



July 11, 2019
NVRTA Technical Advisory Committee (TAC)
Meeting Handouts

1. Safe Routes to School Presentation
2. Item 5.3 - Caltrans Report
 - a. Monthly Caltrans Report
 - b. Caltrans District 4 Lane Closures
3. Item 8.4 Regional Measure 3
 - a. Updated Memo
 - b. Updated Attachment #2 South Napa County SR 29 Corridor Revitalization Project Fact Sheet
4. Item 8.5 Countywide Transportation Plan: Goals and Performances
Updated Attachment 2 – Table 1 Vision 2040 Goals with Performance Measures
5. Item 8.6 - Legislative Update
6. Item 8.7 - Board Meeting Agendas
 - a. July 17, 2019 NVTA Board Meeting Agenda
 - b. July 17, 2019 NVTA-TA Board Meeting Agenda

Napa County Safe Routes to School Program



A Partnership Between the
Napa County Office of Education & Napa County Bicycle Coalition

Thursday, July 11, 2019

What is Safe Routes to School?

- ❖ Nationwide program to increase youth walking and biking to and from school
- ❖ Bay Area Roots: Federal pilot program in Marin County
- ❖ Community-driven programs focus on unique needs of each school, and each city/town





Napa County Program Goals

- ❖ Increase rate of students walking & biking from 10% to 20% through encouragement, education & evaluation
- ❖ Evaluate parent perceptions around walking and biking
- ❖ Analyze existing barriers at 38 public schools countywide
- ❖ Provide safety education at 13 High Needs schools
- ❖ Develop an “Action Plan” for those 13 schools, to guide future improvements

Baseline Data

#4

Statewide ranking for injuries to pedestrians under age 15.

Napa County currently ranks 10/58 for injuries to bicyclists under age 15.

Source: Office of Traffic Safety, 2016 Collision Data



Baseline Data

75%

Students who arrive at school
via personal vehicle

Source: NCOE Parent Survey, 2016



Baseline Data

4:10

Ratio of parents who would drive
their children to school less often
following a bike and pedestrian
safety program

Source: NCOE Parent Survey, 2016





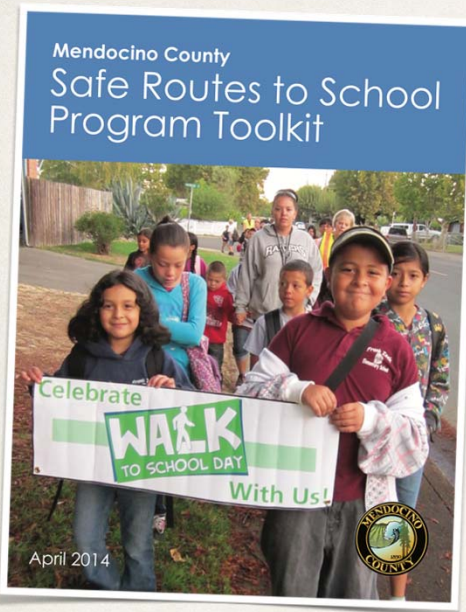
Parent Perception Surveys

- ❖ Phone and Online surveys conducted by EMC Research, a professional research firm with experience in SRTS programs
- ❖ Focus groups with hard-to-reach populations to enhance accuracy and equity of results
- ❖ Scheduled for Fall 2019

Walk Audits

- ❖ Planned for all 38 public schools in Napa County; 8 completed as of Summer 2019
- ❖ First step in development of Safe Routes to School reports for each school
- ❖ Provides input and buy-in from school community





School-based Action Plans

- ❖ Walk Audit reports identify safety/access barriers and prioritize improvements
- ❖ High Needs schools receive more in-depth analysis
- ❖ Plan development includes input from parents, school district, law enforcement and public works agencies

Bike & Pedestrian Education

- ❖ Conduct bike & pedestrian safety classes for all students at High Needs schools
- ❖ Bike Rodeos with Napa PD at select schools in City of Napa
- ❖ Off-campus rides to practice safety skills in real-world environment





Encouragement Events & Activities

- ❖ Bike to Work & School Day - Region-wide annual event with high visibility and engagement
- ❖ Walk & Roll to School Day - Similar to above, held in October
- ❖ Golden Sneaker Awards - School site activity to encourage walk/bike competition between classrooms

Encouragement Programs

- ❖ Walk & Roll Wednesday - Weekly or Monthly school-based encouragement event
- ❖ Walking School Bus - Facilitate neighborhood-level groups of parents and kids walking to school together
- ❖ Bike Mobile - Bike repair van that visits schools annually



Napa County Safe Routes to School Program



Questions?

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 (Completed 6/28/19)

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 (Completed 6/28/19)

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 (Completed 6/27/19)

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

Scope: Pavement repair

EA 2Q610 (Completed 6/27/19)

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

Scope: Pavement rehabilitation.

EA 2Q510

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: 7/1/2019 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

PIR (Project Initiation Report)

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PSE (Plans, Specifications, and Estimate)

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RTL (Ready to List)

CCA (Construction Contract Acceptance)

ADV (Advertise Contract)

BO (Bid Open)

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: 11/2019 RWC: 05/2020 RTL: 05/2020 CCA: 12/2024

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)

PSR (Project Study Report)

DED (Draft Environmental Document)

PAED (Project Approval/ Environmental Document)

PSE (Plans, Specifications, and Estimate)

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RTL (Ready to List)

CCA (Construction Contract Acceptance)

ADV (Advertise Contract)

BO (Bid Open)

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)

PSR (Project Study Report)

DED (Draft Environmental Document)

PAED (Project Approval/ Environmental Document)

PSE (Plans, Specifications, and Estimate)

RWC (Right of Way Certification)

RTL (Ready to List)

CCA (Construction Contract Acceptance)

ADV (Advertise Contract)

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District 4 Lane Closures

During: 07/11/2019 - 07/17/2019



Status legend:

In progress

Completed

Canceled

No Status

3 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 | 10.698 R10.083 | Old Sonoma Rd Overcrossing Imola Ave | Mainline Lane | #1 : 2 | 07/11/19 09:01 AM 07/11/19 02:01 PM | Tree Work | M29QA 4 |
| Napa 29 SB | 39.0 39.0 | Palisades Rd southbound lane at bridge Palisades Rd | Conventional Hwy Lane | #1 : 2 | 07/11/19 09:01 AM 07/11/19 03:59 PM | Core Drilling | C29HB 4 |

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:
07/11/2019 10:03 AM



NAPA VALLEY TRANSPORTATION AUTHORITY
TAC Agenda Letter

TO: Technical Advisory Committee (TAC)
FROM: Kate Miller, Executive Director
REPORT BY: Danielle Schmitz, Director of Programs, Projects and Planning
(707) 259-5968 | dschmitz@nvta.ca.gov
SUBJECT: Regional Measure 3 Updated Priorities

RECOMMENDATION

That the Technical Advisory Committee (TAC) recommend the Napa Valley Transportation Authority (NVRTA) Board approve the modified Regional Measure (RM) 3 project priorities.

