



NAPA VALLEY TRANSPORTATION AUTHORITY TAC Agenda Letter

TO: Technical Advisory Committee (TAC)
FROM: Kate Miller, Executive Director
REPORT BY: Kate Miller, Executive Director
(707) 259-8634 / Email: kmiller@nvta.ca.gov
SUBJECT: Road Rehabilitation and Accountability Act of 2017 (Senate Bill 1-Beall)

RECOMMENDATION

That the TAC receive an update on the Road Rehabilitation and Accountability Act of 2017 (SB 1).

COMMITTEE RECOMMENDATION

None

EXECUTIVE SUMMARY

Governor Brown signed SB 1, the Road Rehabilitation and Accountability Act into law on April 28, 2017. The Act will generate an estimated \$5.2 billion annually to improve and modernize transportation infrastructure throughout the state. The anticipated funding will play a critical role in improving Napa Valley's roads and highway infrastructure in addition to providing new funding for transit services. These funds represent the first sustained increase in transportation funding since the early 1990s.

Because of the Act's significance to the residents and jurisdictions in Napa Valley, NVTA staff will provide regular updates to the TAC to highlight proposed guidelines, anticipated new funding from competitive programs and provide information about Napa's priority projects that will be funded by revenues under the Act.

On September 14th a statewide referendum initiative was filed with the California Attorney General's Office. If the referendum qualifies for the ballot it would threaten the new funding programs under the Road Rehabilitation and Accountability Act. A coalition has formed to communicate the benefits of SB 1. Caltrans has developed a website about SB 1 (<http://rebuildingca.ca.gov/>) and the League of Cities has put together a

toolkit (<https://www.cacities.org/Top/News/News-Articles/2017/August/SB-1-Transportation-Funding-Toolkit-Available>) to help jurisdictions communicate the benefits of SB 1 to their constituents.

A second referendum was filed by a group of Republicans who have named John Cox, a gubernatorial candidate, the honorary chair for the campaign. This referendum would amend the Constitution and would prohibit the legislature from increasing any tax on vehicles or fuel retroactively to January 1, 2017, thereby repealing SB 1 in the process.

Subsequent to the referendum filing, a telephone poll completed by Probolsky Research indicated that the majority of California residents would oppose repealing the Road Rehabilitation and Accountability Act of 2017.

PROCEDURAL REQUIREMENTS

1. Staff Report
2. Public Comment

FISCAL IMPACT

None

BACKGROUND AND DISCUSSION

The Road Rehabilitation and Accountability Act includes a number of programs that will greatly improve transportation infrastructure throughout Napa Valley. Table 1 lists the programs and estimated annual amounts below. Table 1 also includes key priorities for Napa County.

Table 1: SB 1 Programs

<u>Program Title</u>	<u>New Estimated Annual Statewide Funding Amounts</u>	<u>Local Funding Target/Priority Projects</u>
Local Streets and Roads (LS&R)*	\$1.5 billion	\$ 5 million/local road rehabilitation
State Highway Operations and Protection Program (SHOPP)**	\$1.5 billion	Various Projects on the State Highway including SR 29 Improvements in South County
Trade Corridor and Solutions for Congested Corridor Programs*	\$550 million	SR 29 (Soscot Junction), SR 29/121 Carneros, SR 29 South County Multi-Modal Improvements
Local Partnership Formula Program (LPP)*	\$100 million	\$0.2 million for Road Rehabilitation
Local Partnership Formula Program (LPP)**	\$100 million	SR 29 Improvements in South County
Active Transportation Program (ATP)**	\$100 million	Napa Valley Vine Trail, Imola Corridor Bike/Ped Improvements

Local Planning Grants**	\$25 million	Imola Corridor Improvements
State Transit Assistance (STA)*	\$0.6 million	\$600,000 transit operations and capital improvements

* Funding received on formula for eligible projects

**Statewide competitive programs or programs administered by Caltrans

NVTA staff have attended at least one workshop for each of the SB 1 programs and have or are in the process of commenting on the proposed guidelines being developed by the California Transportation Commission (CTC). Copies of the letters sent to date are included as Attachment 2 and 3. Table 2 lists deadlines for these new SB 1 programs.

