

# Napa Valley Transportation Authority

625 Burnell Street  
Napa, CA 94559



## Agenda

**Wednesday, June 12, 2019  
1:30 PM**

**\*\*\*\*\*Special Meeting\*\*\*\*\***

**NVTA Conference Room**

### **NVTA Board of Directors**

All materials relating to an agenda item for an open session of a regular meeting of the NVTA-TA Board of Directors are posted on our website at <https://nctpa.legistar.com/Calendar.aspx> at least 72 hours prior to the meeting and will be available for public inspection, on and after at the time of such distribution, in the office of the Secretary of the NVTA-TA Board of Directors, 625 Burnell Street, Napa, California 94559, Monday through Friday, between the hours of 8:00 a.m. and 4:30 p.m., except for NVTA holidays. Materials distributed to the present members of the Board at the meeting will be available for public inspection at the public meeting if prepared by the members of the NVTA-TA Board or staff and after the public meeting if prepared by some other person. Availability of materials related to agenda items for public inspection does not include materials which are exempt from public disclosure under Government Code sections 6253.5, 6254, 6254.3, 6254.7, 6254.15, 6254.16, or 6254.22.

Members of the public may speak to the Board on any item at the time the Board is considering the item. Please complete a Speaker's Slip, which is located on the table near the entryway, and then present the slip to the Board Secretary. Also, members of the public are invited to address the Board on any issue not on today's agenda under Public Comment. Speakers are limited to three minutes.

This Agenda shall be made available upon request in alternate formats to persons with a disability. Persons requesting a disability-related modification or accommodation should contact Karrie Sanderlin, NVTA-TA Board Secretary, at (707) 259-8631 during regular business hours, at least 48 hours prior to the time of the meeting.

This Agenda may also be viewed online by visiting the NVTA website at <https://nctpa.legistar.com/Calendar.aspx>

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

Acceso y el Título VI: La NVTa puede proveer asistencia/facilitar la comunicación a las personas discapacitadas y los individuos con conocimiento limitado del inglés quienes quieran dirigirse a la Autoridad. Para solicitar asistencia, por favor llame al número (707) 259-8633. Requerimos que solicite asistencia con tres días hábiles de anticipación para poderle proveer asistencia.

Ang Accessibility at Title VI: Ang NVTa ay nagkakaloob ng mga serbisyo/akomodasyon kung hilingin ang mga ito, ng mga taong may kapansanan at mga indibiduwal na may limitadong kaalaman sa wikang Ingles, na nais na matugunan ang mga bagay-bagay na may kinalaman sa NVTa Board. Para sa mga tulong sa akomodasyon o pagsasalin-wika, mangyari lang tumawag sa (707) 259-8633. Kakailanganin namin ng paunang abiso na tatlong araw na may pasok sa trabaho para matugunan ang inyong kahilingan.

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

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

#### **9. CONSENT AGENDA ITEMS (9.1 - 9.2)**

##### **9.1 Meeting Minutes of May 15, 2019 (Karrie Sanderlin) (Pages 8-14)**

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

**Estimated Time:** 1:45 p.m.

**Attachments:** [Draft Minutes](#)

##### **9.2 Closed-Circuit Television (CCTV) Monitoring and Preserved Footage Policy (Antonio Onorato) (Pages 15-19)**

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

**Estimated Time:** 1:45 p.m.

**Attachments:** [Staff Report](#)

#### **10. REGULAR AGENDA ITEMS**

**10.1 Project Work Order No. E-13 to NVTA Agreement No. 18-23 with RSA+, Inc. for Work Associated with the Professional Engineering Design, Environmental (PS&E) & Construction Document Services for the Napa Valley Vine Trail (NVVT) - Calistoga to St. Helena Segment (Sanjay Mishra) (Pages 20-26)**

**Recommendation:** Board action will approve one of the four options for work associated with the PS&E and Construction services for the NVVT Calistoga to St. Helena segment.

**Estimated Time:** 1:45 p.m.

**Attachments:** [Staff Report](#)

**10.2 Plan Bay Area 2050: Regionally-Significant Project List (Alberto Esqueda) (Pages 27-46)**

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

**Estimated Time:** 2:00 p.m.

**Attachments:** [Staff Report](#)

**10.3 State Legislative Update and State Bill Matrix (Kate Miller) (Pages 47-62)**

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

**Estimated Time:** 2:15 p.m.

**Attachments:** [Staff Report](#)

**11. FUTURE AGENDA ITEMS**

**12. CLOSED SESSION**



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

Title: Executive Director

Estimated Time: 2:30 p.m.

**12.2 CONFERENCE WITH LABOR NEGOTIATORS** (Government Code Section 54957.6)

Authority Representative: Authority Chair

Unrepresented Employee: Executive Director

Estimated Time: 2:45 p.m.

**13 REGULAR AGENDA ITEMS**

**131 Amendment 5 to Napa Valley Transportation Authority (NVTA) Agreement No. NVTA 12-08 for the Position of the Executive Director (Karrie Sanderlin) (Pages 63-66)**

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

Estimated Time: 3:00 p.m.

Attachments: [Staff Report](#)

**14 ADJOURNMENT**

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

Estimated Time: 3:15 p.m.

I hereby certify that the agenda for the above stated meeting was posted at a location freely accessible to members of the public at the NVTA Offices, 625 Burnell Street, Napa, CA by 5:00 p.m. on Friday, June 7, 2019.

*Karalyn E. Sanderlin (sign) June 7, 2019*

Karalyn E. Sanderlin, NVTA Board Secretary

## Glossary of Acronyms

<b>AB 32</b>	Global Warming Solutions Act	<b>GTFS</b>	General Transit Feed Specification
<b>ABAG</b>	Association of Bay Area Governments	<b>HBP</b>	Highway Bridge Program
<b>ADA</b>	American with Disabilities Act	<b>HBRR</b>	Highway Bridge Replacement and Rehabilitation Program
<b>ATAC</b>	Active Transportation Advisory Committee	<b>HIP</b>	Housing Incentive Program
<b>ATP</b>	Active Transportation Program	<b>HOT</b>	High Occupancy Toll
<b>BAAQMD</b>	Bay Area Air Quality Management District	<b>HOV</b>	High Occupancy Vehicle
<b>BART</b>	Bay Area Rapid Transit District	<b>HR3</b>	High Risk Rural Roads
<b>BATA</b>	Bay Area Toll Authority	<b>HSIP</b>	Highway Safety Improvement Program
<b>BRT</b>	Bus Rapid Transit	<b>HTF</b>	Highway Trust Fund
<b>BUILD</b>	Better Utilizing Investments to Leverage Development	<b>HUTA</b>	Highway Users Tax Account
<b>CAC</b>	Citizen Advisory Committee	<b>IFB</b>	Invitation for Bid
<b>CAP</b>	Climate Action Plan	<b>ITIP</b>	State Interregional Transportation Improvement Program
<b>Caltrans</b>	California Department of Transportation	<b>ITOC</b>	Independent Taxpayer Oversight Committee
<b>CEQA</b>	California Environmental Quality Act	<b>IS/MND</b>	Initial Study/Mitigated Negative Declaration
<b>CIP</b>	Capital Investment Program	<b>JARC</b>	Job Access and Reverse Commute
<b>CMA</b>	Congestion Management Agency	<b>LIFT</b>	Low-Income Flexible Transportation
<b>CMAQ</b>	Congestion Mitigation and Air Quality Improvement Program	<b>LOS</b>	Level of Service
<b>CMP</b>	Congestion Management Program	<b>LS&amp;R</b>	Local Streets & Roads
<b>CalSTA</b>	California State Transportation Agency	<b>MaaS</b>	Mobility as a Service
<b>CTP</b>	Countywide Transportation Plan	<b>MAP 21</b>	Moving Ahead for Progress in the 21 <sup>st</sup> Century Act
<b>COC</b>	Communities of Concern	<b>MPO</b>	Metropolitan Planning Organization
<b>CTC</b>	California Transportation Commission	<b>MTC</b>	Metropolitan Transportation Commission
<b>DAA</b>	Design Alternative Analyst	<b>MTS</b>	Metropolitan Transportation System
<b>DBB</b>	Design-Bid-Build	<b>ND</b>	Negative Declaration
<b>DBF</b>	Design-Build-Finance	<b>NEPA</b>	National Environmental Policy Act
<b>DBFOM</b>	Design-Build-Finance-Operate-Maintain	<b>NOAH</b>	Natural Occurring Affordable Housing
<b>DED</b>	Draft Environmental Document	<b>NOC</b>	Notice of Completion
<b>EIR</b>	Environmental Impact Report	<b>NOD</b>	Notice of Determination
<b>EJ</b>	Environmental Justice	<b>NOP</b>	Notice of Preparation
<b>FAS</b>	Federal Aid Secondary	<b>NVTA</b>	Napa Valley Transportation Authority
<b>FAST</b>	Fixing America's Surface Transportation Act	<b>NVTA-TA</b>	Napa Valley Transportation Authority-Tax Agency
<b>FHWA</b>	Federal Highway Administration	<b>OBAG</b>	One Bay Area Grant
<b>FTA</b>	Federal Transit Administration	<b>PA&amp;ED</b>	Project Approval Environmental Document
<b>FY</b>	Fiscal Year	<b>P3 or PPP</b>	Public-Private Partnership
<b>GHG</b>	Greenhouse Gas	<b>PCC</b>	Paratransit Coordination Council
<b>GGRF</b>	Greenhouse Gas Reduction Fund		

## Glossary of Acronyms

<b>PCI</b>	Pavement Condition Index	<b>STA</b>	State Transit Assistance
<b>PCA</b>	Priority Conservation Area	<b>STIC</b>	Small Transit Intensive Cities
<b>PDA</b>	Priority Development Areas	<b>STIP</b>	State Transportation Improvement Program
<b>PID</b>	Project Initiation Document	<b>STP</b>	Surface Transportation Program
<b>PMS</b>	Pavement Management System	<b>TAC</b>	Technical Advisory Committee
<b>Prop. 42</b>	Statewide Initiative that requires a portion of gasoline sales tax revenues be designated to transportation purposes	<b>TCM</b>	Transportation Control Measure
<b>PSE</b>	Plans, Specifications and Estimates	<b>TCRP</b>	Traffic Congestion Relief Program
<b>PSR</b>	Project Study Report	<b>TDA</b>	Transportation Development Act
<b>PTA</b>	Public Transportation Account	<b>TDM</b>	Transportation Demand Management Transportation Demand Model
<b>RACC</b>	Regional Agency Coordinating Committee	<b>TE</b>	Transportation Enhancement
<b>RFP</b>	Request for Proposal	<b>TEA</b>	Transportation Enhancement Activities
<b>RFQ</b>	Request for Qualifications	<b>TEA 21</b>	Transportation Equity Act for the 21 <sup>st</sup> Century
<b>RHNA</b>	Regional Housing Needs Allocation	<b>TFCA</b>	Transportation Fund for Clean Air
<b>RM2</b>	Regional Measure 2 (Bridge Toll)	<b>TIGER</b>	Transportation Investments Generation Economic Recovery
<b>RM3</b>	Regional Measure 3	<b>TIP</b>	Transportation Improvement Program
<b>RMRP</b>	Road Maintenance and Rehabilitation Program	<b>TLC</b>	Transportation for Livable Communities
<b>ROW</b>	Right of Way	<b>TLU</b>	Transportation and Land Use
<b>RTEP</b>	Regional Transit Expansion Program	<b>TMP</b>	Traffic Management Plan
<b>RTIP</b>	Regional Transportation Improvement Program	<b>TMS</b>	Transportation Management System
<b>RTP</b>	Regional Transportation Plan	<b>TNC</b>	Transportation Network Companies
<b>SAFE</b>	Service Authority for Freeways and Expressways	<b>TOAH</b>	Transit Oriented Affordable Housing
<b>SAFETEA-LU</b>	Safe, Accountable, Flexible, and Efficient Transportation Equity Act-A Legacy for Users	<b>TOD</b>	Transit-Oriented Development
<b>SB 375</b>	Sustainable Communities and Climate Protection Act 2008	<b>TOS</b>	Transportation Operations Systems
<b>SB 1</b>	The Road Repair and Accountability Act of 2017	<b>TPA</b>	Transit Priority Area
<b>SCS</b>	Sustainable Community Strategy	<b>TPI</b>	Transit Performance Initiative
<b>SHA</b>	State Highway Account	<b>TPP</b>	Transit Priority Project Areas
<b>SHOPP</b>	State Highway Operation and Protection Program	<b>VHD</b>	Vehicle Hours of Delay
<b>SNCI</b>	Solano Napa Commuter Information	<b>VMT</b>	Vehicle Miles Traveled
<b>SNTDM</b>	Solano Napa Travel Demand Model		
<b>SR</b>	State Route		
<b>SRTS</b>	Safe Routes to School		
<b>SOV</b>	Single-Occupant Vehicle		

**Napa Valley Transportation  
Authority  
Meeting Minutes - Draft  
NVTA Board of Directors**

June 12, 2019  
NVTA Agenda Item 9.1  
Continued From: New  
**Action Requested: APPROVE**

625 Burnell Street  
Napa, CA 94559

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Wednesday, May 15, 2019

1:30 PM

NVTA Conference Room

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**1. Call to Order**

Chair Canning called the meeting to order at 1:34 p.m.

**2. Roll Call**

Leon Garcia  
Chris Canning  
Jill Techel  
Alfredo Pedroza  
Paul Dohring  
Mark Joseph  
John F. Dunbar  
Kerri Dorman  
Belia Ramos  
Geoff Ellsworth  
Liz Alessio  
Beth Kahiga  
Gary Kraus

**3. Pledge of Allegiance**

Chair Canning led the Pledge of Allegiance.

**4. Adoption of the Agenda**

Motion **MOVED** by JOSEPH, **SECONDED** by ALESSIO to **APPROVE** adoption of the agenda.

Motion carried by the following vote:

**Aye:** 22 - Garcia, Canning, Techel, Pedroza, Joseph, Dunbar, Dorman, Ramos, Ellsworth, and Alessio

**Absent:** 2 - Dohring, and Kraus

**5. Public Comment**

**6. Chairperson's, Board Members', Metropolitan Transportation Commissioner's,  
and Association of Bay Area Governments Update**

**MTC Commissioner's Update**

Alfredo Pedroza reported on recent MTC activities.

**ABAG Update**

Leon Garcia reported on recent ABAG activities.

## 7. Director's Update

Kate Miller, Executive Director

- Reported on Bike to Work Day activities
- Announced the Imola Corridor Public Outreach open house will be held Wednesday, May 22nd at 6pm in the NVTA Board room
- Announced that the NVTA Transportation Summit has been moved to September.

[Member Dohring in attendance]

## **9. CONSENT AGENDA ITEMS (9.1 - 9.5)**

Consent Item 9.2 was pulled by Chair Canning for further discussion.

Motion **MOVED** by JOSEPH, **SECONDED** by GARCIA to **APPROVE** Consent Items 9.1 and 9.3-9.5.

Motion carried by the following vote:

**Aye:** 23 - Garcia, Canning, Techel, Pedroza, Dohring, Joseph, Dunbar, Dorman, Ramos, Ellsworth, and Alessio

**Absent:** 1 - Kraus

### **9.1 Meeting Minutes of April 17, 2019 (Karrie Sanderlin) (Pages 9-14)**

**Attachments:** [Draft Minutes](#)

Board action approved the meeting minutes of April 17, 2019.

### **9.2 Annual Election of Chair and Vice Chair (Karrie Sanderlin) (Pages 15-16)**

**Attachments:** [Staff Report](#)

Motion **MOVED** by DUNBAR, **SECONDED** by TECHEL to **APPROVE** the second of a two year term for Chair Chris Canning and Vice Chair Alfredo Pedroza. Motion carried by the following vote:

**Aye:** 23 - Garcia, Canning, Techel, Pedroza, Dohring, Joseph, Dunbar, Dorman, Ramos, Ellsworth, and Alessio

**Absent:** 1 - Kraus

### **9.3 Active Transportation Advisory Committee (ATAC) Member Appointment (Diana Meehan) (Pages 17-25)**

**Attachments:** [Staff Report](#)

Board action approved the appointment of Thomas Hughes to the ATAC representing Napa County for a three-year term.