EXECUTIVE SUMMARY

On June 5, 2018 the voters of the Bay Area approved RM 3, a bridge toll increase to finance \$4.5 billion in highway and transit improvements along the toll bridge corridors and their approach routes. The list of RM 3 project categories for Napa County include:

Non-competitive:

- \$20 million for multi-modal improvements in South Napa County and along the State Route (SR) 29 corridor, including the Soscol Junction project.
- \$100 million for environmental work and near-term improvements on SR 37 to protect the highway from flooding and improve congestion.

Competitive:

- \$100 million for North Bay Transit Improvements
- \$150 million for San Francisco Bay Trail / Safe Routes to Transit

In November 2018 the NVRTA Board approved RM 3 project priorities for the non-competitive and competitive funding categories. Since that time, NVRTA staff has made modifications to RM 3 priorities outlined in Attachment 1. The majority of the changes are in the North Bay Transit Access Improvements and the San Francisco Bay Trail/Safe Routes to Transit competitive programs.

NVTA is actively pursuing competitive grant sources such as U.S. Better Utilizing Investments to Leverage Development (BUILD) funds and Senate Bill (SB) 1 Solutions for Congested Corridor funds for SR 29 improvements. Because it is uncertain whether competitive fund sources will be available, or how well NVTA projects will compete in such programs as BUILD, NVTA staff has developed two RM 3 funding scenarios for various projects along the SR 29 corridor in south county. Scenario 1 assumes that competitive fund sources will be received and prioritizes using RM 3 funds for improvements on SR 29 in American Canyon under the assumption that this project may not do as well in competitive funding programs as other projects along the corridor. Scenario 2 assumes that no competitive funds are received and prioritizes using RM 3 funds on Soscol Junction (SR 29/221/Soscol Ferry Road) and projects at SR 29/Airport and SR 29/Carneros.

The proposed funding scenarios are included in Table 1 below. Also included are draft funding distributions for the SR 37 \$100 million included in RM 3 (Table 2) and staff recommended priorities for the two competitive programs in RM 3, North Bay Transit Access Improvements and San Francisco Bay Trail/Safe Routes to Transit (Table 3).

FISCAL IMPACT

Is there a fiscal impact? No

BACKGROUND AND DISCUSSION

NVTA is the RM 3 project sponsor. Distribution of RM 3 funds will largely depend on NVTA's success in securing other competitive funding sources such as SB 1 and BUILD funds.

The NVTA Board has established Soscol Junction as a priority project for capital funding. It is also a priority for Caltrans District 4 and MTC. The amount of RM 3 funding that will be committed to Soscol Junction will depend on NVTA's success obtaining other fund sources. If NVTA is successful in securing additional funding sources for Soscol Junction it will free up RM 3 funds for other corridor priorities such as SR 29 American Canyon Multimodal and Operational Improvements. NVTA staff obtained board approval on the project priorities listed in Table 1 below. The only modification between Table 1 and what was approved in 2018 is the dollar amounts under Scenario 1. This update is reflective of the BUILD grant proposal staff is drafting for the South Napa County SR 29 Corridor Revitalization Project. The revised funding proposal commits a higher portion of RM 3 funds to SR 29 in American Canyon to be consistent with NVTA's BUILD application.

Table 1. RM3 SR 29 South County Priorities – Funding Proposal

| Project | Description | Estimated Project Cost (\$1,000s) | Scenario 1 (Other Funds Received) | Proposal 2 (No Other Funds Received) |
|---|--|-----------------------------------|-----------------------------------|--------------------------------------|
| Soscol Junction | Interchange and operational improvements at SR 29/SR 221/Soscol Ferry Road | \$40,000 | \$5,340 | \$17,600 |
| SR 29 American Canyon Multimodal Improvements | Intersection and operational improvements along SR 29 between Napa Junction and American Canyon Road including multimodal improvements | 25,000 | 14,660 | |
| SR 29/Carneros | Channelization of northbound SR 29 through lanes and intersection and operational improvements | 3,000 | 0 | 1,400 |
| SR 29/Airport | Operational and Intersection Improvements | 3,000 | | 1,000 |
| Total | | \$71,000 | \$20,000 | \$20,000 |

NVTA staff is working with the other three North Bay Area counties on an approach to distribute the \$100 million in SR 37 funds to both near term projects that will reduce congestion and impacts associated with sea level rise and to begin environmental studies and design on the ultimate project. Table 2 is the tentative approach discussed to date.

Table 2: RM 3 SR 37 Draft Project Priorities

| Project | Description | Estimated Project Cost (\$1,000s) |
|---|---|-----------------------------------|
| Segment C Fairgrounds Interchange (STA) | Passenger facilities and ramp improvements at SR 37 and Fairgrounds Drive | \$15,000 |
| Interim Improvements (SCTA and TAM) | Segment A & B Near Term Improvements and Studies | 27,000 |
| Segment A & B Improvements (SCTA and TAM) | Segment A & B Environmental Documents and Design/Mitigation | 58,000 |
| Total | | \$100,000 |

RM 3 competitive funding program guidelines are still being developed by MTC. In the meantime, NVTa staff has modified the list of project priorities for the North Bay Transit Improvements and San Francisco Bay Trail/Safe Routes to Transit programs. While NVTa is the only eligible recipient of the RM 3 funds, NVTa staff have vetted proposed projects with local jurisdiction staff who have agreed to take the lead in delivering the Bay Trail/ Safe Routes to Transit improvements. These priorities are in Table 3 below.

