AB 314</u> (Bonta D) Public employment: labor relations: release time.</p>	<p>This bill would establish uniform and minimum requirements for the exercise of statutory release time rights relating to public sector labor relations that apply to public employers and their employees subject to the collective bargaining statutes of the state.</p> <p>Existing law on release time does not cover public transit employees, but AB 314 would expand these release time provisions to include public transit employees. 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>SENATE RULES</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 spurring innovation.</p>	<p>ASSEMBLY APPR – Held on Suspense</p> <p>Two-Year Bill</p>	<p>WATCH</p>

	The bill does not currently identify or appropriate funds for this program.		
<u>AB 752</u> <u>(Gabriel D)</u> Public transit: transit centers: lactation rooms.	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. 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 station that have an enclosed lobby with a minimum square footage of 4,000 square feet.	SENATE RULES	WATCH
<u>AB 784</u> <u>(Mullin D)</u> Sales and use taxes: exemption: California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project: transit bus vehicles.	AB 784 was approved by the Assembly Appropriations Committee. This bill would exempt medium and heavy duty zero emission transit vehicles from the state's sales tax. Locally imposed sales taxes would still apply, as well as specified statewide taxes. 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.	SENATE RULES	SUPPORT
<u>AB 847</u> <u>(Grayson D)</u> Transportation finance: priorities: housing.	As introduced, AB 847 would create a funding incentive for cities and counties to produce housing by reallocating non-Article 19 transportation funds and provide bonuses for certain funding programs. However, the bill was gutted and amended to now create a new competitive grant program. This bill does not provide a funding source, but it directs the Department of Housing and Community Development to create a grant program that would offset up to 100% of any local	ASSEMBLY H & C. D. – Two-Year Bill	WATCH

	transportation impact fees imposed on housing project that includes at least 20% affordable units.		
<u>AB 1350</u> <u>(Gonzalez D)</u> Youth Transit Pass Pilot Program.	<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>	ASSEMBLY TRANS. – Two-Year Bill	WATCH
<u>AB 1402</u> <u>(Petrie-Norris D)</u> Active Transportation Program.	<p>AB 1402 was not heard in the Assembly Committee on Transportation and is now a two-year bill.</p> <p>This bill would revise the allocation process for Active Transportation Funds. AB 1402 is substantively similar to the changes made to the ATP in SB 152 (Beall), but the bills are structured a little differently.</p>	ASSEMBLY TRANS. Two-Year Bill	SUPPORT
<u>AB 1568</u> <u>(McCarty D)</u> General plans: housing element: production report: withholding of	<p>AB 1568 was held by the Appropriations Committee and is now a 2-year bill.</p> <p>This bill would, if on or before January 1, 2025, a city or county is found to be out of compliance with existing housing element requirements then that city or county would be prohibited from applying for state grants. This prohibition would not apply to</p>	ASSEMBLY APPR – Held on Suspense Two-Year Bill	OPPOSE

<p>transportation funds</p> <p><u>AB 1568</u> <u>(McCarty D)</u> <u>(Cont.)</u></p>	<p>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>		
<p><u>AB 1633</u> <u>(Grayson D)</u> Regional transportation plans: traffic signal optimization plans.</p>	<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>	SENATE TRANSP.	WATCH
<p><u>ACA 1</u> <u>(Aguiar-Curry D)</u> Local government financing: affordable housing and public infrastructure: voter approval.</p>	<p>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.</p> <p>Constitutional amendments are not subject to hearing deadlines, and can be moved at any time.</p>	ASSEMBLY FLOOR	SUPPORT
<p><u>SB 5</u> <u>(Beall D)</u> Local-State Sustainable Investment Incentive Program.</p>	<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</p>	ASSEMBLY DESK	WATCH

<p><u>SB 5</u> (Beall D) (Cont.)</p>	<p>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>		
<p><u>SB 20</u> (Dodd D) Surplus state property: Napa County Regional Park and Open Space District.</p>	<p>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.</p>	<p>ASSEMBLY A & A.R.</p>	<p>WATCH</p>
<p><u>SB 50</u> (Wiener D) Planning and zoning: housing development: equitable communities incentive.</p>	<p>SB 50 would require local governments to provide a specified “equitable communities incentive” to developers that construct residential developments in “jobs-rich” and “transit-rich” areas, which may include certain exceptions to specified requirements for zoning, density, parking, height restrictions, and floor area ratios.</p>	<p>SENATE APPR – Held on Suspense</p> <p>Two-Year Bill</p>	<p>WATCH</p>
<p><u>SB 127</u> (Wiener D) Transportation funding: active transportation: complete streets</p>	<p>SB 127 (Wiener) was approved by the Senate. 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 bill would focus these complete street investments on urban arterials and where a state highway serves as the main street.</p>	<p>ASSEMBLY DESK</p>	<p>WATCH</p>