- 9.4 Resolution No. 19-09 Authorizing the Submittal of the Countywide Coordinated Claim to the Metropolitan Transportation Commission (MTC) for the Allocation of Fiscal Year (FY) 2019-20 Transportation Development Act Article 3 (TDA-3) Pedestrian/Bicycle Project Funds to Claimants in Napa County (Diana Meehan) (Pages 26-31)**

Attachments: [Staff Report](#)

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

- 9.5 Resolution No. 19-10 Authorizing Federal Funding under Federal Transit Administration (FTA) Sections 5311 and 5311(f) with the California Department of Transportation (Antonio Onorato) (Pages 32-35)**

Attachments: [Staff Report](#)

Board action approved Resolution No. 19-10 authorizing the Executive Director, or designee, to execute actions necessary to obtain grant funds authorized under FTA Sections 5311 and 5311(f) provided by Caltrans.

Request was made by Executive Director Miller to move the presentation before the regular agenda.

## **11. PRESENTATIONS**

- 11.1 Sonoma-Marin Area Rail Transit (SMART) Novato to Suisun City Feasibility Study (Bill Gamlen, SMART)**

Bill Gamlen, SMART, provided a review the Novato to Suisun City Feasibility Study.

## **8. Caltrans' Update**

Kelly Hirschberg, Caltrans, provided a PowerPoint presentation on Napa County project construction phases. The May 2019 Caltrans report was provided for review in the meeting handout packet.

Steve Lederer, Napa County Public Works Director, reviewed county of napa maintenance projects at Silverado Trail/State Route 128 and Silverado Trail/Pratt Avenue.

## **10. REGULAR AGENDA ITEMS**

**10.1 Napa Valley Transportation Authority (NVTA) Third Quarter Fiscal Year (FY) 2017-18 Financials, Budget Adjustment and 5-Year Forecast (Justin Paniagua) (Pages 36-42)**

Attachments: [Staff Report](#)

Information only / no action taken

Staff reviewed the third quarter FY 2018-19 financials, budget adjustment, 5-year forecast and Executive Director delegated authority.

**10.2 Fiscal Year (FY) 2018-19 Third Quarter Operational Summary (Matthew Wilcox) (Pages 43-59)**

Attachments: [Staff Report](#)

Information only / no action taken

The Board received the Vine performance statistics for the third quarter of FY 2018-19.

**10.3 Approval of Project Work Order No. 07 with DKS for Services and Work Associated with the Countywide Transportation Plan (Alberto Esqueda) (Pages 60-156)**

Attachments: [Staff Report](#)

Board action approved Project Work Order No. 07 with DKS for services and work associated with the 25-year Countywide Transportation Plan in an amount not to exceed \$260,000.

Motion MOVED by DUNBAR SECONDED by GARCIA authorize the Executive Director, or designee, to execute and make minor modifications to Project Work Order No. 07 to NVTA Request for Task Proposal (RTP) Agreement No. 10 with DKS for services and work associated with the 25-year Countywide Transportation Plan in an amount not to exceed \$260,000. Motion carried by the following vote:

**Aye:** 23 - Garcia, Canning, Techel, Pedroza, Dohring, Joseph, Dunbar, Dorman, Ramos, Ellsworth, and Alessio

**Absent:** 1 - Kraus

#### 10.4 Authorization to Purchase Four (4) Glaval Vehicles from A-Z Bus Sales for the Vine Transit Fleet (Antonio Onorato) (Pages 157-179)

Attachments: [Staff Report](#)

NVTA was awarded \$280,000 in Federal Transit Administration Section 5310 grant funds which will be supplemented with Transportation Development Act funds of \$120,000 to replace four (4) vehicles that have reached the end of their useful life. Board action authorized the purchase.

Motion MOVED by JOSEPH, SECONDED by ALESSIO to APPROVE authorizing the Executive Director to execute and make minor modifications to Purchase Order #19-1007 for four (4) vehicles with A-Z Bus Sales under NVTA's membership with the California Association for Coordinated Transportation (CalACT) and Morongo Basin Transit Authority's Cooperative RFP 15-03, in an amount not to exceed \$400,000. Motion carried by the following vote:

**Aye:** 23 - Garcia, Canning, Techel, Pedroza, Dohring, Joseph, Dunbar, Dorman, Ramos, Ellsworth, and Alessio

**Absent:** 1 - Kraus

#### 10.5 Second Amendment to Napa Valley Transportation Authority (NVTA) Agreement No. 18-42 with Project Finance Advisory Limited (PFAL) (Antonio Onorato) (Pages 180-189)

Attachments: [Staff Report](#)

The second amendment to Agreement 18-42 expands the scope of work awarded to NVTA's financial advisor, Project Finance Advisory Limited, to include the Soscol Junction project and Bus Electrification in the Transportation Infrastructure Finance and Innovation Act (TIFIA) Credit Program application and all associated negotiations with the U.S. Department of Transportation Build America Bureau. Board action approved the amendment.

Motion MOVED by DUNBAR, SECONDED by JOSEPH to APPROVE the Second Amendment to NVTA Agreement 18-42 for an expanded scope of work in an amount not to exceed \$70,000 and authorize the Executive Director to execute contract documents for the completion of the work. Motion carried by the following vote:

**Aye:** 23 - Garcia, Canning, Techel, Pedroza, Dohring, Joseph, Dunbar, Dorman, Ramos, Ellsworth, and Alessio

**Absent:** 1 - Kraus



## 10.6 State and Federal Legislative Update and State Bill Matrix (Kate Miller) (Pages 190-206)

Attachments: [Staff Report](#)

The Board received the State Legislative update and took the following action on bills included in the State Bill Matrix:

Motion MOVED by PEDROZA, SECONDED by DUNBAR to APPROVE a Watch Position on AB 1633 (Grayson D). Motion carried by the following vote:

**Aye:** 23 - Garcia, Canning, Techel, Pedroza, Dohring, Joseph, Dunbar, Dorman, Ramos, Ellsworth, and Alessio

**Absent:** 1 - Kraus

## 12. FUTURE AGENDA ITEMS

None

## 13. CLOSED SESSION

Chair Canning announced that the Board would be adjourning to closed session for the item noted on the agenda and that no reportable action is expected.

Adjourned to Closed Session at 3:30 p.m.

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

Title: Executive Director

Re-Convened to Open Session at 3:55 p.m.

Chair Canning reported that there was no reportable action associated with the closed session items.

## 14. ADJOURNMENT

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

The next regular meeting will be held on Wednesday, June 19, 2019 at 1:30 p.m.

Chair Canning adjourned the meeting at 3:55 p.m.

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Karalyn E. Sanderlin, NVTA Board Secretary

Note



## **NAPA VALLEY TRANSPORTATION AUTHORITY Board Agenda Letter**

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**TO:** Board of Directors  
**FROM:** Kate Miller, Executive Director  
**REPORT BY:** Antonio Onorato, Director-Administration, Finance, and Policy  
(707) 259-8779 / Email: [aonorato@nvta.ca.gov](mailto:aonorato@nvta.ca.gov)  
**SUBJECT:** Closed-Circuit Television (CCTV) Monitoring and Preserved Footage Policy

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### **RECOMMENDATION**

That the Napa Valley Transportation Authority (NVRTA) Board adopt the Closed-Circuit Television (CCTV) Monitoring and Preserved Footage policy for inclusion into the record retention policy.

### **OTHER OPTIONS FOR CONSIDERATION**

A written policy will ensure staff handles CCTV requests appropriately and that privacy laws as well as Public Records Act laws are followed. The Board may deny this request and direct staff to continue to handle CCTV request under existing unwritten rules.

The Board may also direct staff to increase the recording and storage capabilities of the preservation hardware. The cost has not been determined and could result in equipment replacement due to storage capacity limitations at each site.

### **COMMITTEE RECOMMENDATION**

None

### **EXECUTIVE SUMMARY**

NVRTA has placed cameras strategically in the interior and exterior of Vine Transit buses, Soscol Gateway Transit Center, and Jackson Street transit yard. The ability to monitor and preserve footage when necessary has been instrumental in protecting patrons, visitors, and employees, deterring crime as well as aiding in criminal, operations efficiency and risk management activities. This policy will provide protocols on the use and preservation of surveillance footage.

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**PROCEDURAL REQUIREMENTS**

1. Staff Report
2. Public Comments
3. Motion, Second, Discussion and Vote

**FISCAL IMPACT**

Is there a Fiscal Impact? No

**STRATEGIC GOALS MET BY THIS PROPOSAL**

Goal 2: Improve system safety in order to support all modes and serve all users.

**CEQA REQUIREMENTS**

**ENVIRONMENTAL DETERMINATION:** The proposed action is not a project as defined by 14 California Code of Regulations 15378 (California Environmental Quality Act (CEQA) Guidelines) and therefore CEQA is not applicable

**BACKGROUND AND DISCUSSION**

The Policy will set forth that NVRTA shall use its CCTV system only for legitimate safety, security, and business purposes as guidance for what purposes CCTV monitoring may take place:

- Protection of persons, property and buildings;
- Video of public areas;
- Criminal investigations;
- Protection of pedestrians;
- Investigations;
- Legal holds; and
- Other purpose that serve the NVRTA's business needs.

NVRTA will balance the agency's concern for security and safety, with its legitimate business needs with the public's reasonable expectation of privacy. As such, NVRTA provides signage on buses and conspicuous locations to inform the public of the presence of CCTV cameras. NVRTA's CCTV system is configured in such a way that unless footage is preserved ("downloaded") for one of the purposes listed above, new footage will override the previous footage approximately every thirty days (30) at the Transit Center and thirty days at the transit yard and on public transit vehicles.

Footage preserved for legitimate purposes, will be destroyed in accordance with NVRTA's Record Retention Policy, which will be amended to include Closed-Circuit Monitoring and Preserved Footage. Accordingly, the Policy will provide guidance for staff concerning

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requests for footage and how the footage should be handled. For example, the Policy will allow law enforcement agencies to help expedite the ability to request and view video footage timely without delaying an investigation. Request to obtain footage from the public of a non-criminal nature must be made through a California Public Records Act request.

### **SUPPORTING DOCUMENTS**

Attachment: (1) Closed Circuit Television (CCTV) and Preservation Footage Policy

*(The following policy will be added to NVTA's Records Retention Policy)*

### **Closed-Circuit Television (CCTV) Monitoring and Preserved Footage Policy**

The purpose of this policy is to regulate the use of closed circuit television (CCTV) cameras to monitor and record public areas for the legitimate purposes of safety and security. This policy does not apply to videography and filming for promotional purposes.

Legitimate safety and security purposes include, but are not limited to the following;

- Protection of buildings and property
- Building perimeter, entrances and exits, lobbies and corridors, receiving areas, special storage areas, cashier locations, etc.
- Monitoring of Access Control Systems
- Monitor and record restricted access transactions at entrances to buildings and other areas.
- Verification of security alarms
- Intrusion alarms, exit door controls, hold-up alarms
- Video patrol of public areas
- Transit vehicles, transit yard, park and ride lots,
- Criminal investigations
- Robbery, burglary, and theft surveillance
- Protection of pedestrians
- Monitoring of pedestrian and vehicle activity

### **Posted Notice**

Signs and/or decals will be posted on transit vehicles and in conspicuous locations to advise passengers of the presence of the audio/video surveillance and recording equipment.

### **Handling of Audio/Video Clips Involved in Incident Reviews**

Audio/video recordings will be provided to law enforcement agencies for law enforcement investigatory or evidentiary purposes upon request. All other requests by the public for audio/video records may be made by submitting a California Public Records Act request. To assist the agency in identifying the records sought, requests should include the following information, if known: (1) A description of the requested incident; (2) Date of occurrence; (3) Estimated time of the occurrence; and (4) Route number and vehicle ID number.

## Recording Preservation

Record retention is determined by the equipment type in each location. The following table presents the retention period for transit vehicles and specific locations.

<b>Audio/Video Surveillance Recording Retention Schedule</b>			
<b>Record Type</b>	<b>Retention</b>	<b>Citation</b>	<b>Description</b>
Transit vehicle audio/video surveillance	30 days, except as otherwise provided herein	Gov. Code 34090.8(a)(3)	Video surveillance equipment on transit vehicles capable of storage for 30 days.
Soscol Gateway Transit Center	30 days, except as otherwise provided herein	Gov. Code 34090.8(a)(3)	Video surveillance equipment on transit vehicles capable of storage for 30 days.
Transit Yard or Maintenance Facility	30 days, except as otherwise provided herein	Gov. Code 34090.8(a)(3)	Video surveillance equipment on transit vehicles capable of storage for 30 days.
Audio/video recordings requested through the California Public Records Act, subpoenas, Court Order, deemed necessary by NVTa for longer retention, and/or are disclosed as authorized by the law and are not otherwise provided for herein	Closed/ Complete/Resolved date + one year	Gov. Code 34090, 34090.8	Records retrieved from recording system and stored separately.
Audio/video surveillance used as evidence in any claim or litigation, or which is the subject of an Incident Report	Closed/ Complete/Resolved date + one year	GC34090.8(b)(1)-(2)	(1) Video recordings or other recordings which are evidence in any claim filed or any pending litigation shall be preserved until the claim or the pending litigation is resolved; and (2) Video recordings or other recordings which recorded an event that was or is the subject of an incident report shall be preserved until the incident is resolved.
Digital records are overwritten the day after storage capacity has been met on the 31st day			



## NAPA VALLEY TRANSPORTATION AUTHORITY Board Agenda Letter

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**TO:** NVRTA Board of Directors  
**FROM:** Kate Miller, Executive Director  
**REPORT BY:** Sanjay Mishra, Program Manager-Engineer  
(707) 259-5951 / Email: [smishra@nvta.ca.gov](mailto:smishra@nvta.ca.gov)  
**SUBJECT:** Project Work Order No. E-13 to NVRTA Agreement No. 18-23 with RSA+, Inc. for Work Associated with the Professional Engineering Design, Environmental & Construction Document Services for the Napa Valley Vine Trail–Calistoga to St. Helena Segment

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### **RECOMMENDATION**

That the Napa Valley Transportation Authority (NVRTA) Board direct the Executive Director, or designee, pending legal review, to pursue one of the following options below:

1. NVRTA Staff's recommendation is to execute and make minor modification to Work Authorization No. E-13 (Attachment 1) to NVRTA Agreement No. 18-23 with RSA+ for professional engineering services to complete environmental process only for the Vine Trail between Calistoga to St. Helena segment for an amount no to exceed \$650,000 and to release a separate request for proposals (RFP) for final design.

### **OTHER OPTIONS FOR CONSIDERATION**

2. Release another request for proposals (RFP) to procure a design consultant to complete the environmental document and final design by advertising publicly, with details of engineering estimate, available budget and time constraints specifically listed in the RFP; or
3. Execute and make minor modifications to Work Authorization No. E-13 (Attachment 1) to NVRTA Agreement No. 18-23 with RSA+ for professional engineering services to complete only environmental services for the Vine Trail between Calistoga to St. Helena segment for an amount not to exceed \$650,000 and defer project completion to a future date, relinquishing the Active Transportation Program (ATP) funds back to the California Transportation Commissioner (CTC) ; or



4. Terminate all further efforts on the Calistoga to St. Helena Vine Trail project until a future date when adequate funding is identified and relinquish the ATP construction funds back to the California Transportation Commission (CTC).

### **STRATEGIC GOALS MET BY THIS PROJECT**

The proposed action meets following goals:

Goal 1 - Serve the transportation needs of the entire community regardless of age, income, or ability.

Goal 2 - Improve system safety in order to support all modes and serve all users.