Table 3: RM 3 Competitive Project Priorities

| Project Sponsor | North Bay Transit Improvements | Estimated RM 3 Need (\$1,000s) |
|--------------------------------------|---|--------------------------------|
| NVTa | SR 29 Imola Park and Ride Improvements | \$2,000 |
| NVTa | SR 29 Transit Access Improvements | 2,600 |
| NVTa | Redwood Park and Ride Upgrades | 1,450 |
| NVTa | (20) 40' Express Bus (Expansion Bus Fleet) | 5,000 |
| NVTa | Vine Maintenance Facility | 15,000 |
| | Total | \$26,050 |
| | Bay Trail/Safe Routes to Transit | |
| NVTa | Soscol Gateway Transit Center - Oxbow Bypass Connection | 4,000 |
| County of Napa | Vine Trail – Bay Trail – South Kelly Road to Napa Pipe | 6,400 |
| County of Napa/City of Napa/Caltrans | Imola Ridge Trail to Vine Trail/Bay Trail | 4,000 |
| City of Napa | Vine Trail-Bay Trail – Napa Pipe to Kennedy Park | 2,400 |
| | Total | \$16,800 |

SUPPORTING DOCUMENTS

Attachment(s): (1) Modifications to RM 3 Competitive Priorities
(2) South Napa County SR 29 Corridor Revitalization Project Fact Sheet

SOUTH NAPA COUNTY SR 29 CORRIDOR REVITALIZATION 3.b.

\$18 MILLION FEDERAL HIGHWAY ADMINISTRATION BUILD GRANT



Multi-modal corridor concept

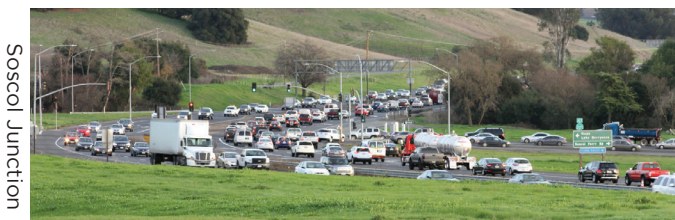
Napa Valley is one of the most scenic areas in the San Francisco Bay Area. The Valley is a major tourist destination. It produces world-class wines in its 400+ wineries. It is also a world-class hospitality destination, hosting over 3 million visitors a year. Napa Valley's growing economy is generating thousands of new jobs in manufacturing, agriculture, hospitality, construction, medical, and government. Napa's cities and counties have worked diligently to conserve the Valley's natural biodiversity by preserving open space and restoring bay wetlands, rivers, and creeks. The Valley's visitors come for the Valley's great wines and restaurants, but also because of its natural beauty.

The southern portion of the Valley is rapidly transitioning from rural to urban, creating new industry and housing in its southern most city, American Canyon. The rapid growth has created both challenges and opportunities. The main

transportation artery in the Valley is California State Route 29 (SR 29), which traverses through Napa Valley from American Canyon to Calistoga, its northern most city.

The City of American Canyon, incorporated in 1992, is still in its infancy and is one of the fastest growing cities in California. The rapid pace of the City's housing and business development is placing substantial strain on the existing downtown infrastructure. The City is also isolated from the rest of the Valley because of the over-stressed and limited highway, bike and pedestrian connections.

The South Napa County SR 29 Corridor Revitalization Project will build a comprehensive multi-modal transportation network that will connect the City of American Canyon to the rest of the Valley creating a cohesive look and feel. The project responds to the City's Broadway Specific Plan, SR 29 Comprehensive Multi-modal Corridor Plan, and NVTa's Countywide Bike and Pedestrian Plans. The project will make operational improvements on SR 29 between Soscol Junction and American Canyon Road. The project will make structural improvements to the highway to create a comprehensive public space that will accommodate people as well as improve traffic operations.



Soscol Junction

THE PROJECT INCLUDES:

Soscol Junction – Soscol Junction will alleviate congestion and improve operations at SR 29/221/ Soscol Ferry Road intersection in south Napa County. The preferred complete streets alternative is an elevated overpass with a free-flowing north-south SR 29 and boasts two roundabouts north and south of SR 29 to facilitate turning movements on and off the highways.

American Canyon Multimodal and Operational Improvements Phase 1 – Bicycle, pedestrian and transit improvements along the SR 29 corridor between Napa Junction and American Canyon Road. Phase 1 will also include operational

| | SOURCE | FUNDING SOURCES IN \$1,000'S |
|---------|-----------|------------------------------|
| FEDERAL | BUILD | \$18,000 |
| | STIP | 19,639 |
| LOCAL | RM 3 | 20,000 |
| | Developer | 2,521 |
| | CMA | 340 |
| TOTAL | | \$60,500 |

| Goal | Objectives | Potential Performance Measure | Target |
|--|--|--|--------|
| GOAL 1. Serve the transportation needs of the entire community regardless of age, income or ability (EQUITY) | Provide safe access to jobs, schools, recreation and other daily needs for Napa's residents and visitors | Percent of low-income households within 0.25 miles of bus transit by off-peak period headway. Equity of funding distribution based on project location. | TBD |
| | Endeavor to serve the special transportation needs of seniors, children and the disabled | Number of passenger trips served and on-time performance of ADA paratransit services. | TBD |
| | Coordinate transportation services for disabled persons, seniors, children and other groups so each serves as many people as possible | TBD | TBD |
| | Provide affordable transportation solutions to ensure access to jobs, education, goods, and services for all members of the community | Availability and use of transit or rideshare subsidy program | TBD |
| GOAL 2. Improve system safety in order to support all modes and serve all users (SAFETY) | Design roadways and other transportation facilities to enhance safe coexistence of users of all modes. | Percentage of roadway projects (by funding) that also improve active transportation infrastructure (sidewalks, bike lanes, etc.) | TBD |
| | Ensure Measure T roadway funds are maximized to improve infrastructure, as allowed under the Ordinance, to benefit all transportation modes. | Percentage of Measure T projects improving active transportation infrastructure as well as roadways (sidewalks, bike lanes) | TBD |
| | Educate all roadway users so they may safely coexist. | TBD | TBD |
| | Work with Napa jurisdictions to adopt complete streets policies to meet the Metropolitan Transportation Commission's funding eligibility requirements. | Number of or percent of Napa jurisdictions that have adopted Complete Streets policies | TBD |
| | Prioritize projects that expand travel options for cyclists and pedestrians as well as those projects that improve | Percent of ped and bicycle facilities completed by lane miles as shown in Countywide Plans | TBD |