<p><u>SB 137</u> <u>(Dodd D)</u> 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>	<p>ASSEMBLY DESK</p>	<p>SUPPORT</p>
<p><u>SB 152</u> <u>(Beall D)</u> Active Transportation Program.</p>	<p>This bill would implement some of the findings made by the Legislative Analyst's Office (LAO) regarding the administration of the Active Transportation Program (ATP). The goal is to streamline the administrative process for awarding ATP funds. The bill includes the following changes:</p> <ul style="list-style-type: none"> • Modified the distribution formula to increase from 40% to 75% that is allocated to metropolitan planning organizations (MPO), increase the rural county share from 10% to 15%, and reduce the statewide pot that is administered by the CTC from 50% to 10%. • Shift greater administrative control for the regional share to the MPOs. • Increase reporting requirements from the MPOs to the CTC. 	<p>SENATE APPR – Held on Suspense</p> <p>Two-Year Bill</p>	<p>SUPPORT</p>
<p><u>SB 235</u> <u>(Dodd D)</u> Planning and zoning: housing production report: regional housing need allocation</p>	<p>SB 235 was unanimously approved by the Senate.</p> <p>This bill 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>	<p>ASSEMBLY H. & C.D.</p>	<p>SUPPORT</p>
<p><u>SB 277</u> <u>(Beall D)</u> Road Maintenance</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>ASSEMBLY TRANSP.</p>	<p>WATCH</p>

and Rehabilitation Program: guidelines.	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.		
<u>SB 336</u> <u>(Dodd D)</u> Transportation: fully-automated transit vehicles. <u>SB 336</u> <u>(Dodd D)</u> <u>(Cont.)</u>	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. SB 336 was amended to sunset this requirement on January 1, 2026, and require any transit operator that uses an autonomous vehicle to submit a report to the legislature by March 31, 2025, on the results of that deployment.	ASSEMBLY TRANSP.	SUPPORT
<u>SB 397</u> <u>(Glazer D)</u> Public transit operators: passengers with pets: evacuation orders.	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. SB 397 may be amended to direct the Office of Emergency Services to develop the guidelines and best practices for this bill.	ASSEMBLY TRANSP	SUPPORT



Napa Valley Transportation Authority Agenda NVRTA Board of Directors

625 Burnell Street
Napa, CA 94559

Wednesday, June 12, 2019

1:30 PM

NVRTA Conference Room

*****Special Meeting*****

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 - 9.2)

9.1 Meeting Minutes of May 15, 2019 (Karrie Sanderlin) (Pages 9-14)

Recommendation: Board action will approve the meeting minutes of May 15, 2019.

Estimated Time: 1:45 p.m.

Attachments: Draft Minutes

9.2 Closed-Circuit Television (CCTV) Monitoring and Preserved Footage Policy (Antonio Onorato) (Pages 14-92)

Recommendation: Board action will adopt the CCTV Monitoring and Preserved Footage policy for inclusion into the record retention policy.

Estimated Time: 1:45 p.m.

10. REGULAR AGENDA ITEMS

10.1 Project Work Order No. E-XX to NVTA Agreement No. 18-XX with RSA+, Inc. for Work Associated with the Professional Engineering Design, Environmental & Construction Document Services for the Napa Valley Vine Trail (NVVT) Calistoga to St. Helena Segment (Sanjay Mishra) (Pages xx-xx)

Recommendation: NVTA staff's recommending is to execute and make minor modification to Work Authorization No. E-13 to NVTA Agreement No. 18-23 with RSA+ for professional engineering services to complete environmental only for the Vine Trail between Calistoga to St. Helena segment for an amount no to exceed \$600,000 and to release a separate request for proposals (RFP) for final design.

Estimated Time: 1:45 p.m.

10.2 Plan Bay Area 2050: Regionally-Significant Project List (Alberto Esqueda) (Pages xx-xx)

Recommendation: Board action will approve the list of projects submitted under the call for regionally-significant projects to be considered for inclusion in the Metropolitan Transportation Commission's Plan Bay Area 2050.

Estimated Time: 2:00 p.m.

10.3 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.

Attachments: Staff Report

11. FUTURE AGENDA ITEMS

12. CLOSED SESSION

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

Title: Executive Director

Estimated Time: X:XX p.m.

12.2 CONFERENCE WITH LABOR NEGOTIATORS (Government Code Section 54957.6)

Authority Representative: Authority Chair

Unrepresented Employee: Executive Director

Estimated Time: X:XX p.m.

13 REGULAR AGENDA ITEMS

131 Amendment 5 to Napa Valley Transportation Authority (NVTA) Agreement No. NVTA 12-08 for the Position of the Executive Director (Karrie Sanderlin) (Pages xx-xx)

Recommendation: Board action will approve Amendment 5 to NVTA Agreement No. NVTA 12-08 amending certain sections of the Executive Director contract.

Estimated Time: X:XX p.m.

14 ADJOURNMENT

- 141 Approval of Next Regular Meeting of Wednesday, July 17, 2019 and Adjournment.**

Estimated Time: 3:00 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, June 7, 2019.

Karalyn E. Sanderlin, NVTA Board Secretary