### **COMMITTEE RECOMMENDATION**

None

### **EXECUTIVE SUMMARY**

The professional engineering design, environmental and construction document services for the Vine Trail –Calistoga to St. Helena Request for Proposals (RFP) No. 2019-03 was released on April 29, 2019 to NVRTA's on-call planning and architectural and engineering firms. The RFP's Scope of Work entails engineering design services, environmental determination and construction document services to complete the plans, specifications and estimates (PS&E) for Vine Trail between Calistoga to St. Helena.

The RFP was open for 30 days until May 30, 2019 and one proposal was received. An evaluation committee comprised of NVRTA, City of Calistoga, City of St. Helena, Caltrans and County of Napa staff reviewed the proposal. Approximately \$750,000, consistent with the NVRTA's estimate, is available to complete these two phases. The initial bid from RSA+ was roughly \$2.5 million and staff negotiated the bid to \$1.5 million, which would include completing some of the tasks in house. Board approval will allow NVRTA to proceed with one of the options listed in this staff report.

The critical path for the project is to prevent schedule slippage. To best position the project for CTC allocation by February 2021 there cannot be any further delays in completing the environmental phase.

Staff is recommending Option 1, which is to award the contract to RSA+ for completion of environmental work **only** for a total amount not to exceed \$650,000. This work is fully funded through Napa Valley Vine Trail Coalition contributions and the local jurisdictions' project match. The local jurisdictions would have to commit to advance a portion of their local contributions from the construction to preconstruction phase. In addition, NVRTA would release a separate RFP for 100% design. This allows the project to continue forward, keeping it on its critical timeline, and provides additional time for staff to identify revenues to gap the funding shortfall for the design and construction phases.

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**PROCEDURAL REQUIREMENTS**

1. Staff Report
2. Public Comments
3. Motion, Second, Discussion and Vote

**FISCAL IMPACT**

Is there a Fiscal Impact? Yes- Option 1 and 3: \$650,000

Is it currently budgeted? Partially

Where is it budgeted? Private and Jurisdictions-Design/ROW: \$800,000  
ATP funds – Construction Phase only: \$6,100,000

Future fiscal impact? Undetermined. NVRTA currently has enough funding for environmental work and does not have dedicated funding for 100% design. NVRTA staff will need to negotiate changes to project funding agreements with the jurisdictions to fund the 100% design cost.

Consequences if not approved: The project would not move forward and ATP grant funding committed to the project for construction will be lost.

**CEQA REQUIREMENTS**

**ENVIRONMENTAL DETERMINATION:** The proposed project will be completing a NEPA and CEQA determination as part of the scope for this RFP.

**BACKGROUND AND DISCUSSION**

Napa Valley Vine Trail is envisioned as a 47-mile Class 1 mixed-use path for pedestrians and cyclists that will run the length of the Napa Valley (Calistoga to American Canyon) and connect to the Vallejo ferry terminal in Vallejo, providing a crucial link to the City of San Francisco and larger Bay Area. This task order proposed is to construct a bike and pedestrian trail adjacent to the State Route (SR) 29 corridor which will encourage bicyclists and pedestrians to take alternative modes of transportation. This project will enhance the accessibility and connectivity of the community in surrounding neighborhoods and will eventually complete all segments of the 47-mile Vine Trail planned for this region. Up Valley areas currently lack significant alternative transportation and recreational infrastructure and these improvements will promote using transit, biking and walking.

The project has broad based community support from a coalition representing over 20 private and public sector organizations, all involved in its planning, design and funding. Initial project funding for the “Calistoga to Saint Helena Segment” has been established from federal, state, local and private (philanthropic) sources.

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The Calistoga to St Helena Segment project will construct a 9.4 mile Class I bicycle/pedestrian path within the public right of way from the intersection of Fair Way and Lincoln Avenue in Calistoga on the northern end to Pratt Ave in St. Helena along State Route 29. The segment of this trail from Fair Way and Lincoln Ave to Dunaweal Lane is already 100% designed and has CEQA and NEPA clearances.

NVRTA, in partnership with Napa Valley Vine Trail Coalition (NVVTC), a non-profit organization, are in the process of completing a 35% design for the rest of the project from Dunaweal Lane in Napa County to Pratt Avenue (approximately 7.4 miles). This 35% design will establish the trail alignment, the scope for environmental clearance and the right of way needs which will be the basis of professional engineering services requested in this RFP.

Most of the path will be located in the public right of way and runs parallel to State Highway 29 on property belonging to or controlled by Caltrans and the State of California (State Parks and CalFire) which support this project. Portions of the trail will be built on easements provided by adjacent private agricultural properties. Owners of these properties are in the process of entering into an agreement with the County of Napa to provide the easements necessary to accommodate a Class I bike and pedestrian pathway which the County of Napa will hold and maintain.

Depending on the final alignment there will be two or three creek crossings, each of which can be accomplished via clear spans that will not impact the creek channels. The path shall be designed per local, state and federal requirements. In general, the path will be 10ft wide asphalt concrete pavement, shoulders and will include highway safety improvements.

The engineer's estimate of \$750,000 for the Plans, Specifications and Estimates (PS&E) work was based on balance work and current design costs of similar projects i.e. Vine Trail project for the Oak Knoll section and other trail projects awarded recently. However, the project scope is somewhat different and the bid market has changed significantly since the Oak Knoll section of the trail was completed.

### **SUPPORTING DOCUMENTS**

Attachment: (1) Draft Project Work Order No. E-13  
(2) Conceptual Drawings

**PROJECT WORK ORDER NO. E-13**  
**ON-CALL A/E & PROJECT DELIVERY SERVICES**

**PROJECT NAME:** PROFESSIONAL ENGINEERING DESIGN, ENVIRONMENTAL & CONSTRUCTION DOCUMENT SERVICES FOR THE VINE TRAIL – CALISTOGA TO ST HELENA – ENVIRONMENTAL SERVICES

**PROJECT MANAGER:** Sanjay Mishra, PE, QSD, Program Manager – Engineer,  
[smishra@nvta.ca.gov](mailto:smishra@nvta.ca.gov), T 707.259.5951

**CONSULTANT DESIGNATED TEAM MEMBERS:**

- RSA+ Staff – see EXHIBIT XX, see page(s) xx of xx attached.

Consultant will independently and at its own discretion and liability enter into agreement with sub-consultant(s) listed in their proposal for any services required to complete the project as described in the scope of work. Sub-consultants listed are:

- Kimley-Horn and Associates, Inc., see EXHIBIT XX, see page(s) xx of xx attached.

**SCOPE OF SERVICE:** Provide professional engineering services to complete the environmental process for the Vine Trail between Calistoga to St Helena as described in the scope of services/proposal attached hereto as EXHIBIT XX.

**START DATE:** JUNE 12, 2019

**COMPLETION DATE:** DECEMBER 31, 2020

**NOT-TO-EXCEED AMOUNT FOR THIS PROJECT:** \$650,000

**CHARGE NUMBER FOR PAYMENT:** TDA/CMA 8301001 52310 CMA\_PLAN\_PRGMS VINE\_TRAIL

**TERMS AND CONDITIONS:** This Project Work Order is issued and entered into as of the last date written below in accordance with the terms and conditions set forth in the Master Agreement with CONTRACTOR dated MAY 15, 2018, which terms are hereby incorporated and made part of this Project Work Order.

NVTA

By: \_\_\_\_\_  
KATE MILLER, Executive Director

Date: \_\_\_\_\_

Contractor  
RSA+

By: \_\_\_\_\_  
CHRISTOPHER M. TIBBITS, PE, LS  
Vice President + Principal

Date: \_\_\_\_\_

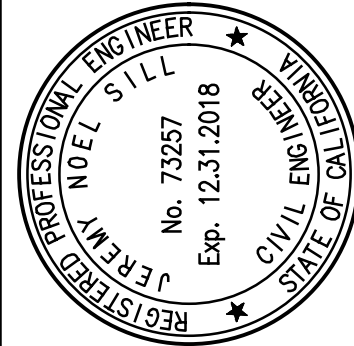
Approved as to Form	
By:	_____
	NVTA General Counsel
Date:	_____

TAX ID:  
18-23 RSA+/E13/060719/ryk



FAIR WAY PATH EXTENSION  
CONSTRUCTION PLANS

ATTACHMENT 1  
NVTA Agenda Item 10.1  
June 12, 2019



PREPARED UNDER THE DIRECTION OF		DATE	DESIGNED BY	REVIEWED BY
JEREMY NOEL SILL, RCE 73257		7/23/2017	JNS	JNS

1515 FOURTH STREET  
NAPA, CALIF. 94559  
OFFICE (707) 252-3301  
+ www.rsacivil.com +

**RSAC**

RSAC CONSULTING CIVIL ENGINEERS + SURVEYORS + 1980



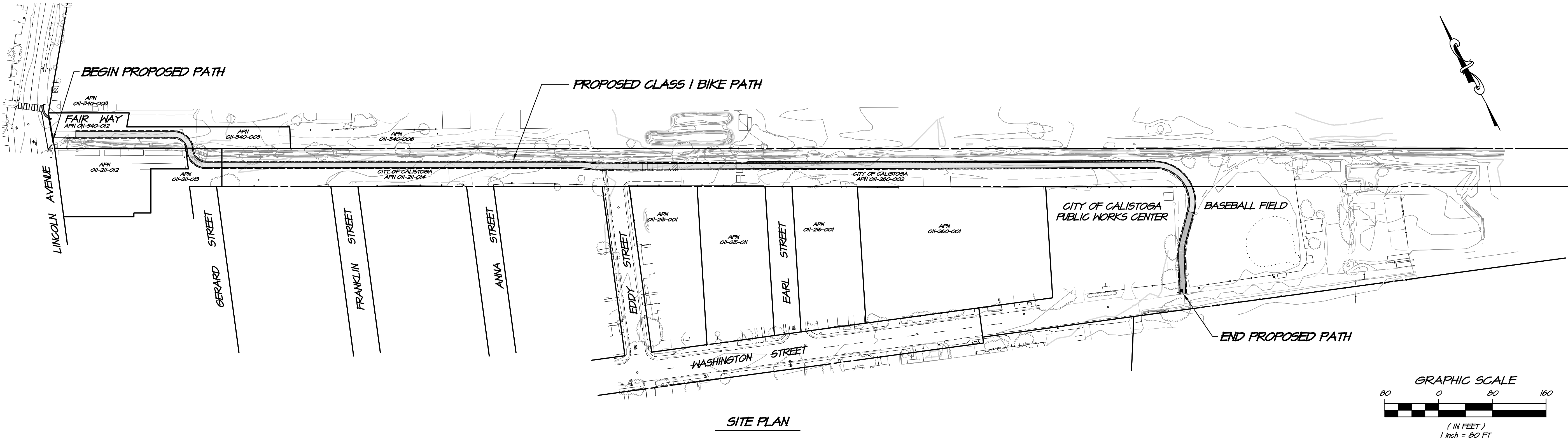
FAIR WAY PATH EXTENSION

CITY OF CALISTOGA

CALIFORNIA

COVER SHEET

PROJECT NUMBER	4113069.0
DRAWING DATE	JAN 9, 2017
SHEET NUMBER	C1 OF 8



ABBREVIATIONS			
AB	AGGREGATE BASE	MAX	MAXIMUM
AC	ASPHALT CONCRETE	MIN	MINIMUM
APN	ASSESSOR PARCEL NUMBER	MH	MANHOLE
BC	BEGIN CURVE	MON	MONUMENT
BM	BENCHMARK	MUTCD	MANUAL on UNIFORM TRAFFIC CONTROL DEVICES
BSN	BACK OF SIDEWALK	OC	ON CENTER
BVC	BEGIN VERTICAL CURVE	OH	OVERHEAD
C&G	CURB AND GUTTER	PCC	PORTLAND CONCRETE CEMENT
CB	CATCH BASIN	PG&E	PACIFIC GAS AND ELECTRIC
CL	CENTERLINE	PI	POINT OF INTERSECTION
CO	CLEANOUT	PL	PROPERTY LINE
DIP	DUCTILE IRON PIPE	PRC	POINT OF REVERSE CURVE
DWG	DRAWING	PRVC	POINT REVERSE VERTICAL CURVE
EL, ELEV	ELEVATION	PVC	POLYVINYL CHLORIDE
EC	END OF CURVE	PVI	POINT OF VERTICAL INTERSECTION
EG	EX GROUND	R	RADIUS
EP	EDGE OF PAVEMENT	RC	RELATIVE COMPACTION
(E) EX	EXISTING	RT	RIGHT
EVC	END VERTICAL CURVE	RW	RETAINING WALL
FG	FINISH GRADE	ROW	RIGHT OF WAY
FH	FIRE HYDRANT	S	SLOPE (FEET/FOOT)
FS	FIRE SERVICE	SD	STORM DRAIN
FL	FLOW LINE	SHDLR	SHOULDER
GB	GRADE BREAK	SS	SANITARY SEWER
HP	HIGH POINT	STA	STATION
INST	INSTALL	STD	STANDARD
INV	INVERT	TC	TOP OF CURB
IP	IRON PIPE	TH	TOP OF WALL
JP	JOINT POLE	TP	TYPICAL
L	LENGTH	VC	VERTICAL CURVE
LF	LINEAL FEET/FOOT	WM	WATER METER
LO	LIVE OAK TREE	WO	WHITE OAK TREE
LP	LOW POINT	WV	WATER VALVE

LEGEND			
EX SS	SANITARY SEWER LINE	—+—	SIGN
—+—	FLOWLINE	—+—	WATER VALVE
—X—	WIRE FENCE	—+—	FIRE HYDRANT
—O—	WOOD FENCE	—+—	SANITARY SEWER MANHOLE
—O—	CHAINLINK FENCE	—+—	TREE (AS NOTED)
—+—	GRADE BREAK	—+—	SURVEY CONTROL STATION
—+—	TOE OF BANK	—+—	JOINT POLE WITH GUY WIRE
—+—	TOP OF BANK	—+—	EX SLOPE
—+—	PROPERTY LINE	—+—	TREE TO BE REMOVED
—+—	EDGE OF ROAD	—+—	
—+—	OVERHEAD UTILITY LINES	—+—	
—+—	CONTOUR LINE	—+—	

LIST OF DRAWINGS	
C1	COVER SHEET
C2	NOTES
C3	PLAN & PROFILE
C4	PLAN & PROFILE
C5	PLAN & PROFILE
C6	PLAN & PROFILE
C7	EROSION & SEDIMENT CONTROL PLAN
C8	DETAILS

PROJECT INFORMATION	
OWNER:	CITY OF CALISTOGA
OFFICE ADDRESS:	1232 WASHINGTON STREET CALISTOGA, CA 94515 (707)-442-2821
CIVIL ENGINEER:	RSAC 1515 FOURTH STREET NAPA, CA 94559 (707) 252-3301
PROJECT AREA OF DISTURBANCE:	0.92+ ACRES

PROJECT BENCHMARK	
BENCHMARK:	NAPA COUNTY BM #502-C. ELEVATION = 325.16' (NAVD 1988)
PUBLISHED ELEVATION = 322.24' (NGVD 1929) CONVERSION PER CORPSCON 6: +2.87'	