| Goal | Objectives | Potential Performance Measure | Target |
|--|---|--|--------|
| GOAL 2. Improve system safety in order to support all modes and serve all users (SAFETY) | operation and safety for vehicles, pedestrians, and cyclists | Annual rate of traffic fatalities and serious injuries (per million vehicle miles by mode and/or by roadway segment) Number of serious injury and fatality crashes per population | TBD |
| GOAL 3. Use taxpayer dollars efficiently (EFFICIENCY) | Continue to prioritize local streets and road maintenance, consistent with Measure T. | Measure T funds designated for roadway maintenance projects | TBD |
| | Invest in fast and reliable bus service and infrastructure, so public transit is an attractive alternative to driving alone. | Transit reliability: speeds and on-time performance Transit ridership or ridership per capita | TBD |
| | Identify alternative solutions that minimize costs and maximize system performance | Vehicle hours of delay Person hours of delay Speed index (ratio of congested to free flow speed) | TBD |
| | Provide real-time traffic and transportation information via MTC's 511 or similar system by 2017. | 511 system in place | TBD |
| | Explore new transportation funding sources, including fees associated with new development. | Percentage of funds by source (local, state programs, federal, impact fees) in CTP and biennial budgets | TBD |
| | Develop partnerships with Caltrans, California Transportation Commission (CTC), Metropolitan Transportation Commission (MTC) and Napa's state legislators to support expanded transportation funding for local mobility needs and to accommodate demand from regional traffic that travels through Napa County. | TBD | TBD |
| GOAL 4. (ECONOMIC VITALITY) GOAL 4. | Identify and improve key goods movement routes. | Vehicle hours of delay for truck trips | TBD |
| | Work with employers to improve access to employment centers, as well as dispersed agricultural employment sites. | Job accessibility measure – TBD | |

| Goal | Objectives | Potential Performance Measure | Target |
|---|---|--|--------|
| (ECONOMIC VITALITY) Support Napa County's economic vitality | Improve transportation services aimed at visitors, including alternatives to driving | Number of transportation services aimed at visitors, including alternatives to driving | TBD |
| | Use transportation demand management techniques to shift travel from peak to non-peak times. | Participants signed up/using TDM programs | TBD |
| GOAL 5. Minimize the energy and other resources required to move people and goods (ENERGY & ENVIRONMENT) | Prioritize projects that reduce greenhouse gases. | Total GHG emissions (CO, CO2, CH4) from transportation sources in Napa County | TBD |
| | Increase mode share for transit, walking, and bicycling to 10% by 2035. | Mode share of transit, walking and bicycling compared to drive alone trips. | TBD |
| | Reduce the growth of automobile vehicle miles traveled (VMT) by shifting trips to other modes. | Change in VMT or VMT per capita | TBD |
| | Encourage the provision of alternative fuel infrastructure. | Number of publicly accessible alternative fueling stations in Napa County. | TBD |
| | Invest in improvements to the transportation network that serve land use, consistent with SB 375. | Consistency of projects with the Regional Transportation Plan/Sustainable Community Strategy | TBD |
| | Identify revenues that support investments in Priority Development Areas (PDAs). | TBD | TBD |
| GOAL 6. Prioritize the maintenance and rehabilitation of the existing system (MAINTENANCE & PRESERVATION) | Deliver Measure T projects effectively. | Percentage of Measure T funding designated for local streets and roads maintenance. | TBD |
| | Focus funding on maintenance priorities. | Percentage of roadway miles at acceptable level of maintenance (PCI of 70). | TBD |

July 11, 2019
TAC Agenda Item 8.6
Continued From: New



Action Requested: **INFORMATION**

NAPA VALLEY TRANSPORTATION AUTHORITY TAC Agenda Letter

TO: Technical Advisory Committee
FROM: Kate Miller, Executive Director
REPORT BY: Kate Miller, Executive Director
(707) 259-8634 / Email: kmiller@nvta.ca.gov
SUBJECT: State Legislative Update and State Bill Matrix

RECOMMENDATION

Information only

EXECUTIVE SUMMARY

State Update

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

PROCEDURAL REQUIREMENTS

1. Staff Report
2. Public Comments

FISCAL IMPACT

Is there a Fiscal Impact? No

SUPPORTING DOCUMENTS

- Attachments: (1) July 1, 2019 State Legislative Update (Platinum Advisors)
(2) July 1, 2019 State Bill Matrix (Platinum Advisors)



ATTACHMENT 1
TAC Agenda Item 8.6
July 11, 2019

July 1, 2019

TO: Kate Miller, Executive Director
Napa Valley Transportation Authority

FR: Steve Wallauch
Platinum Advisors

RE: Legislative Update

Schedule: With July 4th on Thursday, the legislature is scheduled to work this week, recess for the 4th, and then return for a “check-in” session on July 5th. They will then return on Monday for the final week of session before adjourning for Summer Recess, which runs from July 12th to August 12th.

State Budget: Governor Gavin Newsom signed his first budget totaling \$214.8 billion in expenditures, including \$147.8 billion in general fund spending. The spending plan is outlined in AB 74, and is accompanied by 15 budget trailer bills so far, to implement the budget. There are a of couple trailer bills that remain pending in legislature, most notably AB 101 regarding the housing and homelessness programs.

The budget maintains the commitment of building reserves, with \$19.2 billion set aside in various reserve accounts, in particular \$16.5 billion in the Rainy Day Fund. The budget also commits to make over the next four years an extra \$9 billion in payments to reduce unfunded pension liabilities, and the budget includes \$4.5 billion in payments to reduce the Wall of Debt. While revenues have exceeded expectation, the budget focuses new revenue on one-time expenditures, with 88% of new spending on one-time investments.

State Transit Assistance (STA): The formula allocation of the funds to transit operators through the STA formula totals \$991.7 million in 2019-20. This is slightly less than the January estimate because the forecast on diesel fuel prices was reduced by the Department of Finance. The January budget used an estimate of \$4.12 per gallon, but first quarter prices were lower. The May Revise adjusted 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.