Table 2: Program Requirements and Due Dates for New Programs

<u>Program</u>	<u>Item</u>	<u>Due Date</u>
Local Partnership Formula and Competitive Program	Guidelines Adopted by CTC	October 18, 2017
Local Partnership Formula Program	Applications Due	December 15, 2017
Local Partnership Competitive Program	Applications Due	January 31, 2018
Solutions for Congested Corridors Program	Guidelines Adopted by CTC	December 6, 2017
Solutions for Congested Corridors Program	Applications Due	February 16, 2018
Trade Corridor Enhancement Program	Guidelines Adopted by CTC	October 18, 2017
Trade Corridor Enhancement Program	Applications Due	January 30, 2018

There are a number of programs that already exist for which new SB 1 funding will be added. These include the Local Planning Grants, the ATP, and the LS&R Program. The STA program will likely be similar to the existing STA program but SB 1 created a new capital only fund and discussions about the guidelines are still ongoing. Table 3 shows near term requirements/deadlines for existing programs.

Table 3: Program Requirements and Due Dates for Existing Programs

<u>Program</u>	<u>Item</u>	<u>Due Date</u>
LS&R	Submittal of Maintenance of Effort Amounts	October 1, 2017
LS&R	Project Lists	October 16, 2017
Active Transportation Program	MPO Project Programming Deadlines to CTC	October 19, 2017
Caltrans Planning Grants*	Grant Applications Due	October 20, 2017

*Second round of planning grant – guidelines to be distributed in January with applications due February 23, 2018

SUPPORTING DOCUMENTS

Attachments: (1) August 31, 2017 Comments on Local Partnership Proposed Guidelines
(2) October 5, 2017 Supplementary Comments on Local Partnership
Proposed Guidelines
(3) October 5, 2017 Comments on Congested Corridor Program



August 31, 2017

Susan Bransen
Executive Director
California Transportation Commission
1120 N Street, Room 2221 (MS-52)
Sacramento, CA 95814

Subject: Comments of the SB 1 LLP Draft Guidelines

Dear Ms. Bransen,

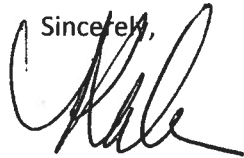
Thank you for the opportunity to comment on the Local Partnership Program Draft Guidelines. Napa Valley Transportation Authority (NVRTA) serves as the Congestion Management Agency for the Cities, Town and County of Napa. In that capacity, NVRTA is also the Measure T transportation sales tax authority. The agency also serves as the County's public transit provider.

In general, NVRTA is supportive of many of the proposed guidelines but has the following additional comments for your consideration:

- Page 5, paragraph D – NVRTA recommends that the guidelines do not specify a minimum useful life for bicycle and pedestrian projects. Measure T is primarily a local streets and roads rehabilitation program and LPP funds may very well be used to maintain bicycle and pedestrian facilities. A critical component of extending the useful life of asphalt-based bike/pedestrian facilities is the application of preventive maintenance treatments. The application of such treatments is generally more frequent than 15 years, particularly in flood areas or locations with extreme temperatures.
- Page 6, Paragraph I – NVRTA supports using the LPP funds for preconstruction for formula funding and the competitive program.
- Page 6, Paragraph I – NVRTA supports greater flexibility of eligible matching funds and therefore recommends removing the dollar-for-dollar match to the qualifying fund source requirement. This proposal would restrict NVRTA's use of its LPP funds to projects only funded in its measure which may be fully funded without LPP funds. The LPP project eligibility should be defined by the categories enumerated beginning on Page 5, Paragraph A through I regardless of local measure eligibility.
- Page 12, Paragraph 7 – NVRTA does not support using the CalEPA definition of disadvantaged communities. Napa has a number of low income populations living well below the 200% federal poverty line but does not meet the CalEPA standards. NVRTA supports using a regionally defined definition instead.
- Page 14, Paragraph 9 – the amount of revenues that NVRTA generates under the formula program is expected to be roughly \$200,000 annually. NVRTA recognizes the critical need to deliver capital projects quickly and therefore rather than extending the period of time to use the revenues, NVRTA recommends that the Commission develop an exchange program that would allow an agency to "bank" its funds by lending it to another project sponsor with payback at a

future date. This could be achieved through agreements between local agencies by resolution with little oversight by the Commission. It not only supports accelerating larger shovel ready projects, but eases annual capital project budgeting for agencies that generate nominal amounts of LPP funds annually.