CALL USA  
BEFORE EXCAVATING

48 HOURS IN ADVANCE  
1 (800) 227-2600

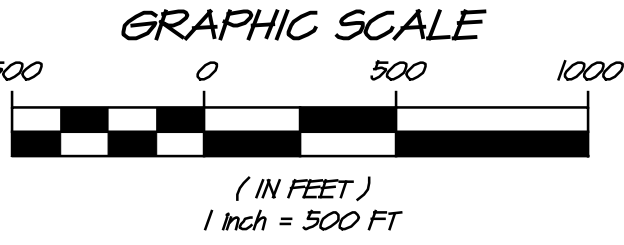
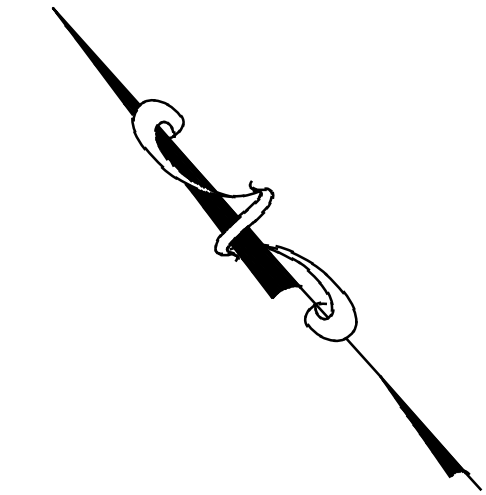
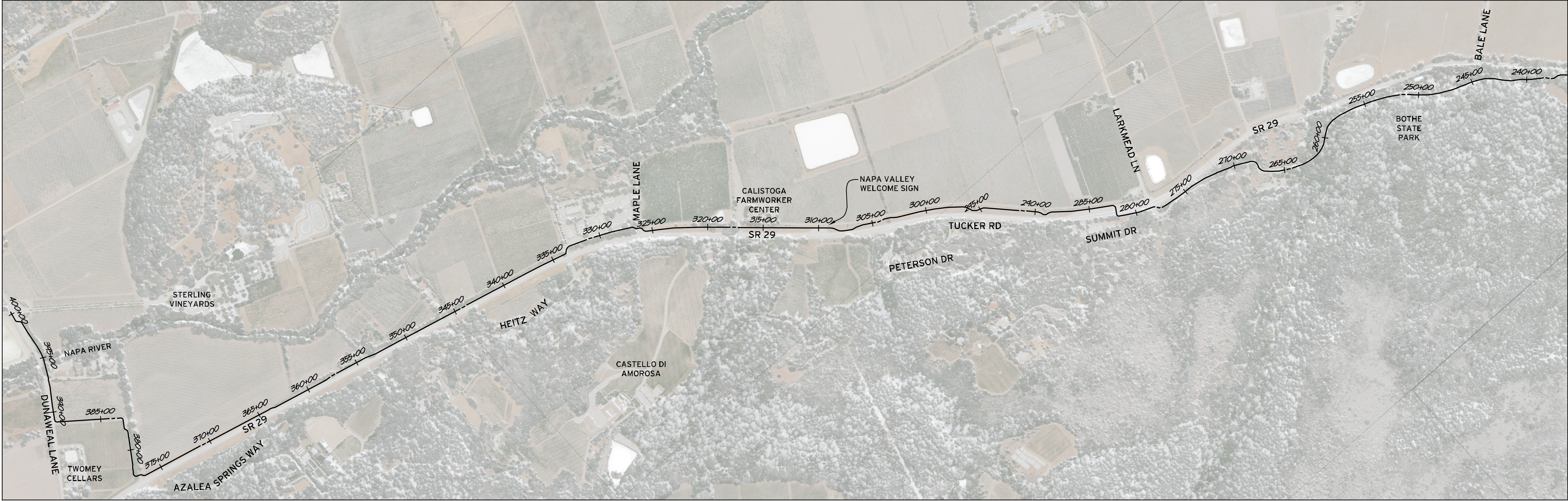
APPROVED FOR CONSTRUCTION:	DATE
MIKE KIRN PUBLIC WORKS DIRECTOR	

FOR REDUCED PLANS, THE ORIGINAL SCALE IS IN INCHES



# VINE TRAIL - ST. HELENA TO CALISTOGA

NAPA COUNTY CALIFORNIA







## NAPA VALLEY TRANSPORTATION AUTHORITY Board Agenda Letter

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**TO:** Board of Directors  
**FROM:** Kate Miller, Executive Director  
**REPORT BY:** Alberto Esqueda, Senior Program Planner/ Administrator  
(707) 259-5976 / Email: [aesqueda@nvta.ca.gov](mailto:aesqueda@nvta.ca.gov)  
**SUBJECT:** Plan Bay Area 2050: Regionally-Significant Project List

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### **RECOMMENDATION**

That the Napa Valley Transportation Authority (NVRTA) Board approve the list of projects (Attachment 1) submitted under the call for regionally-significant projects to be considered for inclusion in the Metropolitan Transportation Commission's Plan Bay Area 2050.

### **OTHER OPTIONS FOR CONSIDERATION**

Not approve draft regionally-significant project list for Plan Bay Area 2050.

### **COMMITTEE RECOMMENDATION**

The Technical Advisory Committee recommends that the Board approve the list of projects submitted under the call for regionally-significant projects to be considered for inclusion in the Metropolitan Transportation Commission's Plan Bay Area 2050.

### **EXECUTIVE SUMMARY**

The Metropolitan Transportation Commission (MTC) issued an open "Call for Projects" for Regionally-Significant Projects to be considered for inclusion in Plan Bay Area 2050, the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The 25-year Regional Strategic Transportation Plan is prepared for the nine- county Bay Area by MTC every four (4) years. Plan Bay Area 2050 will integrate SB 375 requirements, which requires regional planning agencies to adopt *Sustainable Communities Strategies* that demonstrate how its long range planning process will achieve mobile greenhouse gas emission reductions.

MTC is soliciting projects from two investment categories, 1) group listings of exempt projects (i.e., programmatic categories) and 2) non-exempt, capacity-increasing projects

(i.e., regionally-significant projects). At this time, only regionally significant projects are being requested. The Board released a call for projects on April 17<sup>th</sup> with initial submissions due to NVTA by April 26, 2019. NVTA staff completed a first review of initial project submittals and compiled a comprehensive list and presented it to the TAC at its May 2<sup>nd</sup> and June 6, 2019 meetings.

Regionally-significant projects are those that add capacity to the region's network of freeways, expressways, and highways or to the region's network of fixed guideway transit facilities (e.g., rail, ferry, BRT) meeting one of the following criteria:

- Expands or extends the principal arterial system (length must be greater than ¼ mile)
- Expands or extends a roadway to become part of the principal arterial system (length must be greater than ¼ mile)
- Reduces the number of lanes (e.g., road diet) of the principal arterial system (length must be greater than ¼ mile)
- Adds new or expands access to the principal arterial system (e.g., new interchanges or interchange modifications that add capacity)
- Extends or expands the fixed guideway transit infrastructure
- Adds new or expands transit stations or terminals, including parking facilities
- Expands transit fleets or service levels (e.g., increased frequency, hours of operation)
- Alters the cost for users of the transportation system (e.g., cordon pricing, tolling, transit fares).

Final project submittals must be approved by the NVTA Board and submitted to **MTC no later than June 30, 2019.**

### **PROCEDURAL REQUIREMENTS**

1. Staff Report
2. Public Comments
3. Motion, Second, Discussion and Vote

### **FISCAL IMPACT**

Is there a Fiscal Impact?    No

Consequences if not approved: MTC would not receive plan approval or future funding Napa's regionally significant projects.



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## **STRATEGIC GOALS MET BY THIS PROPOSAL**

- Goal 1 - Serve the transportation needs of the entire community regardless of age, income, or ability.
- Goal 2 - Improve system safety in order to support all modes and serve all users
- Goal 4 - Support Napa County's economic vitality
- Goal 5 - Minimize the energy and other resources required to move people and goods.

## **CEQA REQUIREMENTS**

**ENVIRONMENTAL DETERMINATION:** The proposed action is not a project as defined by 14 California Code of Regulations 16378 (California Environmental Quality Act (CEQA) Guidelines) and therefore CEQA is not applicable.

## **BACKGROUND AND DISCUSSION**

As the Bay Area's Metropolitan Planning Organization, MTC is required by federal and state regulations to prepare a fiscally-constrained, Regional Transportation Plan ("Plan Bay Area 2050" or "RTP"). The RTP is prepared in accordance with the California Transportation Commission's RTP guidelines. The RTP identifies needs, sets priorities, and includes a fiscally constrained list of short-, medium-, and long-range projects and programs. As the County Transportation Agency (CTA) for Napa County, NVTA is required to coordinate the submittal of regionally-significant transportation projects to MTC.

The RTP 25-year vision is supported by a similar 25-year investment plan comprised of project and programs submitted by jurisdictions based on need and contributed improvements to the community. As required by federal and state planning regulations, Plan Bay Area 2050 will be a fiscally constrained plan, therefore, project costs cannot exceed the reasonably expected transportation revenues forecasted over the planning horizon. Plan Bay Area's forecast of reasonably expected transportation revenues will not be finalized until fall 2019; however, county targets have been developed for the purpose of the Request for Regionally-Significant Projects. The Napa County target for regionally significant projects is \$615 million for the 25 year planning horizon. Projects must be included in the RTP in order to receive future funding.

Jurisdictional staff evaluated RTP guidelines in context of Plan Bay Area 2050 and considered projects previously submitted under NVTA's Countywide Transportation Plan Vision 2040: Moving Napa Forward. Jurisdictional staff also submitted any new projects that met the criteria outlined in the guidelines.

Programmatic categories or group projects will be requested in another call for RTP projects in the fall of 2019.

**SUPPORTING DOCUMENTS**

Attachments:   (1) NVTA's Draft RTP 2050 Project List  
                      (2) Request for Regionally Significant Projects Guidance

Plan Bay Area 2050 Regionally Significant Project Submittal List

No.	Jurisdiction	Project Title	Project Description	Project Location			Mode	Project Phase	Total Cost (Year of Expenditure)	Total Committed	Types of funds Committed	Total Need	PBA 20250 Funds allocated to project	Start Year	End Year	Included in Plan Bay Area or Countywide Transportation Plan	Regional Significance Criteria (Does the project meet any of the drop down criteria)	General Criteria (Does the project meet any of the drop down criteria)
				Location	Start Point	End Point												
1	City of Napa	Trower Avenue Extension	Extend Trower Avenue east to connect with Big Ranch Road	Trower Avenue	Eastern terminus of Trower Ave	Big Ranch Road	Bike/Ped/Vehicle	Planning	\$ 12,537,549	\$0	-	\$12,537,549	\$ 12,537,549	2025	2050	YES	Expands or extends a roadway to become part of the principal arterial system (length must be greater than ¼ mile)	Will open after 2021 and by year 2050
2	City of Napa	Lincoln Avenue at California Blvd & SR29 Off-Ramp	Reconfigure northbound SR 29 off-ramp at Lincoln Avenue and modify Lincoln/California intersection	Lincoln Avenue	SR29 Off-Ramp	California Boulevard	Bike/Ped/Vehicle	Planning	\$ 6,567,288	\$0	-	\$6,567,288	\$ 6,567,288	2025	2050	YES	Adds new or expands access to the principal arterial system (e.g., new interchanges or interchange modifications that add capacity)	Will open after 2021 and by year 2050
3	City of Napa	SR29 over Trower	Trower Avenue Underpass	Trower Avenue/ SR29 Intersection	-	-	Bike/Ped/Vehicle	Planning	\$ 35,821,569	\$0	-	\$35,821,569	\$ 24,321,569	2025	2050	YES	Adds new or expands access to the principal arterial system (e.g., new interchanges or interchange modifications that add capacity)	Will open after 2021 and by year 2050
4	City of Napa	Jefferson/Imola Intersection Widening	Jefferson/Imola intersection modification	Jefferson/ Imola Intersection	-	-	Bike/Ped/Vehicle	Planning	\$ 3,582,157	\$0	-	\$3,582,157	\$ 3,582,157	2025	2050	YES	Adds new or expands access to the principal arterial system (e.g., new interchanges or interchange modifications that add capacity)	Will open after 2021 and by year 2050
5	City of Napa	Solano/Redwood Intersection Widening	Widening and restriping modifications to the Solano Avenue/ Redwood Road Intersection	Solano/ Redwood Intersection	-	-	Bike/Ped/Vehicle	Planning	\$ 895,539	\$0	-	\$895,539	\$ 895,539	2025	2050	YES	Adds new or expands access to the principal arterial system (e.g., new interchanges or interchange modifications that add capacity)	Will open after 2021 and by year 2050
6	City of Napa	Soscol Avenue Widening	Widen Soscol Avenue-SR221-SR121 to six lanes from Magnolia Drive to Silverado Trail including median widening and intersection improvements	Soscol Avenue	Magnolia Drive	Silverado Trail	Vehicle	Planning	\$ 27,164,690	\$0	-	\$27,164,690	\$ 22,164,690	2025	2050	YES	Expands or extends the principal arterial system (length must be greater than ¼ mile)	Will open after 2021 and by year 2050
7	City of Napa	Lincoln/Soscol Right turn Lanes	Modify Lincoln/Soscol intersection with right turn lanes	Lincoln/ Soscol intersection	-	-	Bike/Ped/Vehicle	Planning	\$ 895,539	\$0	-	\$895,539	\$ 895,539	2025	2050	YES	Adds new or expands access to the principal arterial system (e.g., new interchanges or interchange modifications that add capacity)	Will open after 2021 and by year 2050
8	City of Napa	First Street Roundabouts (west side)	Construct roundabouts on First Street at Freeway Drive and SR29 Southbound ramps	First Street	Freeway Drive	SR29 southbound ramps	Bike/Ped/Vehicle	Planning	\$ 10,149,445	\$0	-	\$10,149,445	\$ 10,149,445	2025	2050	YES	Adds new or expands access to the principal arterial system (e.g., new interchanges or interchange modifications that add capacity)	Will open after 2021 and by year 2050
9	City of Napa	5-way Intersection Modification	Construct intersection improvements at Silverado Trail/Third Street/Coombsville Road/East Avenue	Silverado/ Coombsville/ 3rd/ East Ave Intersection	-	-	Bike/Ped/Vehicle	Design	\$ 15,522,680	\$3,500,000	Caltrans	\$12,022,680	\$ 12,022,680	2014	2025	YES	Adds new or expands access to the principal arterial system (e.g., new interchanges or interchange modifications that add capacity)	Will open after 2021 and by year 2050
10	NVTA	Park and Ride Lots, (Construction and O&M)	Park and Ride lots throughout Napa County	Napa County	-	-	Bus	PE-CON	\$ 11,255,088	\$0	-	\$11,255,088	\$ 11,255,088	2022	2050	No	Adds new or expands transit stations or terminals, i	Supports the region's sustainable communities strategy (SCS)
11	NVTA	Vine Maintenance Facility (Construction O&M)	Construction of new maintenance facility	Sheehy Ct.	-	-	Bus	CON	\$ 37,141,791	\$2,000,000	-	\$35,141,791	\$ 35,141,791	2023	2050	No	Adds new or expands transit stations or terminals, i	Supports the region's sustainable communities strategy (SCS)
12	NVTA	Bus Chargers	Electric Bus Infrastructure	Napa County	-	-	Bus	CON	\$ 5,627,544	\$0	-	\$5,627,544	\$ 5,627,544	2023	2050	No	Adds new or expands transit stations or terminals, i	Supports the region's sustainable communities strategy (SCS)
13	NVTA	Express Bus Enhancements	13.5 miles of bus rapid corridor enhancements	SR 29	Vallejo Ferry Terminal	Napa Valley College	Bus	PE-CON	\$ 21,535,091	\$0	-	\$21,535,091	\$ 21,535,091	2027	2050	No	Expands transit fleets or service levels (e.g., increa	Supports the region's sustainable communities strategy (SCS)
14	NVTA	Motor Coaches	Acquisition of Long Haul Motor Coaches	N/A	-	-	Bus	None	\$ 17,734,781	\$0	-	\$17,734,781	\$ 17,734,781	2027	2050	-	Expands transit fleets or service levels (e.g., increa	Supports the region's sustainable communities strategy (SCS)
15	NVTA	Express Bus Enhancements	4.7 miles of bus Bus Corridor Enhancements	SR 29	Napa Valley College	Redwood P&R	Bus	PE-CON	\$ 6,333,850	\$0	-	\$6,333,850	\$ 6,333,850	2027	2050	No	Expands transit fleets or service levels (e.g., increa	Supports the region's sustainable communities strategy (SCS)
16	NVTA	Bus Fleet Expansion	Expansion of Express Routes buses; 15 over the road-coach long-haul buses	N/A	-	-	Bus	None	\$ 20,763,508	\$0	-	\$20,763,508	\$ 15,763,508	2030	2050	No	Expands transit fleets or service levels (e.g., increa	Supports the region's sustainable communities strategy (SCS)
17	NVTA	Local routes expanded service hours	Expand service hours from 6am-11pm weekdays	N/A	-	-	Bus	None	\$ 55,369,355	\$0	-	\$55,369,355	\$ 35,369,355	2030	2050	No	Expands transit fleets or service levels (e.g., increa	Will open after 2021 and by year 2050
18	NVTA	Local routes expanded service hours	Add Sunday Service	N/A	-	-	Bus	None	\$ 6,017,649	\$0	-	\$6,017,649	\$ 6,017,649	2035	2050	No	Expands transit fleets or service levels (e.g., increa	Will open after 2021 and by year 2050
19	NVTA	Local routes increase frequency	All local service operates every 30 minutes on weekdays	N/A	-	-	Bus	None	\$ 11,940,523	\$0	-	\$11,940,523	\$ 11,940,523	2025	2050	No	Expands transit fleets or service levels (e.g., increa	Will open after 2021 and by year 2050
20	NVTA	Express/Regional routes expanded service hours	Expand service hours from 4am-12am	N/A	-	-	Bus	None	\$ 32,555,155	\$0	-	\$32,555,155	\$ 22,555,155	2045	2050	No	Expands transit fleets or service levels (e.g., increa	Will open after 2021 and by year 2050
21	NVTA	Express/Regional routes expanded service hours	Increase frequency on Routes 29, 21, 10X, 11X, 10 and 11 to 30 peak, 60 midday on weekdays	N/A	-	-	Bus	None	\$ 80,285,565	\$0	-	\$80,285,565	\$ 50,180,304	2030	2050	No	Expands transit fleets or service levels (e.g., increa	Will open after 2021 and by year 2050
22	NVTA	Express/Regional routes Enhanced frequency	Add Saturday service to Routes 10X, 11X, 21, and 29	N/A	-	-	Bus	None	\$ 10,831,768	\$0	-	\$10,831,768	\$ 10,831,768	2040	2050	No	Expands transit fleets or service levels (e.g., increa	Will open after 2021 and by year 2050
23	NVTA	Express/Regional routes Enhanced frequency	Add Sunday service to Routes 10X, 11X, 21, and 29	N/A	-	-	Bus	None	\$ 6,278,494	\$0	-	\$6,278,494	\$ 6,278,494	2045	2050	No	Expands transit fleets or service levels (e.g., increa	Will open after 2021 and by year 2050