Cap & Trade: The budget includes an expenditure plan for \$1.4 billion in cap & trade spending for the discretionary programs. The expenditure plan allocates the funds as follows:

- \$275 million for air toxic and criteria air pollutants
- \$485 million for low carbon transportation. This includes \$182 million for the Clean Truck and Bus Program. Of this amount California Air Resources Board (CARB) is expected to allocate \$130 million to the Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP) and \$52 million will be used for competitive pilot programs.
- \$127 million for climate smart agriculture
- \$220 million for healthy forests
- \$26 million for short-lived climate pollutants
- \$109 million for integrated climate action: mitigation and resilience
- \$10 million for climate and clean energy research and technical assistance to disadvantaged communities
- \$35 million for workforce training
- \$100 million for safe drinking water

Transportation Budget Trailer Bill: Signed into law along with the budget was SB 87. This measure implements various changes related to transportation items. These noncontroversial items include the following:

- Repays the remaining \$236 million in Proposition 42 loans. Repays the outstanding amount of transportation weight fees loaned to the General Fund in previous years in 2019-20 instead of 2020-21 (estimated to be \$886 million).
- Eliminates the Local Transportation Loan Account and the Transportation Deferred Investment Fund and shifts any remaining assets and liabilities to the State Highway Account before January 1, 2020.
- Makes all funding from the California memorial license plate fund available for antiterrorism activities upon appropriation by the Legislature. Previously 15% of these funds were available for scholarships for surviving dependents of California residents that died as a result of injuries sustained during the terrorist attacks of September 11, 2001.
- Provides up to \$7.2 million in funding from the Trade Corridors Improvement Fund for a competitive program that funds infrastructure improvements necessary to facilitate short-line railroads becoming more compatible in supporting modern rail freight traffic. This program will be administered by the California Transportation Commission (CTC).

Housing & Homeless Budget Trailer Bill: One of the more controversial negotiations in the budget was reaching an agreement on how to allocate homeless funds, and reaching an agreement on what penalties to impose on cities and counties that fail to adopt an adequate housing element. An agreement was finally reached on the day Governor Newsom signed the budget into law. The agreement was amended into AB 101 on June 27th, and the legislature is expected to act on this measure this week. AB

101 is over 143 pages of substantive and technical amendments, and the following is just a brief overview of the major provisions in the bill.

The Housing Stick: AB 101 provides the state the authority to basically sue any city or county that fails to adopt a compliant housing element. The penalties ratchet up to \$600,000 per month, and eventually allow the state to appoint an administrator to develop and implement a compliant housing element. The language also allows the courts to consider if there are any circumstances that might delay the adoption of a housing element, and if the city or county is making a good faith effort when determining if fines should be imposed. The sticks in AB 101 provide any action or special proceeding brought by the Attorney General to include the following:

- If the city or county fails to comply within 12 months a fine of at least \$10,000 but not to exceed \$100,000 per month shall be imposed.
- If a city or county continues to fail to comply after an additional 3 months the courts shall conduct a status conference, and following that conference may multiply the original fine by a factor of 3, or a maximum of \$300,000 per month.
- If a city or county still has not adopted a compliant housing element within six months of imposing fines, the courts may increase the fines by a factor of 6, or a maximum of \$600,000 per month. In addition, the court may appoint an agent with all the powers necessary to bring a city's or county's housing element into compliance.

At any time when a city or county fails to pay any fines imposed, the Controller may intercept any state or local funds and deposit the funds into the Building Homes and Jobs Trust Fund. However, the interception of any funds shall not violate the provisions of the Constitution, so it appears gas tax revenue could not be diverted to pay these fines.

Before the Attorney General gets involved, AB 101 directs the Department of Housing and Community Development (HCD) to post on its website each month a list of those jurisdictions that have failed to adopt a compliant housing element. HCD is required to offer two meetings with a jurisdiction to review why the housing element is not in compliance. In addition, a city or county may request HCD to review its most recent housing element, and HCD must respond within 30 days on why the housing element is or is not in compliance. A city or county could then challenge HCD's determination in Superior Court. Finally, the Department of Finance is required to list on its website those funding programs where eligibility is contingent upon having an approved housing element.

The Housing Carrots: AB 101 contains the implementation language for various new housing assistance programs funded through the budget. This includes \$500 million for Infill Infrastructure Grants, \$250 million for Local Government Planning Support Grants, \$650 million for local homeless programs, and \$500 million in housing tax credits. AB 101 also provides that cities and counties that have an approved housing element and that have implemented "prohousing local policies" be given preference points when applying for specified grant programs.

Prohousing: HCD is directed to adopt emergency regulations that implement the prohousing local policies. Starting with the July 1, 2021 award cycles cities or counties that have an approved housing element and have been declared to have prohousing local policies would receive bonus points when applying for grants from Transformative Climate Communities, Infill Incentive Grant Program, the Affordable Housing and Sustainable Communities Program, and other state programs. The bill lists several elements that a local jurisdiction must implement to be considered prohousing. AB 101 does not specify if more than one of these incentive programs must be in place to be considered prohousing. The incentive programs include:

- Local financial incentives for housing, such as a local housing trust fund.
- Reduced parking requirements for sites that are zoned for residential development.
- Adoption of zoning allowing for use by right for residential and mixed-use development.
- Zoning more sites for residential development or zoning sites at higher densities than is required.
- Adoption of accessory dwelling unit ordinances.
- Reduction of permit processing time.
- Creation of objective development standards.
- Reduction of development impact fees.
- Establishment of a Workforce Housing Opportunity Zone.

Support Grants: AB 101 implements how \$250 million will be allocated to assist regions, cities and counties with the planning activities needed to implement the sixth cycle of the regional housing needs assessment process. The funds would be split with half the funds allocated to regional entities and councils of governments. These funds would be used to update how housing needs are assessed and distributed, as well as for providing technical assistance to cities and counties in the region. The remaining half is allocated directly to cities and counties based on population for activities related to preparing for the implementation of the new housing needs assessment process.

Infill Grants: HCD will administer the \$500 million appropriated for the competitive Infill Infrastructure Grant Program. These funds will be awarded to “qualifying infill project” or a “qualifying infill area.” These terms have slightly different meanings depending on whether the project is in a city or in the unincorporated area of a county. However, any project must contain at least 15% affordable units, meet specified density requirements, and be in an area designated for mixed use or residential development.

Homeless Funding: The budget appropriated \$650 million to address the homeless crisis. AB 101 outlines how these funds will be allocated to cities, counties and continuum of care entities. These funds would be allocated to each jurisdiction based on its proportion of the 2019 homeless point in time count. The funds are allocated as follows:

- \$190 million to continuums of care entities, with a cap that limits any entity from receiving more than 40% of the funds, and a minimum allocation of \$500,000.

- \$275 million to cities with a population greater than 300,000, with a cap that limits any city from receiving more than 45% of the funds.
- \$175 million to counties with a cap that limits any county from receiving more than 40% of the funds.

