



**July 17 2019
NVTA Board of Directors**

- 1. Draft Caltrans Report July 2019**
- 2. Item 9.2 Napa County Safe Routes to School Program Update PowerPoint Presentation**

The following Handout was distributed at the meeting:

- 3. Item 12.7 Legislative Update Revised Attachment 2 Bill Matrix**

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 (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)

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)

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)

RWC (Right of Way Certification)

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)

BO (Bid Open)

AWD (Award Contract)

Napa County Safe Routes to School Program



2

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

Wednesday, July 17, 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

Mendocino County Safe Routes to School Program Toolkit



April 2014

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?



July 1, 2019

Existing Positions

Bills	Subject	Status	Client - Position
<p>AB 11 (Chiu D) Community Redevelopment Law of 2019.</p>	<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>	<p>WATCH</p>
<p>AB 147 (Burke D) Use taxes: collection: retailer engaged in business in this state.</p>	<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</p>	<p>Signed Into Law</p> <p>Chapter #5, Statutes of 2019</p>	<p>SUPPORT</p>

<p><u>AB 147</u> (Burke D) (cont.)</p>	<p>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 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 	<p>SENATE APPR</p>	<p>WATCH</p>

	<p>strategies will influence the 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 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.</p>	<p>ASSEMBLY APPR – Held on Suspense</p> <p>Two-Year Bill</p>	WATCH

	The bill does not currently identify or appropriate funds for this program.		
--	---	--	--

<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>	<p>SENATE TRANSP</p>	<p>WATCH</p>
<p><u>AB 784</u> (Mullin D) Sales and use taxes: exemption: California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project: transit bus vehicles.</p>	<p>AB 784 was 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>	<p>SENATE APPR</p>	<p>SUPPORT</p>
<p><u>AB 847</u> (Grayson D) Transportation finance: priorities: housing.</p>	<p>As introduced, AB 847 would create a funding incentive for cities and counties to produce housing by reallocating non-Article 19 transportation funds and provide bonuses for certain funding programs.</p> <p>However, the bill was gutted and amended to now create a new competitive grant program. This bill does not provide a funding source, but</p>	<p>ASSEMBLY H & C. D. – Two-Year Bill</p>	<p>WATCH</p>

	<p>it directs the Department of Housing and Community Development to create a grant program that would offset up to 100% of any local transportation impact fees imposed on housing project that includes at least 20% affordable units.</p>		
<p><u>AB 1350</u> (<u>Gonzalez D</u>) 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> (<u>Petrie-Norris D</u>) 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> (McCarty D) General plans: housing element: production report: withholding of transportation funds</p> <p><u>AB 1568</u> (McCarty D) <i>(cont.)</i></p>	<p>AB 1568 was held by the Appropriations Committee and is now a 2-year bill. 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>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>ASSEMBLY APPR – Held on Suspense</p> <p>Two-Year Bill</p>	<p>OPPOSE</p>
<p><u>AB 1633</u> (Grayson D) Regional transportation plans: traffic signal optimization plans.</p>	<p>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.</p>	<p>SENATE APPR</p>	<p>WATCH</p>
<p><u>ACA 1</u> (Aguiar-Curry D) 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>	<p>ASSEMBLY FLOOR</p>	<p>SUPPORT</p>
<p><u>SB 5</u> (Beall D) Local-State</p>	<p>SB 5 creates the Affordable Housing and Community Development Investment Program (AHCDIP)</p>	<p>ASSEMBLY HOUSING</p>	<p>WATCH</p>

<p>Sustainable Investment Incentive Program.</p>	<p>(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.</p> <p>SB 5 generally promotes the construction of housing and infill development that promotes transit use.</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:</p>	<p>SB 127 (Wiener) was approved by the Senate. This bill aims to update existing laws relating to the programming of funds in the State Highway Operation and Protection</p>	<p>ASSEMBLY TRANSP</p>	<p>WATCH</p>

complete streets	Program (SHOPP) to require the state to consider and invest in bicycle, pedestrian, and transit facilities when programming SHOPP projects. The bill would focus these complete street investments on urban arterials and where a state highway serves as the main street.		
SB 137 (Dodd D) 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
SB 152 (Beall D) Active Transportation Program.	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: <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%. 	SENATE APPR – Held on Suspense Two-Year Bill	SUPPORT

	<ul style="list-style-type: none"> • Shift greater administrative control for the regional share to the MPOs. • Increase reporting requirements from the MPOs to the CTC. 		
SB 235 (Dodd D) Planning and zoning: housing production report: regional housing need allocation	SB 235 was unanimously approved by the Senate. 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.	ASSEMBLY LOC GOV	SUPPORT
SB 277 (Beall D) Road Maintenance and Rehabilitation Program: guidelines.	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- by amending the formula to 85% Partnership Formula Subaccount/15% Competitive Subaccount. The Competitive Subaccount is reserved for small counties and agencies with developer fees.	ASSEMBLY TRANSP.	WATCH SUPPORT
SB 336 (Dodd D) Transportation: fully-automated transit vehicles.	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 would also require any transit operator that deploys an autonomous	ASSEMBLY TRANSP.	SUPPORT

<p>SB 336 (Dodd D)</p>	<p>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>SB 397 (Glazer D) 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>