Plan Bay Area 2050 Regionally Significant Project Submittal List

No.	Jurisdiction	Project Title	Project Description	Project Location			Mode	Project Phase	Total Cost (Year of Expenditure)	Total Committed	Types of funds Committed	Total Need	PBA 20250 Funds allocated to project	Start Year	End Year	Included in Plan Bay Area or Countywide Transportation Plan	Regional Significance Criteria <i>(Does the project meet any of the drop down criteria)</i>	General Criteria <i>(Does the project meet any of the drop down criteria)</i>	
				Location	Start Point	End Point													
24	NVTA	New Transit Vehicles (EXPANSION)	Acquisition of new paratransit vehicles, community shuttle buses and Vine buses for service expansion	N/A	-	-	Bus	None	\$ 15,522,680	\$0	-	\$15,522,680	\$ 10,522,680	2025	2050	No	Expands transit fleets or service levels (e.g., increased frequency, hours of operation)	Supports the region's sustainable communities strategy (SCS)	
25	NVTA	Transit System Growth (Operating Costs)	Operation costs for the expansion of the transit system	N/A	-	-	Bus	None	\$ 3,343,346	\$0	-	\$3,343,346	\$ 3,343,346	2025	2050	No	Expands transit fleets or service levels (e.g., increased frequency, hours of operation)	Supports the region's sustainable communities strategy (SCS)	
26	NVTA	New Shelters and Stop Amenities (EXPANSION)	Improved bus stops throughout Napa County	N/A	-	-	Bus	None	\$ 8,487,200	\$0	-	\$8,487,200	\$ 8,487,200	2021	2025	No	Adds new or expands transit stations or terminals, including parking facilities	Supports the region's sustainable communities strategy (SCS)	
27	NVTA	TSP	Transit Signal Priority on SR-29 and major corridors	N/A	-	-	Bus	CON	\$ 2,185,454	\$0	-	\$2,185,454	\$ 2,185,454	2022	2025	No	Expands transit fleets or service levels (e.g., increased frequency, hours of operation)	Supports the region's sustainable communities strategy (SCS)	
28	NVTA	SMART Connector	Implement Bus Service to SMART Train	N/A	-	-	Bus	N/A	\$ 5,627,544	\$0	-	\$5,627,544	\$ 5,627,544	2023	2050		Expands transit fleets or service levels (e.g., increased frequency, hours of operation)	Supports the region's sustainable communities strategy (SCS)	
29	NVTA	NVC Transfer Center	Construct a bus tranfer center at Napa Valley College	NVC	-	-	Bus	PE-CON	\$ 1,159,274	\$0	-	\$1,159,274	\$ 1,159,274	2024	2025		Adds new or expands transit stations or terminals, including parking facilities	Supports the region's sustainable communities strategy (SCS)	
30	NVTA	Soscol Junction	Construct free flowing SR-29 structure with two roundabouts	SR29/SR12/SR221	-	-	Auto	PE-CON	\$ 40,000,000		-	\$40,000,000	\$ 40,000,000	2022	2024		Adds new or expands access to the principal arterial system (e.g., new interchanges or interchange modifications that add capacity)	Will open after 2021 and by year 2050	
31	NVTA	Airport Blvd Junction	Construct grade separated interchange	SR29/SR12/Airport Blvd	-		Auto	PE-CON	\$ 69,211,694	\$0	-	\$69,211,694	\$ 39,211,694	2030	2032		Adds new or expands access to the principal arterial system (e.g., new interchanges or interchange modifications that add capacity)	Will seek federal, state or regional funding	
32	NVTA	Carneros Interseccion	SR 29/SR12/SR 121 (Carneros intersection) Improvements	SR29/SR12/SR121	-	-	Auto	PE-CON	\$ 4,700,000	\$0	-	\$4,700,000	\$ 4,700,000	2022	2023		Adds new or expands access to the principal arterial system (e.g., new interchanges or interchange modifications that add capacity)	Will open after 2021 and by year 2050	
33	NVTA	SR-29 Corridor Phase 1	Operational and multimodal improvements on SR 29 from Napa Junction to American Canyon Blvd. Including signal technology upgrades and intersection reconfiguration.	SR-29	-	-				\$0	-	\$21,492,941	\$ 21,492,941						
							Auto/Bike/Bus	PE-CON	\$ 21,492,941					2025	2027		Expands transit fleets or service levels (e.g., increased frequency, hours of operation)	Supports the region's sustainable communities strategy (SCS)	
34	NVTA	SR-29 Corridor Phase 2	6-Lane Rural Highway from SR 37 to Airport Boulevard including widening the bridge over the railroad and grade seperated pedestrian crossings.	SR-29	-	-				\$0	-	\$69,211,694	\$ 56,861,954				Expands or extends a roadway to become part of the principal arterial system (length must be greater than ¼ mile)	Will seek federal, state or regional funding	
							Auto	PE-CON	\$ 69,211,694					2030	2035				
35	American Canyon	Newelll Drive Extension	Newell Drive extension from Donaldson Way to South Napa Junction, Newell Drive Overcrossing structure, new 2-lane arterial from south Napa Junction Rd to South Kelly Road	Newell Drive						\$0	-	\$41,791,830	\$ 21,791,830						
							Auto/Bike/Bus	PE-CON	\$ 41,791,830					2025	2028		Expands or extends a roadway to become part of the principal arterial system (length must be greater than ¼ mile)	Will seek federal, state or regional funding	
36	American Canyon	Paoli Loop Widening	Widen Paoli Loop Rd from Green Island to Newell Extension	Paoli Loop Road			Auto/Bike/Bus	PE-CON	\$ 10,134,161	\$0	-	\$10,134,161	\$ 10,134,161	2027	2029		Adds new or expands access to the principal arterial system (e.g., new interchanges or interchange modifications that add capacity)	Will open after 2021 and by year 2050	
37	American Canyon	Eucalyptus Drive Extension	Eucalyptus Drive Extension	Eucalyptus Drive			Auto/Bike/Bus	PE-CON	\$ 4,637,096	\$0	-	\$4,637,096	\$ 4,637,096	2025	2026		Expands or extends a roadway to become part of the principal arterial system (length must be greater than ¼ mile)	Will seek federal, state or regional funding	
38	American Canyon	West Connector	New arterial on the west side of SR 29 connecting Eucalyptus Drive to Green Island Road industrial area	Eucalyptus Drive to Green Island Road Industrian area	Eucalyptus Drive	Green Island Rd	Auto/Bike/Bus	PE-CON	\$ 18,000,000	\$0		\$18,000,000	\$ 10,000,000	2025	2027		Expands or extends the principal arterial system (length must be greater than ¼ mile)	Will seek federal, state or regional funding	
39	City of American Canyon	Eucalyptus Widening	Theresa to Wetlands Edge	Eucalyptus Drive			Auto/Bike/Bus	PE-CON	\$ 7,828,639	\$0	-	\$7,828,639	\$ 7,828,639	2028	2029		Expands or extends a roadway to become part of the principal arterial system (length must be greater than ¼ mile)	Will seek federal, state or regional funding	
40	City of Calistoga	SR-29 Bypass	Calistoga SR-29 Bypass Dunaweal Ln/Tubbs Ln	Dunaweal	SR-29	Silverado Trail	Auto/Bike/Bus	PE-CON	\$ 10,751,331	\$0	-	\$10,751,331	\$ 5,751,331	2030	2032		Expands or extends a roadway to become part of the principal arterial system (length must be greater than ¼ mile)	Will seek federal, state or regional funding	
41	NVTA	Madison Street Interchange	Improvements to SR-29/Madison Street Intersection	SR-29	-	-	Auto/Bike/Bus	PE-CON	\$ 8,063,498	\$0	-	\$8,063,498	\$ 8,063,498	2030	2032		Adds new or expands access to the principal arterial system (e.g., new interchanges or interchange modifications that add capacity)	Will seek federal, state or regional funding	
42	St Helena	Oak Avenue Extension	Extend Oak Avenue approximately 2,000 feet from Mitchell Drive to Grayson	Oak Avenue	Oak Avenue at Mitchell	Grayson Avenue	Auto	PE-CON	\$ 3,500,000	\$0	-	\$3,500,000	\$ 3,500,000	2025	2030	No	Expands or extends the principal arterial system (length must be greater than ¼ mile)		
Regional Projects of Interest to Napa County																			
Freeways & Interchanges: SR-37 Widening + Resilience Project																			
Commuter Rail Project: SMART to Solano																			
									TOTAL	\$ 782,455,001			\$773,455,001	\$ 615,000,000					
									TARGET	\$ 615,000,000			\$615,000,000	\$ 615,000,000					
									OVER	\$ (167,455,001)			-\$158,455,001	\$ 0					

## GUIDANCE



# Request for Regionally-Significant Projects

The Metropolitan Transportation Commission (MTC) requests the assistance of each of the nine Bay Area county transportation agencies (CTAs) and multi-county project sponsors (e.g., Caltrans, BART, Caltrain) to submit locally-identified, regionally-significant project proposals for consideration into Plan Bay Area 2050, the Bay Area's Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS).

## Overview

CTAs and multi-county project sponsors were fundamental to the development of previous iterations of Plan Bay Area by reflecting local visions and priorities for consideration into the RTP/SCS, and they will be fundamental to the development of Plan Bay Area 2050. MTC expects CTAs and multi-county project sponsors to coordinate and lead the [Request for Regionally-Significant Projects](#) for their respective county or system. This includes the review and update of project assumptions and the identification of new project proposals.

## Context

As the Bay Area's MPO, MTC is required by federal and state regulations to prepare a fiscally-constrained, long-range transportation plan ("Plan" or "Plan Bay Area 2050"). The Plan is prepared in accordance with the California Transportation Commission's RTP guidelines. Among many things, the Plan identifies needs, sets priorities, and includes a fiscally constrained list of short-, medium-, and long-range projects and programs.

MTC characterizes Plan projects into two investment categories, 1) group listings of exempt projects (i.e., programmatic categories) and 2) non-exempt, capacity-increasing projects (i.e., regionally-significant projects). Generally, regionally-significant projects are those that add capacity to the region's network of free-ways, expressways, and highways or to the region's network of fixed guideway transit facilities (e.g., rail, ferry, BRT).

In order to meet federal and state air-quality planning requirements, MTC gathers locally-identified, regionally-significant project proposals for consideration into the adopted Plan. Regionally-significant projects represent a small share of the Bay Area's regional investment strategy; however, their submittal is vital for the development of the Plan and its technical analyses.

The submitted projects are subject to several technical analyses. MTC will assess the costliest projects to estimate their societal benefits to inform project prioritization and the development of Plan Bay Area 2050's investment strategy. Prior to the Plan's adoption, MTC will collectively assess the prioritized projects to estimate their potential environmental impacts.

## Plan Bay Area 2050 Development Process

This [Request for Regionally-Significant Projects](#) is the third step of a multi-step effort to identify regionally-significant project proposals for consideration into Plan Bay Area 2050, see [Figure 1](#).

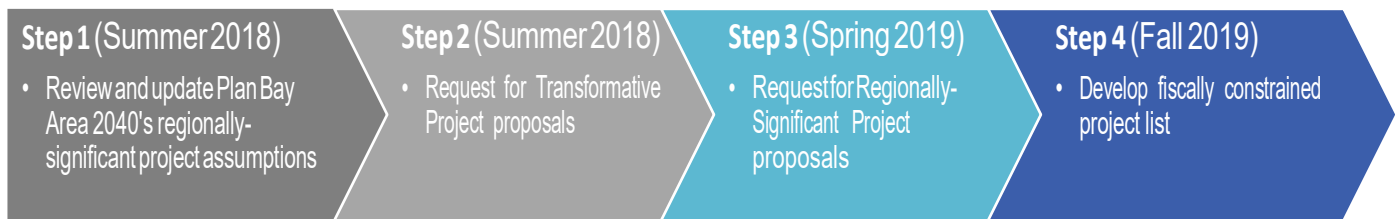


Figure 1. Plan Bay Area 2050 Development Process

Steps 1 and 2 occurred in Summer 2018. During Step 1, CTAs and multi-county project sponsors were asked to update project assumptions (e.g., scope, cost, schedule) of the costliest regionally-significant projects included in Plan Bay Area 2040 (2017). In Step 2, the region was challenged to submit project proposals that could ‘transform’ the region through an open Request for Transformative Projects. The open request focused on regionally-significant projects that were estimated to cost more than \$1 billion and were not submitted for consideration in Plan Bay Area 2040.

This **Request for Regionally-Significant Projects** is Step 3 in the process.

Step 4 is anticipated to begin in Fall of 2019 to inform the development of Plan Bay Area 2050’s fiscally constrained investment strategy. Steps 1-3 will inform Step 4, as will the results from Plan Bay Area 2050’s project performance assessment, needs assessments, and forecast of reasonably expected transportation revenues. This final step will ask each CTA and multi-county project sponsor to identify a fiscally constrained list of both regionally-significant projects and programmatic category investments.

Simultaneously, MTC will prepare **Needs Assessments** for Plan Bay Area 2050 to estimate the revenues and needs to operate and maintain the region’s existing network of streets, bridges, and highways, and the region’s transit systems.

The needs estimates will be complete in Fall 2019. For assessments related to transportation, staff will coordinate with county transportation agencies (CTAs), transit agencies, and local jurisdictions as needed.

## Relation to Countywide Transportation Plans

The region’s countywide transportation plans represent robust local transportation planning efforts in the Bay Area. The plans, while voluntary, establish a county’s long-range transportation vision, goals and priorities. Countywide transportation plans have an inter-dependent relationship with the RTP/SCS and provide a primary basis for projects considered into the adopted Plan. To facilitate this inter-dependent relationship, MTC prepares guidelines for counties who choose to prepare a countywide transportation plan, see **Figure 2**, below. Among many things, MTC’s guidelines encourage proactive coordination and outreach while developing the countywide transportation plans.