Navigation Centers: A new item appeared in AB 101 that creates a by right development of “Low Barrier Navigation Centers.” These centers are defined as a service-enriched shelter focused on moving people into permanent housing that provides temporary living facilities while case managers connect individuals experiencing homelessness to income, public benefits, health services, shelter, and housing. Pursuant to the provisions in AB 101, within 30 days of receipt of an application for a Low Barrier Navigation Center development, the local jurisdiction shall notify a developer whether the developer’s application is complete, and within 60 days of receipt of a completed application for a Low Barrier Navigation Center development, the local jurisdiction shall act upon its review of the application.

Legislation:

Feeder Buses: As currently drafted, SB 742 (Allen) would repeal specific statutes that require intercity rail feeder bus service to only carry passengers that had prior movement by rail or will have subsequent movement by rail.

Amendments are being drafted that would require the joint powers authorities (JPAs) that operate intercity rail service, such as the Capitol Corridor (JPA), to coordinate with local public transit operators, as well as work with existing private intercity bus operators on connecting with intercity rail service.

While the specific amendments are not yet available, the scope of the amendments are expected to allow the JPA to contract with a public transit operator for service, and require the JPA to first consult with and consider local public transit operators before contracting with a private bus operator. This consultation process is intended to avoid conflicts with existing public transit services.

Mobility Devices: AB 1112 (Friedman) would place in statute uniform rules on what a local authority may require a shared mobility device provider to provide regarding trip data within the jurisdiction of the local authority.

AB 1112 also limits a local government from imposing on a shared mobility device provider any unduly restrictive requirements, including requiring operation below cost or requiring providers to pay unreasonable fees, or requirements more restrictive than those applicable to riders of personally owned similar transportation devices.

As amended the bill focuses on allowing a local government to condition its approval of a shared mobility device program with a requirement that the provider share aggregate trip data with local governments. This trip data would be limited to de-identified data and provided to the local government in the aggregate.

Among the concerns expressed by local governments on this bill is the definition of “aggregate data,” which is defined to be a group of trips, from which the start points, stop

points, routes, and times of individual trips have been removed and that cannot be used or combined with other information to isolate details of an individual trip. This definition would be too restrictive to provide data that could be used in a useful way for transportation planning purposes.

Local Partnership: Senator Beall has significantly amended SB 277 to require all SB 1 Local Partnership Program (LPP) funds to be allocated by formula. Under current CTC guidelines half the LPP funds are allocated by formula and half are reserved for a competitive program. Current law provides the CTC administrative control over LPP funds. SB 277 would limit this control.

SB 277 restructures the definition of an “eligible entity” but the scope of who is eligible remains the same. Starting with Cycle 3 of the LPP, SB 277 directs the CTC to adopt guidelines and apportionment formula for LPP funds to eligible entities. However, SB 277 currently does not specify or provide parameters for the allocation formula. Prior formulas, such as the Prop 1B LPP, included a north south split and additional population and revenue factors.



July 1, 2019

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 redevelopment agency (RDA) or not. In addition, the bill also allows an RDA to capture the growth on the schools' share (i.e. Educational Revenue Augmentation Fund [ERAF]) of the property tax growth.</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 not 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> (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</p> | <p>Signed Into Law</p> <p>Chapter #5, Statutes of 2019</p> | SUPPORT |

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| <p><u>AB 147</u> (Burke D) (cont.)</p> | <p>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 sells items through a “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 continues to move without opposition or negative votes.</p> <p>This bill 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>SENATE FLOOR</p> | <p>SUPPORT</p> |
| <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 configuration of the statewide | <p>SENATE APPR</p> | <p>WATCH</p> |

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| | <p>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 consolidate and uniformly apply existing laws to grant reasonable time-off with compensation for public employees for activities related to employee-employer relations.</p> <p>Existing law on release time does not cover public transit employees, but AB 314 would expand these release time provisions to include public transit employees.</p> <p>The bill would require a public employer to grant reasonable time off for employee representatives to testify at hearings before the personnel boards, participate in labor/management committees, investigate grievances, or participate at new employee orientations.</p> | SENATE APPR | WATCH |
| <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. The bill does not currently identify or appropriate funds for this program.</p> | <p>ASSEMBLY APPR – Held on Suspense</p> <p>Two-Year Bill</p> | WATCH |

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| <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 lists existing intercity rail stations, as well as the Sales Force Transit Center and the Anaheim Regional Transportation Intermodal Center. It would also apply to any intercity rail station, or station proposed to be served by high-speed rail with an enclosed lobby of 5,000 square feet or more.</p> <p>The bill would require these multimodal transit stations that commence operations or a renovation on or after January 1, 2021, to include a lactation room.</p> | SENATE TRANSP | WATCH |
| <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 approved by the Senate Governance & Finance Committee on a 6-0 vote. 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.</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> | SENATE APPR | SUPPORT |
| <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. However, the bill was gutted and amended to now create a new competitive grant program. This bill does not provide a funding source, but it directs the Department of Housing and Community Development to create a grant program that would offset up to 100% of any local transportation impact fees imposed on housing project that includes at least 20% affordable units.</p> | ASSEMBLY H & C. D. – Two-Year Bill | WATCH |

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| <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 GHG 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> |
| <p><u>AB 1402</u> (Petrie-Norris D) Active Transportation Program.</p> | <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 Program (ATP) 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> | <p>ASSEMBLY TRANS. Two-Year Bill</p> | <p>SUPPORT</p> |
| <p><u>AB 1568</u> (McCarthy D) General plans: housing element: production report: withholding of transportation funds</p> | <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 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>ASSEMBLY APPR – Held on Suspense</p> <p>Two-Year Bill</p> | <p>OPPOSE</p> |

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| <u>AB 1568</u> (McCarty D) (cont.) | 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. | | |
| <u>AB 1633</u> (Grayson D) Regional transportation plans: traffic signal optimization plans. | AB 1633 would authorize any city within the Metropolitan Transportation Commission (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. | SENATE APPR | WATCH |
| <u>ACA 1</u> (Aguiar-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. Constitutional amendments are not subject to hearing deadlines, and can be moved at any time. | ASSEMBLY FLOOR | SUPPORT |
| <u>SB 5</u> (Beall D) Local-State Sustainable Investment Incentive Program. | SB 5 creates the Affordable Housing and Community Development Investment Program (AHCDIP) (Program), which would allow an Enhanced Infrastructure Finance District (EIFD) the authority to divert a portion of the ERAF property tax share to the EIFD. SB 5 would require any EIFD that wants to capture the ERAF share to apply to the Sustainable Investment Incentive Committee, which SB 5 creates. The bill would limit the amount of ERAF tax revenue the Committee can approve to \$200 million each year, with the annual impact not to exceed \$1 billion. These limits are increased in future years. SB 5 generally promotes the construction of housing and infill development that promotes transit use. | ASSEMBLY HOUSING | WATCH |