Once again, NVTa appreciates this opportunity to comment on the draft guidelines. Please contact my staff member, Danielle Schmitz dschmitz@nvta.ca.gov (707) 259-5968 or me should you have any questions or require additional information.

Sincerely,


Kate Miller
Executive Director
Napa Valley Transportation Authority

Cc: Kenny Kao, Metropolitan Transportation Commission
Jose Oseguera, Assistant Deputy Director CTC
NVTa Technical Advisory Committee



October 5, 2017

Ms. Susan Bransen
Executive Director
California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814

RE: Supplementary Comments on the SB 1 Local Partnership Program Draft Guidelines

Dear Ms. Bransen:

Thank you for this opportunity to comment on the Local Partnership Program (LPP) Draft Guidelines. Napa Valley Transportation Authority (NVRTA) serves as the Congestion Management Agency for the Cities, Town, and County of Napa. In that capacity, NVRTA is also the Measure T transportation sales tax authority. The agency also serves as the County's public transit provider.

This is NVRTA's second comment letter on the SB 1 LPP. We appreciate you and your staff's acknowledgement and actions associated with the comments that were made in NVRTA's first letter. One of those comments recommended not designating a specific matching fund source to ensure greater flexibility and to acknowledge that the proposed project categories already sufficiently constrain program eligibility. The current proposal in the draft guidelines, however, restricts the match to funds *not allocated by the California Transportation Commission (CTC)*. This proposal prohibits eligible applicants from using State Transportation Improvement Program (STIP) funds. This proposal is particularly problematic for small counties that do not generate sufficient revenue in their sales taxes or developer fees. This proposal greatly curtails NVRTA and Napa Valley jurisdictions to fund major projects because they are partially or mostly funded by County STIP shares. It further has the unintended effect of slowing down the delivery of SB 1-funded projects.

Once again, NVRTA appreciates this opportunity to comment on the draft guidelines. Please contact my staff member, Danielle Schmitz (dschmitz@nvtta.ca.gov or 707-259-5968) or me should you have any questions or require additional information.

Sincerely,

A handwritten signature in black ink, appearing to read "Kate Miller", is written over the word "Sincerely,".

Kate Miller
Executive Director



October 5, 2017

Susan Bransen
Executive Director
California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814

RE: Comment on SB 1 Solutions for Congested Corridor

Dear Ms. Bransen:

Thank you for this opportunity to comment on the Solutions for Congested Corridor Draft Guidelines. Napa Valley Transportation Authority (NVRTA) serves as the Congestion Management Agency for the Cities, Town, and County of Napa. In that capacity, NVRTA is also the Measure T transportation sales tax authority. The agency also serves as the County's public transit provider.

We urge you to reconsider the *Matching* Requirements in Paragraph 8, page 3 of the draft guidelines. MTC guidelines prohibit the use of Bay Area Federal Highway Administration funds for capacity increasing projects. NVRTA's Measure T sales tax is limited to road rehabilitation. These fund sources are the only non-competitive fund sources that NVRTA receives that are not allocated by the California Transportation Commission (CTC). We had hoped to match SB 1 funds with Napa's Regional Transportation Improvement Program (RTIP) funds, which as you know, are allocated by the CTC. We are further concerned that this requirement would hinder the delivery of critical highway projects which runs counter to the universal goal of rolling out SB 1 projects quickly.

Once again, NVRTA appreciates this opportunity to comment on the draft guidelines. Please contact my staff member, Danielle Schmitz (dschmitz@nvtva.ca.gov or 707-259-5968) or me should you have any questions or require additional information.

Sincerely,

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Kate Miller
Executive Director