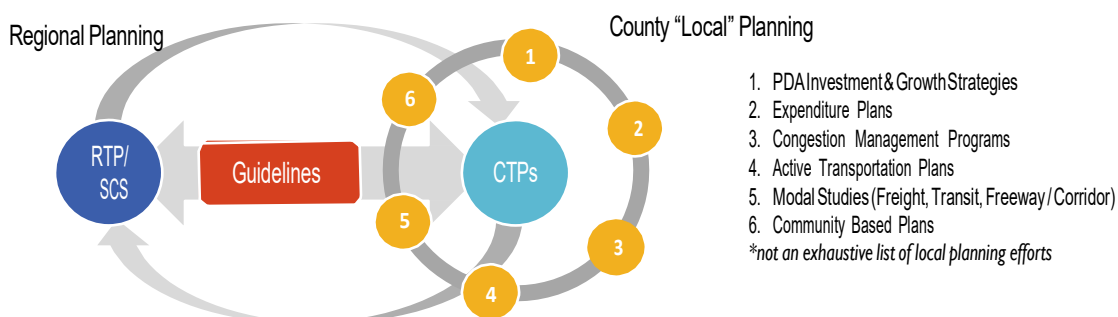


Figure 2. Regional and County Planning Inter-dependency



## Guidance

### Definitions

- **Exempt project** means a transportation project exempt from regional transportation-air quality conformity requirements (CFR 40 §93.126-128) and/or projects with categorical exclusions or documented categorical exclusions from NEPA approvals by the FHWA or FTA (CFR 23 §771.117-8).
- **Principal Arterial System** includes Interstates, Other Freeway or Expressways, and Other Principal Arterials. See Caltrans' [web map](#)<sup>1</sup> for a map of the regional network.
- **Fixed Guideway** includes any public transportation facility which utilizes and occupies a designated right-of-way or rails including rapid rail, light rail, commuter rail, bus rapid transit, busways, automated guideway transit, people movers, and ferries.

**Regionally-significant project** means a transportation project (other than an exempt project) that is adding capacity to a facility which serves regional transportation needs including at a minimum the principal arterial system and all fixed guideway transit facilities.

In the context of Plan Bay Area 2050, a project proposal will be deemed regionally-significant if it meets any of the following:

- Expands or extends the principal arterial system (length must be greater than ¼ mile)
  - Expands or extends a roadway to become part of the principal arterial system (length must be greater than ¼ mile)
  - Reduces the number of lanes (e.g., road diet) of the principal arterial system (length must be greater than ¼ mile)
  - Adds new or expands access to the principal arterial system (e.g., new interchanges or interchange modifications that add capacity)
  - Extends or expands the fixed guideway transit infrastructure
  - Adds new or expands transit stations or terminals, including parking facilities
  - Expands transit fleets or service levels (e.g., increased frequency, hours of operation)
  - Alters the cost for users of the transportation system (e.g., cordon pricing, tolling, transit fares).
  - Total estimated cost (capital + operating and maintenance) is greater than \$250 million
- **Programmatic investment** means a collection of like transportation projects (other than regionally-significant projects) identified by a single listing in the Plan, often grouped by purpose and geography (e.g. pavement preservation, bicycle/pedestrian facilities, intersection improvements). Projects that increase capacity of the transportation system but fail to meet the regionally-significant criteria listed above will be considered programmatic investments (e.g., minor highway improvements, widening of local streets). See [Attachment B](#) for an inventory of programmatic category project types.

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<sup>1</sup> <https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=026e830c914c495797c969a3e5668538>

## 1. Project Lists

This [Request for Regionally-Significant Projects](#) builds upon the Bay Area's adopted Plan and Transportation Improvement Program, and Horizon's Request for Transformative Projects (Steps 1 and 2, of the [Plan Bay Area 2050 Development Process](#)). As such, MTC staff will provide each CTA and multi-county project sponsor a list of known regionally-significant projects in their respective county or on their respective system.

- CTAs and multi-county project sponsors should review and update the assumptions of known regionally-significant projects and identify new regionally-significant project proposals.
- CTAs and multi-county project sponsors are encouraged to submit regionally-significant projects derived from an adopted plan, corridor study, or project study report (e.g., RTP/SCS, countywide transportation plan, community-based transportation plans, regional bicycle plan, climate action plans) and which meet one or more of the general criteria listed below:
  - Will open for operation after 2021 and by year 2050;
  - Will seek federal, state, or regional funding;
  - Will require federal or state action (e.g., project-level conformity, NEPA, CEQA);
  - Supports Horizon's Guiding Principles (see [Attachment C](#)); or,
  - Supports the region's sustainable communities strategy (SCS).
- CTAs and multi-county project sponsors should develop and submit project cost estimates using a reasonable basis. Cost estimates should include both capital and operating and maintenance (O&M) costs through 2050. Cost estimates should be submitted in year-of-expenditure (YOE) dollars. If project cost estimates are in current dollars, a 3% annual inflation rate should be used to escalate project costs to YOE.

## 2. County Targets

As required by federal and state planning regulations, Plan Bay Area 2050 will be a fiscally constrained plan. This means the proposed transportation project costs cannot exceed the reasonably expected transportation revenues forecasted over the planning horizon. Plan Bay Area's forecast of reasonably expected transportation revenues will not be finalized until Fall 2019; however, county targets have been developed for the purpose of this [Request for Regionally-Significant Projects](#). This means that CTAs and multi-county sponsors will need to work with MTC following the release of the revenue forecast to fiscally constrain and remove projects from their list of regionally-significant project proposals.

- CTAs should submit regionally-significant projects with a collective total cost (capital + O&M) equal to or less than the county target of transportation revenues in Table 1.
  - CTAs should take the lead on submitting all localized regionally-significant projects (e.g., freeway interchanges, corridor improvements, transit stations, bus rapid transit corridors) regardless of whether the project has a multi-county sponsor (e.g., Caltrans, BART, Caltrain).
  - CTAs should account for the costs of the costliest regionally-significant projects included in PBA 2040 that are subject to Horizon/PBA 2050's project performance assessment. The list of projects is included in [Attachment D, Part A](#).



- CTAs do not need to account for the costs of regionally-significant projects identified during Horizon's Request for Transformative Projects within their county target. The list of projects is included in **Attachment D, Part B**.
- Multi-county project sponsors (e.g., Caltrans, ACE (SJRR), AC Transit, BART, Caltrain (PCJPB), Capitol Corridor (CCJPA), GGBHTD, SMART, WETA), should take the lead on coordinating the submittal of localized projects (e.g., freeway interchanges, corridor improvements, transit stations, bus rapid transit corridors) with the respective CTA and should coordinate the submittal of multi-county or systems projects with MTC.

Table 1. County Targets (in millions of Year-of-Expenditure \$)

Column A	Column B	Column C	Column D	Column E	Column F
County	PBA 2040 Regionally-Significant Project Costs	PBA 2040 Regionally-Significant Cost Share	D.O.F. 2018 Population Share	PBA 2050 Regionally-Significant Cost Share	PBA 2050 Regionally-Significant Project Cost Targets
Alameda	\$5,928	16%	21%	18%	\$10,524
Contra Costa	\$2,179	6%	15%	10%	\$5,844
Marin	\$277	1%	3%	2%	\$1,174
Napa	\$128	< 1%	2%	1%	\$615
San Francisco	\$10,382	27%	11%	19%	\$11,015
San Mateo	\$2,323	6%	10%	8%	\$4,578
Santa Clara	\$14,712	39%	25%	32%	\$18,191
Solano	\$1,076	3%	6%	4%	\$2,419
Sonoma	\$1,053	3%	7%	5%	\$2,641
Total	\$38,058	100%	100%	100%	\$57,000

notes:

1. The PBA 2050 county target for regionally-significant projects (non-exempt/capacity-increasing) of \$57 billion represents a 50% increase over the PBA 2040 county project costs of \$38 billion. The 50% increase represents an estimated "top of range" and allows for a longer-plan period (30 vs 24 years), a higher inflation rate (3% vs. 2.2%), and additional fund sources that were not included in PBA 2040. It is not expected that PBA 2050 will have 50% more revenue than PBA 2040.
2. To develop the county targets, staff calculated a hybrid from the cost shares of county-sponsored regionally-significant projects in PBA 2040 (Column C), and county population shares (column D) relative to the rest of the region. The hybrid shares weighted the cost share and population share equally. The resulting target shares are shown in Column E.

### 3. Coordination, Outreach, & Public Comment

Federal and state planning regulations require that the Plan be developed through an inclusive process. Project development and the progression from an idea to implementation or construction includes numerous robust coordination, outreach, and public comment opportunities. One such opportunity is the development of countywide transportation plans. MTC's countywide transportation plan guidelines encourage proactive coordination and public engagement efforts to provide opportunities for stakeholders and the public to weigh in on local projects and priorities.

- CTAs and multi-county project sponsors should work closely with local jurisdictions and transit agencies within their respective county, as well as with MTC, Caltrans, other stakeholders, and other

CTAs where appropriate, to review and update regionally-significant project assumptions and identify new project proposals. CTAs and multi-county project sponsors should communicate the significance of a project's inclusion into the Plan.

- CTAs and multi-county project sponsors should hold at least one public meeting to provide an opportunity for public comment on the list of regionally-significant projects that will be submitted for consideration into Plan Bay Area 2050. CTAs and multi-county project sponsors should be proactive in notifying stakeholders and the public – including traditionally underrepresented and/or disadvantaged communities – on the opportunity(s) for comment. The meeting(s) should:
  - Inform stakeholders and the public about the opportunity(s) for public comment on projects and when decisions are to be made;
  - Be held at times that are conducive to public participation to solicit public comment on the projects;
  - Be promoted to the public and noticed on the CTA's agency's website. CTA staff are encouraged to provide MTC with a link so the information can also be available on the website [PlanBayArea.org](http://PlanBayArea.org);
  - Include information on how to request language translation for individuals with limited English proficiency. If CTA agency protocol has not been established, please refer to MTC's Plan for Assisting Limited English Proficient Populations;
  - Provide accommodations for people with disabilities; and,
  - Be held in central locations that are accessible for people with disabilities and by public transit.
- CTAs and multi-county project sponsors may leverage current or past coordination and public engagement efforts that involved the identification and/or prioritization of regionally-significant projects. However, CTAs and multi-county project sponsors should still hold at least one public meeting to provide an opportunity for public comment on the list of regionally-significant projects that will be submitted to MTC for consideration into Plan Bay Area 2050.
- CTAs and multi-county project sponsors should conduct an outreach effort(s) in a manner consistent with Title VI of the Civil Rights Act of 1964 as described in [MTC's Public Participation Plan](#)<sup>2</sup> (MTC Resolution No. 4174, revised).
- CTAs and multi-county project sponsors should document their outreach effort(s). Documentation should describe how stakeholders and the public – including traditionally underrepresented and/or disadvantaged communities – were involved in the process for identifying regionally-significant projects for consideration into Plan Bay Area 2050. Documentation should include how the public meeting(s) was held in a manner consistent with Title VI of the Civil Rights Act of 1964.

#### 4. Submittal Process

- CTAs and multi-county project sponsors should submit to MTC:

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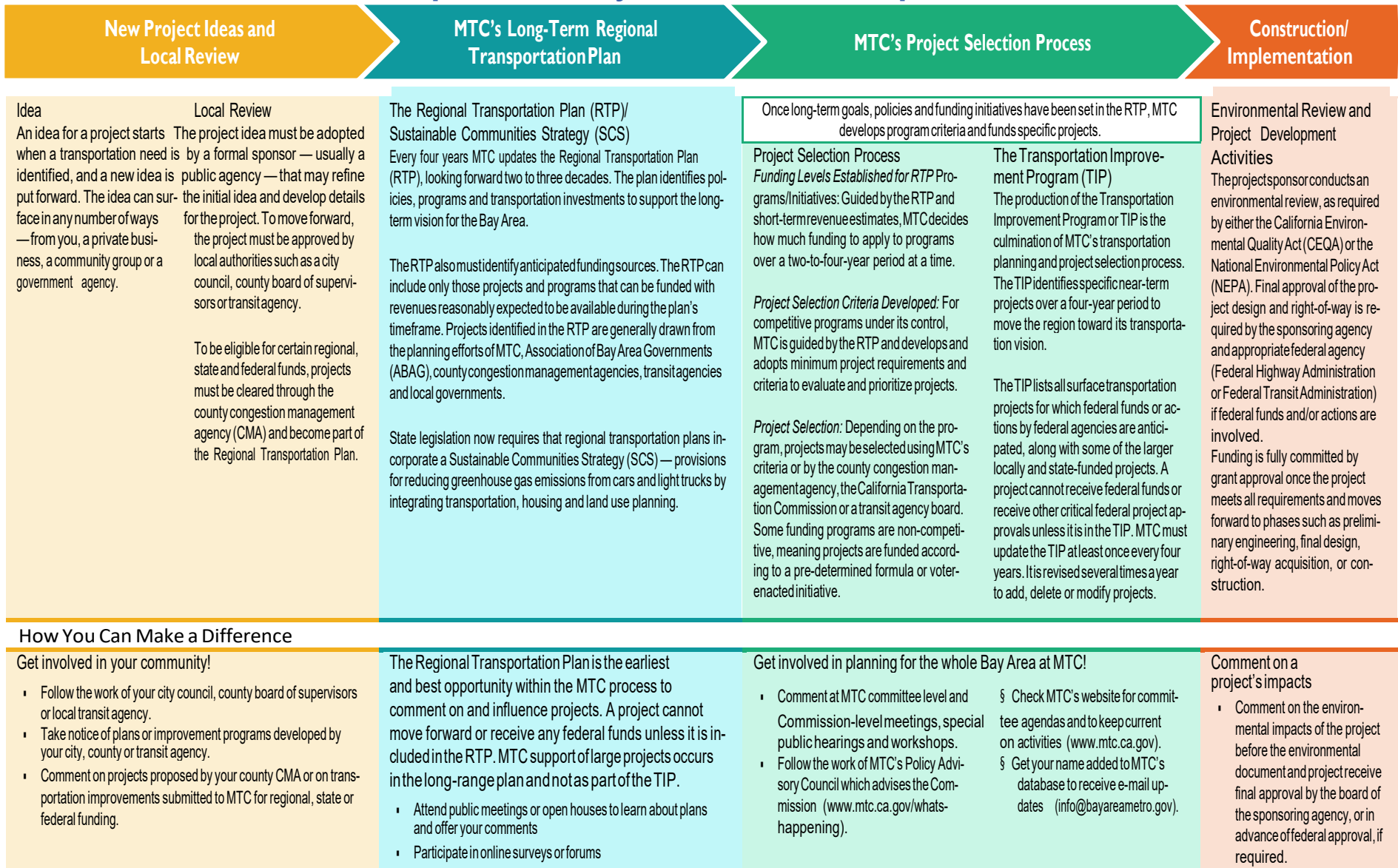
<sup>2</sup> [https://www.planbayarea.org/sites/default/files/pdfs\\_referenced/2018\\_ppp\\_appendix\\_a\\_final\\_june2018.pdf](https://www.planbayarea.org/sites/default/files/pdfs_referenced/2018_ppp_appendix_a_final_june2018.pdf)

- Completed list of regionally-significant project and their assumptions for consideration into Plan Bay Area 2050 prior to MTC's June 30, 2019, deadline.
- Board resolution authorizing the submittal of the list of regionally-significant projects for consideration into Plan Bay Area 2050 by July 31, 2019.
- Documentation that a public meeting was held allowing the public to comment on the list of regionally-significant projects and how the public meeting was conducted in compliance with Title VI of the Civil Rights Act of 1964 by July 31, 2019.
- Documentation of how stakeholders and the public – including traditionally underrepresented and/or disadvantaged communities – were involved in the process by July 31, 2019.