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| <u>SB 20</u> <u>(Dodd D)</u> 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. | ASSEMBLY A & A.R. | WATCH |
| <u>SB 50</u> <u>(Wiener D)</u> Planning and zoning: housing development: equitable communities incentive. | SB 50 would require local governments to provide a specified “equitable communities incentive” to developers that construct residential developments in “jobs-rich” and “transit-rich” areas, which may include certain exceptions to specified requirements for zoning, density, parking, height restrictions, and floor area ratios. | SENATE APPR – Held on Suspense Two-Year Bill | WATCH |
| <u>SB 127</u> <u>(Wiener D)</u> Transportation funding: active transportation: complete streets | 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. | ASSEMBLY TRANSP | WATCH |
| <u>SB 137</u> <u>(Dodd D)</u> Federal transportation funds: state exchange programs. | SB 137 would allow any city or county to swap federal transportation funds for state funds. The current exchange program is limited to regional transportation planning agencies with a population below 200,000. This measure is sponsored by 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. With the additional SB 1 funds in state accounts, the resources should be enough to allow interested cities and counties to exchange federal funds for state dollars, thus eliminating the need to complete both NEPA and California Environmental Quality Act (CEQA) reviews. | ASSEMBLY TRANSP | SUPPORT |

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| <p><u>SB 152</u> (Beall D) 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 Two-Year Bill</p> | <p>SUPPORT</p> |
| <p><u>SB 235</u> (Dodd D) 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 LOC GOV</p> | <p>SUPPORT</p> |
| <p><u>SB 277</u> (Beall D) Road Maintenance and Rehabilitation Program: guidelines.</p> | <p>Senator Beall has significantly amended SB 277 to require all SB 1 Local Partnership Program (LPP) funds to be allocated by formula. Under current CTC guidelines half the LPP funds are allocated by formula and half are reserved for a competitive program. Current law provides the CTC administrative control over LPP funds. SB 277 would limit this control.</p> | <p>ASSEMBLY TRANSP.</p> | <p>WATCH</p> |
| <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> | <p>ASSEMBLY TRANSP.</p> | <p>SUPPORT</p> |

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| <p><u>SB 336</u> <u>(Dodd D)</u></p> | <p>SB 336 would also require any transit operator that deploys an autonomous vehicle to submit a results report to the legislature on that deployment by March 31st, 2025. SB 336 would sunset on January 1, 2025.</p> | | |
| <p><u>SB 397</u> <u>(Glazer D)</u> Public transit operators: passengers with pets: evacuation orders.</p> | <p>As recently amended SB 397 would require the Office of Emergency Services and the Department of Food & Agriculture, in consultation with public transit operators and county emergency management officials, to develop best practices for allowing pets on public transit vehicles when serving evacuation areas.</p> <p>The bill previously directed each transit operator to develop best practices for allowing pets on public transit vehicles serving evacuation areas. The bill limits pets to cats or dogs.</p> | <p>ASSEMBLY TRANSP</p> | <p>SUPPORT</p> |



**Napa Valley Transportation
Authority
Agenda - Final
NVRTA Board of Directors**

625 Burnell Street
Napa, CA 94559

Wednesday, July 17, 2019

1:30 PM

NVRTA Conference Room

1. Call to Order
2. Pledge of Allegiance
3. Roll Call
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

9. PRESENTATIONS

- 9.1 **The JoAnn Busenbark Boardroom Dedication**

Estimated Time: 1:40 p.m.

- 9.2 **Napa County Safe Routes to School (SRTS) Program Update
(Patrick Band, Napa County Bicycle Coalition and Grant Dinsdale,
Napa County Office of Education)**

Recommendation: The Board will receive an update on the Safe Routes to School Program

Estimated Time: 1:45 p.m.

10. PUBLIC HEARING - TIME CERTAIN 1:55 PM

10.1 Public Hearing and Approval of Vine Vision Phase II Implementing Revisions to the Vine Local Service in the City of Napa (Matthew Wilcox) (Pages 12-22)

Recommendation: Board action will hold a Public Hearing and approve Vine Vision Phase II implementing revisions to the Vine service in the City of Napa.

Time Certain: 1:55 p.m.

Attachments: [Staff Report](#)

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.

11. CONSENT AGENDA ITEMS (11.1 - 11.8)

11.1 Approval of Meeting Minutes of June 12, 2109 (Karrie Sanderlin) (Pages 23-27)

Recommendation: Board action will approve the meeting minutes of June 12, 2019.

Estimated Time: 2:10 p.m.

Attachments: [Draft Minutes](#)

11.2 Resolution No. 19-11 Authorizing the Filing with the Metropolitan Transportation Commission (MTC) Allocation of Transportation Development Act (TDA), Regional Measure 2 (RM 2), and State Transportation Assistance (STA) Funds for Fiscal Year (FY) 2019-20 (Justin Paniagua) (Pages 28-33)

Recommendation: Board action will approve authorizing the filing with MTC for TDA, RM 2, and STA funds for FY 2019-20.

Estimated Time: 2:10 p.m.

Attachments: [Staff Report](#)

**11.3 Citizens Advisory Committee (CAC) Member Appointments
(Karrie Sanderlin) (Pages 34-44)**

Recommendation: Board action will approve the re-appointment of member Aisha Nasir representing the City of American Canyon and approve the appointment of Alex Crown as representative of Napa County to the CAC.

Estimated Time: 2:10 p.m.

Attachments: [Staff Report](#)

**11.4 Active Transportation Advisory Committee (ATAC) Member
Appointments (Diana Meehan) (Pages 45-48)**

Recommendation: Board action will approve the appointment of Grant Dinsdale and Colin Petheran to the ATAC representing the City of Napa.

Estimated Time: 2:10 p.m.

Attachments: [Staff Report](#)

**11.5 Amendment No. 1 to NVTA Agreement No. 18-06 with Solano
Transportation Authority (Alberto Esqueda) (Pages 49-56)**

Recommendation: Board action will approve Amendment No. 1 to NVTA Agreement No. 18-06 with Solano Transportation Authority to update the Napa Activity-Based Travel Demand Model in amount not to exceed \$85,000.