### Attachments

- **Attachment A-** Follow a Transportation Project From Idea to Implementation
- **Attachment B-** Draft Programmatic Categories
- **Attachment C-** Horizon's Guiding Principles
- **Attachment D-** Draft Project Performance Projects

## Attachment A – Follow a Transportation Project From Idea to Implementation<sup>3</sup>



<sup>3</sup> Source: A Guide to the San Francisco Bay Area's Transportation Improvement Program, or TIP — 2019 TIP Update — September 2018

## Attachment B – Draft Programmatic Categories

The proposed programmatic categories and example project types are listed below:

Category	Systems	Project Types
Minor Highway Improvements	<ul style="list-style-type: none"> <li>State Highway</li> </ul>	<ul style="list-style-type: none"> <li>minor highway extension or new lane (less than ¼ mile);</li> <li>interchange modification (no additional capacity)</li> </ul>
Minor Roadway Improvements	<ul style="list-style-type: none"> <li>Local Road</li> </ul>	<ul style="list-style-type: none"> <li>minor local road extension or new lane (less than ¼ mile)</li> </ul>
Minor Transit Improvements	<ul style="list-style-type: none"> <li>Public Transit</li> </ul>	<ul style="list-style-type: none"> <li>minor/routine expansions to fleet and service;</li> <li>purchase of ferry vessels (that can be accommodated by existing facilities or new CE facilities);</li> <li>construction of small passenger shelters and information kiosks;</li> <li>small-scale/CE bus terminals and transfer points;</li> <li>public transit-human services projects and programs (including many Lifeline Transportation Program projects);</li> <li>ADA compliance;</li> <li>noise mitigation;</li> <li>landscaping;</li> <li>associated transit improvements (including bike/pedestrian access improvements);</li> <li>alternative fuel vehicles and facilities</li> </ul>
Minor Freight Improvements	<ul style="list-style-type: none"> <li>Freight</li> </ul>	<ul style="list-style-type: none"> <li>construction of new, or improvements to existing, rest areas and truck weigh stations;</li> <li>improvements to existing freight terminals (not expansion)</li> </ul>
New Bicycle & Pedestrian Facilities	<ul style="list-style-type: none"> <li>Local Road</li> <li>State Highway</li> </ul>	<ul style="list-style-type: none"> <li>new and extended bike and pedestrian facilities</li> </ul>
Preservation/Rehabilitation	<ul style="list-style-type: none"> <li>Local Road</li> <li>State Highway</li> <li>Public Transit</li> <li>Tollway</li> <li>Freight</li> </ul>	<ul style="list-style-type: none"> <li>pavement resurfacing and/or rehabilitation;</li> <li>bike/pedestrian facilities rehabilitation;</li> <li>non-pavement rehabilitation;</li> <li>preventive maintenance;</li> <li>emergency repair;</li> <li>bridge rehabilitation, replacement or retrofit with no new capacity;</li> <li>transit vehicle rehabilitation or replacement;</li> <li>reconstruction or renovation of transit buildings and structures;</li> <li>rehabilitation or reconstruction of track structures, track, and trackbed in existing rights-of-way;</li> <li>construction of new bus or rail storage/maintenance facilities (in industrial locations with adequate transportation capacity);</li> <li>modernization or minor expansions of transit structures and facilities outside existing right-of-way, such as bridges, stations, or rail yards;</li> <li>purchase of office and shop and operating equipment for existing facilities;</li> <li>purchase of operating equipment for vehicles, such as farebox, lifts, radios;</li> <li>purchase of support vehicles;</li> <li>toll bridge rehabilitation, replacement, or retrofit with no new capacity;</li> <li>freight track and terminal rehabilitation</li> </ul>
Routine Operations & Maintenance	<ul style="list-style-type: none"> <li>Local Road</li> <li>State Highway</li> <li>Public Transit</li> <li>Tollway</li> </ul>	<ul style="list-style-type: none"> <li>routine patching and pothole repair;</li> <li>litter control, sweeping and cleaning;</li> <li>signal operations;</li> <li>communications;</li> <li>lighting;</li> <li>transit operations and fare collection;</li> <li>transit preventive maintenance;</li> <li>toll operations &amp; fare collection</li> </ul>
Management Systems	<ul style="list-style-type: none"> <li>Local Road</li> <li>State Highway</li> <li>Public Transit</li> <li>Tollway</li> </ul>	<ul style="list-style-type: none"> <li>incident management;</li> <li>signal coordination;</li> <li>ITS;</li> <li>TOS/CMS;</li> </ul>

		<ul style="list-style-type: none"> <li>• ramp metering;</li> <li>• transit management systems;</li> <li>• automatic passenger counters;</li> <li>• CAD-AVL;</li> <li>• fare media;</li> <li>• Transit Sustainability Project;</li> <li>• construction or renovation of power, signal, and communications systems;</li> <li>• toll management systems;</li> <li>• toll media</li> </ul>
Safety & Security	<ul style="list-style-type: none"> <li>• Local Road</li> <li>• State Highway</li> <li>• Public Transit</li> <li>• Freight</li> </ul>	<ul style="list-style-type: none"> <li>• railroad/highway crossings and warning devices;</li> <li>• hazardous location or feature;</li> <li>• shoulder improvements; sight distance;</li> <li>• Highway Safety Improvement Program implementation;</li> <li>• Safe Routes to Schools projects and programs;</li> <li>• traffic control devices other than signalization;</li> <li>• guardrails, median barriers, crash cushions; pavement marking;</li> <li>• fencing;</li> <li>• skid treatments;</li> <li>• lighting improvements;</li> <li>• widening narrow pavements with no added capacity;</li> <li>• changes in vertical and horizontal alignment;</li> <li>• transit safety and communications and surveillance systems;</li> <li>• rail sight distance and realignments for safety;</li> <li>• safety roadside rest areas;</li> <li>• truck climbing lanes outside urban area;</li> <li>• emergency truck pullovers</li> </ul>
Travel Demand Management	<ul style="list-style-type: none"> <li>• Local Road</li> <li>• State Highway</li> <li>• Other</li> </ul>	<ul style="list-style-type: none"> <li>• car and bike share;</li> <li>• alternative fuel vehicles and facilities;</li> <li>• parking programs;</li> <li>• carpool/vanpool, ridesharing activities;</li> <li>• information, marketing and outreach;</li> <li>• traveler information</li> </ul>
Intersection Improvements	<ul style="list-style-type: none"> <li>• Local Road</li> </ul>	<ul style="list-style-type: none"> <li>• intersection channelization;</li> <li>• intersection signalization at individual intersections</li> </ul>
Multimodal Streetscape Improvements	<ul style="list-style-type: none"> <li>• Local Road</li> </ul>	<ul style="list-style-type: none"> <li>• minor bicycle and/or pedestrian facility gap closure;</li> <li>• ADA compliance;</li> <li>• landscaping;</li> <li>• lighting;</li> <li>• streetscape improvements;</li> <li>• minor road diet (less than ¼ mile)</li> </ul>
Land Use	<ul style="list-style-type: none"> <li>• Other</li> </ul>	<ul style="list-style-type: none"> <li>• land conservation projects;</li> <li>• TOD housing projects</li> </ul>
Planning	<ul style="list-style-type: none"> <li>• Other</li> </ul>	<ul style="list-style-type: none"> <li>• planning and research that does not lead directly to construction</li> </ul>
Emission Reduction Technologies	<ul style="list-style-type: none"> <li>• Other</li> </ul>	

## Attachment C - Horizon's Guiding Principles

MTC received over 10,000 unique comments from residents across the Bay Area in 2018 when we asked, "What are the most pressing issues we should consider as we plan for life in 2050?" This feedback helped MTC refine the five Guiding Principles, below, that underlie the Horizon initiative:

- **Affordable:** All Bay Area residents and workers have sufficient housing options they can afford—households are economically secure.
- **Connected:** An expanded, well-functioning transportation system connects the Bay Area—fast, frequent and efficient intercity trips are complemented by a suite of local transportation options, connecting communities and creating a cohesive region.
- **Diverse:** Bay Area residents support an inclusive region where people from all backgrounds, abilities and ages can remain in place—with access to the region's assets and resources.
- **Healthy:** The region's natural resources, open space, clean water and clean air are conserved—the region actively reduces its environmental footprint and protects residents from environmental impacts.
- **Vibrant:** The Bay Area is an innovation leader, creating quality job opportunities for all and ample fiscal resources for communities.

## Attachment D – Project Performance Projects

### Part A. Uncommitted Major Projects from Plan Bay Area 2040 (>\$250 million)

Type	#	Project Name
Local & Express Bus	1	AC Transit Local Service Frequency Increase
	2	Sonoma Countywide Service Frequency Increase
	3	MuniForward+ ServiceFrequency Increase
Bus Rapid Transit (BRT)	4	San Pablo BRT
	5	Geary BRT (Phase 2)
	6	El Camino Real BRT
BART	7	BART Core Capacity
	8	BART DMU to Brentwood
	9	BART to Silicon Valley (Phase 2)
Commuter Rail	10	Caltrain Downtown Extension
	11	Caltrain Full Electrification and Blended System <sup>1</sup>
	12	SMART to Cloverdale
Light Rail (LRT)	13	Downtown San Jose LRT Subway
	14	San Jose Airport People Mover
	15	Vasona LRT (Phase 2)
	16	Eastridge LRT
Ferry	17	WETA Service Frequency Increase
	18	WETA Ferry Network Expansion (Berkeley, Alameda Point, Redwood City, Mission Bay)
Pricing	19	Regional Express Lanes (MTC + VTA + ACTC + US-101)
	20	SR-152 Realignment and Tolling
	21	Downtown San Francisco Congestion Pricing
	22	Treasure Island Congestion Pricing
Freeways & Interchanges	23	I-680/SR-4 Interchange + Widening (Phases 3-5)
	24	SR-4 Operational Improvements
	25	SR-4 Widening (Brentwood to Discovery Bay)
	26	SR-239 Widening
	27	I-80/I-680/SR-12 Interchange + Widening (Phases 2B-7)
Other	28	Bay Bridge West Span Bike Path
	29	Bay Area Forward (Phase 1)
	30	Better Market Street

<sup>1</sup> High-Speed Rail service will be evaluated as part of the blended system only in one of the three Futures, and substituted with increased Caltrain service in the other two Futures



## Part B-1. Transformative Projects from Public Agencies (>\$1 billion)

Type	#	Project Name	
Local, Express Bus & BRT	31	AC Transit Transbay Service Frequency Increase	
	32	AC Transit Rapid Network	
	33	Alameda County BRT Network + Connected Vehicle Corridors <sup>2</sup>	*
BART	34	BART on I-680	*
	35	BART to Cupertino	*
	36	BART to Gilroy	
	37	BART Gap Closure (Millbrae to Silicon Valley)	*
Commuter Rail	38	Caltrain Full Electrification and Enhanced Blended System <sup>1</sup>	
	39	Caltrain Grade Separation Program	
	40	SMART to Solano	
	41	Dumbarton Rail (Redwood City to Union City)	*
	42	ACE Rail Network and Service Expansion (including Dumbarton Rail)	
	43	Valley Link (Dublin to San Joaquin Valley)	
	44	Megaregional Rail Network + Resilience Project <sup>2</sup>	*
Light Rail (LRT)	45	Muni Metro Southwest Subway	*
	46	Muni Metro to South San Francisco	*
	47	Fremont-Newark LRT	
	48	SR-85 LRT	
	49	VTA North San Jose LRT Subway	
	50	VTA LRT Systemwide Grade Separation	
	51	VTA LRT Systemwide Grade Separation and Full Automation	
	52	VTA LRT Systemwide Grade Separation and Network Expansion <sup>2</sup>	*
Freeway Capacity Expansion / Optimization	53	SR-37 Widening + Resilience + Express Bus Project <sup>2</sup>	*
	54	SR-12 Widening	
	55	I-80 Busway + BART to Hercules <sup>2</sup>	
	56	I-680 Corridor Improvements (BRT, Express Bus Shared AVs, Gondolas) <sup>2</sup>	*
	57	I-580/I-680 Corridor Enhancements + Express Bus on I-680 <sup>2</sup>	*
	58	San Francisco Freeway GP-to-HOT Lane Conversions	*
Bridges & Tunnels	59	Richmond-San Rafael Bridge Replacement	
	60	Webster/Posey Tube Replacements	
	61	SR-87 Tunnel	
Other	62	Oakland/Alameda Gondola Network	
	63	Contra Costa Autonomous Shuttle Program	*
	64	Mountain View Autonomous Vehicle Network	*
	65	Cupertino-Mountain View-San Jose Elevated Maglev Rail Loop	*

\* Submitted by member of public/NGO as well (either partially or fully)

<sup>2</sup> Individual components of network proposals may be required to undergo further project-level analysis for inclusion in the Plan

### Part B-2. Transformative Projects from Individual/NGOs (>\$1 billion)

Type	#	Project Name
Jury Selected  Individual components of network proposals may be required to undergo further project-level analysis for consideration in Plan Bay Area 2050.	66	Optimized Express Lane Network + Regional Express Bus Network
	67	Bus Rapid Transit (BRT) on All Bridges
	68	SMART to Richmond via New Richmond-San Rafael Bridge
	69	I-80 Corridor Overhaul
	70	Regional Bicycle Superhighway Network **
	71	Bay Trail Completion **

\*\* While recognized by the jury as transformative transportation investments, this project may not go through benefit-cost analysis/project performance as it is considered non-capacity-increasing under federal guidelines.

### Part B-3. Transformative Operational Strategies

Type	#	Project Name
Jury Selected	72	Integrated Transit Fare System
	73	Free Transit
	74	Higher-Occupancy HOV Lanes
	75	Demand-Based Tolls on All Highways
	76	Reversible Lanes on Congested Bridges and Freeways
	77	Freight Delivery Timing Regulation

### Part B-4. Transformative Transbay Crossing Projects

Type	#	Project Name
Crossings	78	Bay Crossing Concept #1
	79	Bay Crossing Concept #2
	80	Bay Crossing Concept #3
	81	Bay Crossing Concept #4
	82	Bay Crossing Concept #5
	83	Bay Crossing Concept #6

### Part B-5. Transformative Resilience Projects

Type	#	Project Name
Earthquakes	84	BART Caldecott Tunnel Resilience Project
Sea Level Rise	85	I-580/US-101 Marin Resilience Project
	86	US-101 Peninsula Resilience Project
	87	SR-237 Resilience Project
	88	Dumbarton Bridge Resilience Project
	89	I-880 Resilience Project
	90	VTA LRT Resilience Project



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## NAPA VALLEY TRANSPORTATION AUTHORITY Board Agenda Letter

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**TO:** Board of Directors  
**FROM:** Kate Miller, Executive Director  
**REPORT BY:** Kate Miller, Executive Director  
(707) 259-8634 / Email: [kmiller@nvta.ca.gov](mailto:kmiller@nvta.ca.gov)  
**SUBJECT:** State Legislative Update and State Bill Matrix

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### **RECOMMENDATION**

That the Napa Valley Transportation Authority (NVRTA) Board receive the State Legislative update (Attachment 1) and the State Bill Matrix (Attachment 2) prepared by Platinum Advisors.