Estimated Time: 2:10 p.m.

Attachments: [Staff Report](#)

**11.6 Sonoma-Marín Area Rail Transit (SMART) Novato to Suisun City
(Kate Miller) (Page 57-61)**

Recommendation: Board action will consider sending a letter of support to the California State Transportation Agency (CalSTA) SMART East-West Passenger Rail.

Estimated Time: 2:10 p.m.

Attachments: [Staff Report](#)

11.7 Purchase Order # 19-1008 with Remix Software Inc. (Matthew Wilcox) (Pages 62-77)

Recommendation: Board action will approve PO 19-1008 with Remix Software Inc. for planning and scheduling software platform subscription in an amount not to exceed \$163,331.

Estimated Time: 2:10 p.m.

Attachments: [Staff Report](#)

**11.8 Purchase Order # 19-1013 with AVAIL Technologies, Inc.
(Matthew Wilcox) (Pages 78-108)**

Recommendation: Board action will approve a Wi-Fi upgrade to 4G LTE service in an amount not to exceed \$235,100.

Estimated Time: 2:10 p.m.

Attachments: [Staff Report](#)

12. REGULAR AGENDA ITEMS

12.1 Soscol Junction Project Update (Sanjay Mishra) (Pages 109-111)

Recommendation: The Board will receive an update on the Soscol Junction (State Route 29 and 221) project.

Time Certain: 2:10 p.m.

Attachments: [Staff Report](#)

12.2 Napa Valley Transportation Authority (NVTA) Agreement No. 19-17 with GHD (Rebecca Schenck) (Pages 112-122)

Recommendation: Board action will authorize the Executive Director, or designee, to execute and make minor modifications to NVTA Agreement No. 19-17 with GHD for specialized consultant engineering services for the Soscol Junction Project Alternative(s) in an amount not to exceed \$24,306.

Estimated Time: 2:20 p.m.

Attachments: [Staff Report](#)

12.3 Regional Measure 3 (RM 3) Updated Project Priorities (Danielle Schmitz) (Pages 123-130)

Recommendation: Board action will approve the updated RM 3 project priorities.

Estimated Time: 2:30 p.m.

Attachments: [Staff Report](#)

12.4 Transportation Infrastructure Finance and Innovation Act (TIFIA) Application (Antonio Onorato) (Pages 131-154)

Recommendation: Board action will authorize the Executive Director to file an application for a TIFIA loan.

Estimated Time: 2:40 p.m.

Attachments: [Staff Report](#)

12.5 Resolution No. 19-12 Authorizing the Disposal of Non-Performing Assets with Federal Interest (Antonio Onorato) (Pages 155-159)

Recommendation: Board will approve disposal the of Vine transit buses 154, 155, 156, 157, 158, 159, 160, and 161.

Estimated Time: 3:00 p.m.

Attachments: [Staff Report](#)

12.6 Countywide Transportation Plan (CTP): Advancing Mobility 2045 Goals and Performance Measures (Alberto Esqueda) (Pages 160-167)

Recommendation: Information only. The Board will review examples of performance metrics and the previous Countywide Transportation Plan's (CTP) goals and objectives initiating discussion of the goals and objectives for the CTP update.

Estimated Time: 3:10 p.m.

Attachments: [Staff Report](#)

12.7 State Legislative Update and State Bill Matrix (Kate Miller) (Pages 168-183)

Recommendation: The Board will receive the State Legislative update and State Bill Matrix prepared by Platinum Advisors.

Estimated Time: 3:25 p.m.

Attachments: [Staff Report](#)

13. FUTURE AGENDA ITEMS

14. CLOSED SESSION

14.1 CONFERENCE WITH LEGAL COUNSEL - ANTICIPATED LITIGATION

Significant exposure to litigation pursuant to of Government Code Section 54956.9(d)(2): Claim of Mary Jackson

Estimated Time: 3:35 p.m.

15. ADJOURNMENT

15.1 Approval of Next Regular Meeting of Wednesday, September 18, 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, July 12, 2019.

Karalyn E. Sanderlin, NVTA Board Secretary



**Napa Valley Transportation
Authority
Agenda - Final**

625 Burnell Street
Napa, CA 94559

NVRTA Board of Directors - Tax Agency

Wednesday, July 17, 2019

1:30 PM

NVRTA Conference Room

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

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

8. CONSENT AGENDA ITEMS

- 8.1 **Meeting Minutes of February 20, 2019 (Karrie Sanderlin) (Pages 8-10)**

Recommendation: Board action will approve the meeting minutes of February 20, 2019.

Estimated Time: 1:45 p.m.

Attachments: [Draft Minutes](#)

8.2 Annual Election of Chair and Vice Chair (Karrie Sanderlin) (Pages 11-12)

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

Estimated Time: 1:45 p.m.

Attachments: [Staff Report](#)

8.3 Resolution No. 19-03-TA Amending the Napa Valley Transportation Authority-Tax Agency (NVTA-TA) Conflict of Interest Code (Karrie Sanderlin) (Pages 13-32)

Recommendation: Board action will approve amending NVTA-TA Conflict of Interest Code.

Estimated Time: 1:45 p.m.

Attachments: [Staff Report](#)

9. REGULAR AGENDA ITEMS

9.1 Revised City of Napa Five-Year Project List (Alberto Esqueda) (Pages 33-44)

Recommendation: Board action will approve the City of Napa's amended Five-Year Project list.

Estimated Time: 1:45 p.m.

Attachments: [Staff Report](#)

9.2 City of American Canyon Five-Year Documents for Maintenance of Effort (MOE) Figure (Alberto Esqueda) (Pages 45-47)

Recommendation: Information only. The NVTA-TA will have the opportunity to review the City of American Canyon's MOE amount.

Estimated Time: 1:55 p.m.

Attachments: [Staff Report](#)

10. FUTURE AGENDA ITEMS

11. ADJOURNMENT

11.1 Approval of Next Regular Meeting of Wednesday, September 18, 2019 and Adjournment.

Estimated Time: 2:00 p.m.

I hereby certify that the agenda for the above stated meeting was posted at a location freely accessible to members of the public at the NVTA Offices, 625 Burnell Street, Napa, CA by 5:00 p.m. on Friday, July 12, 2019.

Karalyn E. Sanderlin, NVTA-TA Board Secretary