### **COMMITTEE RECOMMENDATION**

None

### **EXECUTIVE SUMMARY**

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



June 6, 2019

TO: Kate Miller, Executive Director  
Napa Valley Transportation Authority

FR: Steve Wallaach  
Platinum Advisors

**RE: Legislative Update**

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

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

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

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

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

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

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

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

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

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

*"Housing and transportation are inextricably linked."*

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

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

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

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

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

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

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

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

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

## 2019-20 Cap and Trade Expenditure Plan

(Dollars in Millions)

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

Source: May Revision 2019-20 Summary

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

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

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

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

### **Legislation:**

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

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



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

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



June 3, 2019

## Existing Positions

Bills	Subject	Status	Client - Position
<b><u>AB 11</u></b> <b><u>(Chiu D)</u></b> Community Redevelopment Law of 2019.	<p>AB 11 would enact the Community Redevelopment Act of 2019 and allow local governments to form a housing and infrastructure agency that would focus on affordable housing and infrastructure investments. The bill requires a seat on the governing board for each affected taxing entity, and it allows an affected taxing entity to elect to contribute to the regional development agency (RDA) or not. In addition, the bill also allows an RDA to capture the growth on the schools' share (i.e. Educational Revenue Augmentation Fund [ERAF]) of the property tax growth.</p> <p>AB 11 does require any new RDA to be approved by the Strategic Growth Council, which must find that the redevelopment plan furthers greenhouse gas (GHG) reduction goals and the fiscal impact to the state for backfilling the lost ERAF growth does not exceed a yet to be specified amount. The new RDA could finance housing, transit, transit priority projects, interchanges, bridges, parks and port infrastructure, to name a few. The projects do need to be located within the redevelopment area, but must have a nexus to the project area.</p>	ASSEMBLY APPR – Held on Suspense  Two-Year Bill	WATCH
<b><u>AB 147</u></b> <b><u>(Burke D)</u></b> 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</p>	Signed Into Law  Chapter #5, Statutes of 2019	SUPPORT

<p><b><u>AB 147</u></b>  <b>(Burke D)</b>  <b>(Cont.)</b></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 sales items through “marketplace facilitator,” such as eBay, the marketplace facilitator is required to collect and remit the tax on all sales regardless of the threshold. The local sales tax revenue would be allocated to the local tax districts.</p>		
<p><b><u>AB 252</u></b>  <b>(Daly D)</b>  Department of Transportation:  environmental review process:  federal program.</p>	<p>AB 252 would repeal the sunset date on current law that delegates to Caltrans the authority for National Environmental Policy Act (NEPA) decision making. The existing NEPA Assignment Program authority would sunset on January 1, 2020. This program started as part of a pilot program under federal Safe, Accountable, Flexible, and Efficient Transportation Equity Act-A Legacy for Users (SAFETEA-LU) legislation and has been extended twice so far. AB 252 would make it a permanent program. The NEPA Assignment Program has streamlined the environmental process for both state and local transportation projects without compromising compliance with environmental laws and regulations.</p>	<p>SENATE TRANSP.</p>	<p>SUPPORT</p>
<p><b><u>AB 285</u></b>  <b>(Friedman D)</b>  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"> <li>• An overview of all sustainable communities and an assessment of how implementation of these strategies will influence the configuration of the statewide integrated multimodal transportation system.</li> </ul>	<p>SENATE TRANSP.</p>	<p>WATCH</p>

<p><b><u>AB 285</u></b>  <b>(Friedman D)</b>  <b>(Cont.)</b></p>	<ul style="list-style-type: none"> <li>• 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.</li> <li>• 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.</li> </ul>		
<p><b><u>AB 314</u></b>  <b>(Bonta D)</b>  Public employment:  labor relations:  release time.</p>	<p>This bill would establish uniform and minimum requirements for the exercise of statutory release time rights relating to public sector labor relations that apply to public employers and their employees subject to the collective bargaining statutes of the state.</p> <p>Existing law on release time does not cover public transit employees, but AB 314 would expand these release time provisions to include public transit employees. The bill would require a public employer to grant reasonable time off for employee representatives to testify at hearings before the personnel boards, participate in labor/management committees, investigate grievances, or participate at new employee orientations.</p>	<p>SENATE RULES</p>	<p>WATCH</p>
<p><b><u>AB 659</u></b>  <b>(Mullin D)</b>  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>	<p>WATCH</p>

<p><b><u>AB 752</u></b>  <b>(Gabriel D)</b>  Public transit:  transit centers:  lactation  rooms.</p>	<p>AB 752 was substantially amended to clarify its application to multimodal transit facilities. As amended the bill would require multimodal transit stations, as specified, that commence operations or a renovation on or after January 1, 2021, to include a lactation room.</p> <p>The recent amendments define a multimodal transit station to be a rail station that supports the operation of intercity rail operations and serves as a transfer point for bus, light rail, or commuter rail service. In addition, the bill limits this requirement to rail station that have an enclosed lobby with a minimum square footage of 4,000 square feet.</p>	SENATE RULES	WATCH
<p><b><u>AB 784</u></b>  <b>(Mullin D)</b>  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 Assembly Appropriations Committee. This bill would exempt medium and heavy duty zero emission transit vehicles from the state's sales tax. Locally imposed sales taxes would still apply, as well as specified statewide taxes.</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 RULES	SUPPORT
<p><b><u>AB 847</u></b>  <b>(Grayson D)</b>  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 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

<p><b><u>AB 1350</u></b>  <b>(Gonzalez D)</b>  Youth Transit Pass Pilot Program.</p>	<p>AB 1350 would create the Youth Transit Pass Pilot Program. This bill is similar to prior efforts to create a funding program to provide free transit passes to persons under 25 years old. AB 1350 does not include an appropriation, but points to a future appropriation of greenhouse gas reduction funds.</p> <p>The bill directs Caltrans to create the program that would allocate grants to eligible entities. The grants would be capped at \$5 million and be no smaller than \$20,000.</p> <p>This bill might be a little premature. UCLA is currently undertaking a study to examine and summarize the various types of student transit pass programs in California. As you may recall, former Governor Brown vetoed a similar bill because of the need for additional information on existing programs. The UCLA study is not expected to be completed until the end of this year.</p>	<p>ASSEMBLY TRANS.  – Two-Year Bill</p>	<p>WATCH</p>
<p><b><u>AB 1402</u></b>  <b>(Petrie-Norris D)</b>  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 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><b><u>AB 1568</u></b>  <b>(McCarty D)</b>  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>

<b><u>AB 1568</u></b> <b>(McCarty D)</b> <b>(Cont.)</b>	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.		
<b><u>AB 1633</u></b> <b>(Grayson D)</b> Regional transportation plans: traffic signal optimization plans.	Assemblyman Grayson has renewed his effort from last year to require Caltrans to coordinate with any city that implements a traffic signal optimization plan.  Specifically, AB 1633 would authorize any city within the MTC region to develop and implement a traffic signal optimization plan intended to reduce greenhouse gas (GHG) emissions and particulate emissions and to reduce travel times. The bill would also require signals that are operated by Caltrans to be adjusted and operated consistent with a city's plan.	SENATE TRANSP.	WATCH
<b><u>ACA 1</u></b> <b>(Aguiar-Curry D)</b> 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
<b><u>SB 5</u></b> <b>(Beall D)</b> Local-State Sustainable Investment Incentive Program.	SB 5 would allow an Enhanced Infrastructure Finance District (EIFD) authority to divert a portion of the ERAF property tax share to the IFD – not just the incremental growth, but the base share of ERAF. SB 5 would require any IFD that wants to capture the ERAF share to apply to the Sustainable Investment Incentive Committee, which SB 5 creates. The bill would limit the amount of ERAF tax revenue the Committee can approve to \$200 million each year, with the annual impact not to exceed \$1 billion. These limits are increased in future years.	ASSEMBLY DESK	WATCH

<b><u>SB 5</u></b> <b>(Beall D)</b> <b>(Cont.)</b>	SB 5 generally promotes the construction of housing and infill development near transit.		
<b><u>SB 20</u></b> <b>(Dodd D)</b> 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
<b><u>SB 50</u></b> <b>(Wiener D)</b> 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
<b><u>SB 127</u></b> <b>(Wiener D)</b> 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 DESK	WATCH
<b><u>SB 137</u></b> <b>(Dodd D)</b> 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 the California State Association of Counties (CSAC), and it is aimed at streamlining project delivery by removing the federal review process associated with using federal funds.	ASSEMBLY DESK	SUPPORT



<p><b><u>SB 152</u></b>  <b>(Beall D)</b>  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"> <li>• 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%.</li> <li>• Shift greater administrative control for the regional share to the MPOs.</li> <li>• Increase reporting requirements from the MPOs to the CTC.</li> </ul>	<p>SENATE APPR –  Held on Suspense</p> <p>Two-Year Bill</p>	<p>SUPPORT</p>
<p><b><u>SB 235</u></b>  <b>(Dodd D)</b>  Planning and zoning: housing production report: regional housing need allocation</p>	<p>SB 235 was unanimously approved by the Senate.</p> <p>This bill allows the City of Napa and County of Napa to reach an agreement under which the county would be allowed to count certain housing units built within the city toward the county's regional housing needs assessment (RHNA) requirement. The Napa Pipe project is the genesis for this bill.</p>	<p>ASSEMBLY H. &amp; C.D.</p>	<p>SUPPORT</p>
<p><b><u>SB 277</u></b>  <b>(Beall D)</b>  Road Maintenance and Rehabilitation Program: guidelines.</p>	<p>SB 277 was gutted and amended to revise the process for updating the guidelines for the SB 1 funded Local Partnership Program (LPP).</p> <p>Pursuant to SB 277, the CTC shall biennially update the LPP guidelines by January 1st of each even numbered year. The CTC must release a draft of the proposed update at least six months before January 1st, provide a 90-day comment period, and hold at least two public hearings.</p>	<p>ASSEMBLY TRANSP.</p>	<p>WATCH</p>

<p><b><u>SB 336</u></b>  <b>(<u>Dodd D</u>)</b>  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>SB 336 was amended to sunset this requirement on January 1, 2026, and require any transit operator that uses an autonomous vehicle to submit a report to the legislature by March 31, 2025, on the results of that deployment.</p>	<p>ASSEMBLY  TRANSP.</p>	<p>SUPPORT</p>
<p><b><u>SB 397</u></b>  <b>(<u>Glazer D</u>)</b>  Public transit  operators:  passengers  with pets:  evacuation  orders.</p>	<p>SB 397 would require a public transit operator when moving people from an evacuation area to allow passengers to board with their pets. The bill also requires transit operators to develop best practices for allowing pets on public transit vehicles serving evacuation areas. The bill limits pets to cats or dogs.</p> <p>SB 397 may be amended to direct the Office of Emergency Services to develop the guidelines and best practices for this bill.</p>	<p>ASSEMBLY TRANSP</p>	<p>SUPPORT</p>



## **NAPA VALLEY TRANSPORTATION AUTHORITY Board Agenda Letter**

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**TO:** NVTA Board of Directors

**FROM:** Karrie Sanderlin, Program Manager – Administration & Human Resources

**REPORT BY:** Karrie Sanderlin, Program Manager – Administration & Human Resources  
(707) 259-8633 / Email: [ksanderlin@nvta.ca.gov](mailto:ksanderlin@nvta.ca.gov)

**SUBJECT:** Amendment 5 to the Napa Valley Transportation Authority (NVTA) Agreement No. NVTA 12-08 for the Position of the Executive Director

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### **RECOMMENDATION**

That the Napa Valley Transportation Authority (NVTA) Board approve Amendment 5 to the NVTA Agreement No. NVTA 12-08 (Attachment 1) amending certain sections of the Executive Director contract.

### **COMMITTEE RECOMMENDATION**

None

### **EXECUTIVE SUMMARY**

In June 2012, the Napa Valley Transportation Authority (Employer) executed the above-referenced Agreement with Catherine (Kate) Miller (Employee) outlining the terms and conditions of Employee's employment with NVTA. The parties desire to amend the agreement to update certain compensation sections including salary, and period of performance review.

### **PROCEDURAL REQUIREMENTS**

1. Staff Report
2. Public Comment
3. Motion, Second, Discussion and Vote

**FINANCIAL IMPACT**

Is there a Fiscal Impact?      Yes. An additional increase in salaries effective January 1, 2019.

Is it Budgeted?      Yes, under the Administrative budget.

**CEQA REQUIREMENTS**

**ENVIRONMENTAL DETERMINATION:** The proposed action is not a project as defined by 14 California Code of Regulations 15378 (California Environmental Quality Act (CEQA) Guidelines) and therefore CEQA is not applicable.

**BACKGROUND AND DISCUSSION**

In June 2012, the Napa Valley Transportation Authority (Employer) executed the above-referenced Agreement (Attachment 1) with Catherine (Kate) Miller (Employee) outlining the terms and conditions of Employee's employment with NVT A. In April 2014, the Napa Valley Transportation Authority approved Amendment 1 to the Agreement. In July 2015, the Napa Valley Transportation Authority approved Amendment 2 to the Agreement. In June 2016, the Napa Valley Transportation Authority approved Amendment 3 to the Agreement providing, among other things, eligibility for a pay increase effective January 1, 2017 in the discretion of the Employer. In November 2017, the Napa Valley Transportation Authority approved Amendment 4 to the Agreement.

The parties now desire to amend the agreement to update certain compensation sections including salary, and period of performance review.

**SUPPORTING DOCUMENTS**

Attachment: (1) Draft Amendment 5 to Napa Valley Transportation Authority (NVT A)  
Agreement No. NVT A 12-08

**AMENDMENT NO. 5 TO  
NAPA VALLEY TRANSPORTATION AUTHORITY (NVT A)  
AGREEMENT NO. NVT A 12- 08**

This amendment Number 5 to Agreement No. NCTPA (now NVT A) 12-08 (Agreement) is made and entered into by Napa Valley Transportation Authority (NVT A), a joint powers agency organized under the laws of the State of California, and Catherine Miller (Employee) effective as of the last date of execution of this amendment as shown below.

**RECITALS**

**WHEREAS**, On June 18, 2012, NVT A executed the above-referenced Agreement with Employee for the position of Executive Director; and

**WHEREAS**, the Parties amended the Agreement on April 16, 2014; and

**WHEREAS**, the Parties amended the Agreement on July 15, 2015; and

**WHEREAS**, the Parties amended the Agreement on June 16, 2016; and

**WHEREAS**, the Parties amended the Agreement on November 11, 2017; and

**WHEREAS**, The Parties desire to amend the Agreement relating to various compensation matters:

**TERMS**

**NOW, THEREFORE**, the Parties amend Agreement No. NVT A 12-08 as set forth below:

1. Section 3.1 is amended to read in its entirety as follows:

3.1 Salary. Employer agrees to pay Employee a salary of \$XXX,XXX annually (the "Base Salary") effective January 1, 2019, payable prospectively in equal installments at the same time as other Employees of the Employer are paid. As to the retroactive additional compensation to be paid to Employee for the period from January 1, 2019 through the effective date of this Amendment, Employee shall receive a single lump sum payment of the additional compensation amount owed to Employee for that period of time, to be paid no later than four (4) weeks after execution of this Amendment.

2. Section 3.2.1 is amended to read in its entirety as follows:

3.2.1 Review of Performance. Employee's performance review shall take place as often as Employer deems appropriate but not less than once each calendar year. Employer shall advise Employee of the results of that review in writing not later than sixty (60) days following the conclusion of the review. Employer's review and evaluation shall

be in accordance with specific criteria developed by Employer from time to time. The next performance review shall occur and be completed by December 31, 2019, at which time, effective as of January 1, 2020, the Employee will be eligible for a salary increase that will range from a minimum of 4 percent to a maximum of 10 percent per annum, to be determined in the discretion of the NVTA Board of Directors depending on Employee's performance.

3. Section 4 is amended to add the following provision to the existing provisions of Section 4 related to Severance Pay:

Any payment pursuant to this Section 4 shall be subject to the limitations and requirements for the Authority to be fully reimbursed if the Employee is convicted of a crime involving an abuse of her office or position pursuant to the provisions of Government Code sections 53243 through 53244.

4. The Parties agree that all other terms and conditions of the Agreement not amended by this 5<sup>th</sup> Amendment shall remain in full force and effect.

**IN WITNESS WHEREOF**, the Parties to the Agreement have caused this Amendment to Agreement to be duly executed on their behalf by their authorized representatives.

Dated: \_\_\_\_\_

By \_\_\_\_\_  
CATHERINE MILLER  
"EMPLOYEE"

Dated: \_\_\_\_\_

NAPA VALLEY TRANSPORTATION AUTHORITY,  
a joint powers agency

By \_\_\_\_\_  
CHRIS CANNING  
Chairman of the Board of the Directors, "NVTA"

Attest:

\_\_\_\_\_  
Karalyn E. Sanderlin, NVTA Board Secretary

Approved as to Form:

\_\_\_\_\_  
DeeAnne Gillick, NVTA Legal Counsel