

# Napa Valley Transportation Authority

625 Burnell Street  
Napa, CA 94559



## Agenda - Final

**Wednesday, November 15, 2017**  
**1:30 PM**

**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 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 Board of Directors, 625 Burnell Street, Napa, California 94559, Monday through Friday, between the hours of 8:00 a.m. and 5:00 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 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 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.

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

## **9. PRESENTATION**

### **9.1 Proclamation of Appreciation**

**Recommendation:** Transdev, Inc. will receive a Proclamation of Appreciation for their outstanding service during the Napa Fires of 2017.

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

## **10. CONSENT AGENDA ITEMS (10.1 - 10.7)**

### **10.1 Meeting Minutes of September 20, 2017 (Karrie Sanderlin) (Pages 10-15)**

**Recommendation:** Board action will approve the meeting minutes of September 20, 2017.

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

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

**10.2                    Approval of Resolution No. 17-16 Authorizing the Executive Director to Execute Fund Transfer Agreements with the State of California Department of Transportation (Caltrans) for Fiscal Year (FY) 2017-18 State Transportation Improvement Program (STIP) Planning, Programming and Monitoring (PPM) Program (Antonio Onorato) (Pages 16-18)**

**Recommendation:** Board action will approve Resolution No. 17-16 authorizing the Executive Director to execute Fund Transfer Agreements with Caltrans for FY 2017-18 STIP PPM program in the amount of \$165,000.

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

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

**10.3                    Amended Resolution No. 17-07 Adopting the Transportation Development Act Article 3 (TDA-3) Projects List for Fiscal year (FY) 2017-18 (Diana Meehan) Pages 19-24)**

**Recommendation:** Board action will approve funding for the Logvy Park Sidewalk Project for an additional \$48,640 in FY 2017-18 TDA-3 funds to bring the total TDA-3 project award to \$58,640.

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

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

**10.4                    First Amendment to Napa Valley Transportation Authority (NVTA) Agreement No. 17-07 with DoubleMap Incorporated (Matthew Wilcox) (Pages 25-31)**

**Recommendation:** Board action will approve the First Amendment to NVTA Agreement No. 17-07 with DoubleMap Incorporated for additional Scope of Work in an amount not to exceed \$14,000.

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

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

**10.5 Resolution No. 17-17 Resolution of Local Support for State Transportation Improvement Program (STIP) Funding to the Soscol Junction Project (Danielle Schmitz) (Pages 32-38)**

**Recommendation:** Board action will approve Resolution No. 17-17, a Resolution of Local Support for STIP funding programmed to the Soscol Junction Project.

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

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

**10.6 Resolution No. 17-18 Committing Non-Federal Local Funding for the Imola Avenue and State Route 29 (SR 29) Express Bus Improvements (Justin Paniagua) (Pages 39-43)**

**Recommendation:** Board action will approve Resolution No. 17-18 committing to a minimum Local Match for the Imola Avenue and SR-29 Express Bus Improvements of \$200,000.

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

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

**10.7 Active Transportation Advisory Committee (ATAC) Member Appointments (Diana Meehan) (Pages 44-46)**

**Recommendation:** Board action will approve the appointment of Barry Christian as representative for the City of American Canyon to the NVTA Active Transportation Advisory Committee (ATAC).

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

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

**11. REGULAR AGENDA ITEMS**

**11.1 Fiscal Year (FY) 2017-17 Vine Transit Operational Summary and Transit Projects Update (Matthew Wilcox) (Pages 47-55)**

**Recommendation:** The Board will receive the Vine Transit FY 2016-17 performance statistics and an overview of NVTA's current transit projects.

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

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

**11.2 Napa Valley Transportation Authority (NVTA) Fiscal Year End (FYE) 2016-17 Financial Statements, 5-Year Forecast and Delegated Authority Matrix, and Resolution No. 17-19 Amending the Fiscal Year (FY) 2017-18 Budget (Justin Paniagua) (Pages 56-65)**

**Recommendation:** Board action will (1) review the NVTA financial performance compared to budget for fiscal year ending June 30, 2-17 period and 5-year forecast model, and (2) approve Resolution No. 17-19 amending the FY 2017-18 budget by \$8,898,782.

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

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

**11.3 Vine Transit Express Bus Corridor Study Final Report (Alberto Esqueda) (Pages 66-68)**

**Recommendation:** Board action will adopt the Vine Transit Express Bus Corridor Study.

**Estimated Time:** 2:30 p.m.

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

**11.4                      Amendment 4 to Napa Valley Transportation Authority (NVTA)  
Agreement No. NVTA 12-08 for the Position of the Executive  
Director (Karrie Sanderlin) (Pages 69-72)**

**Recommendation:** Board action will approve Amendment 4 to NVTA Agreement No. NVTA 12-08 amending certain sections of the Executive Director contract.

**Estimated Time:** 2:45 p.m.

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

**11.5                      Road Rehabilitation and Accountability Act of 2017 (Senate Bill  
1-Beall) (Kate Miller) (Pages 73-79)**

**Recommendation:** The Board will receive an update on Senate Bill 1.

**Estimated Time:** 3:00 p.m.

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

**11.6                      2018 Federal and State Legislative Advocacy Program and  
Project Priorities and Legislative and State Bill Matrix Update  
(Kate Miller) (Pages 80-101)**

**Recommendation:** Board action will (1) approve the 2018 Federal and State Legislative Advocacy Programs and Project Priorities, and (2) receive the Federal Legislative update from Steve Palmer, Van Scoyoc Associates, and the State Legislative update from Steve Wallauch, Platinum Advisors.

**Estimated Time:** 3:00 p.m.

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

**12. FUTURE AGENDA ITEMS**

**13. ADJOURNMENT**

**13.1                      Approval of Next Regular Meeting Date of December 20, 2017 at  
1:30 p.m. and Adjournment**

**Estimated Time:** 3:30 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, November 10, 2017.

**Karalyn E. Sanderlin (e-sign) November 8, 2017**

Karalyn E. Sanderlin, NVTA Board Secretary

## Glossary of Acronyms

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



## Glossary of Acronyms

<b>Prop. 42</b>	Statewide Initiative that requires a portion of gasoline sales tax revenues be designated to transportation purposes	<b>TDM</b>	Transportation Demand Management Transportation Demand Model
<b>PSE</b>	Plans, Specifications and Estimates	<b>TE</b>	Transportation Enhancement
<b>PSR</b>	Project Study Report	<b>TEA</b>	Transportation Enhancement Activities
<b>PTA</b>	Public Transportation Account	<b>TEA 21</b>	Transportation Equity Act for the 21 <sup>st</sup> Century
<b>RACC</b>	Regional Agency Coordinating Committee	<b>TFCA</b>	Transportation Fund for Clean Air
<b>RFP</b>	Request for Proposal	<b>TIGER</b>	Transportation Investments Generation Economic Recovery
<b>RFQ</b>	Request for Qualifications	<b>TIP</b>	Transportation Improvement Program
<b>RHNA</b>	Regional Housing Needs Allocation	<b>TLC</b>	Transportation for Livable Communities
<b>RM2</b>	Regional Measure 2 (Bridge Toll)	<b>TLU</b>	Transportation and Land Use
<b>ROW</b>	Right of Way	<b>TMP</b>	Traffic Management Plan
<b>RTEP</b>	Regional Transit Expansion Program	<b>TMS</b>	Transportation Management System
<b>RTIP</b>	Regional Transportation Improvement Program	<b>TNC</b>	Transportation Network Companies
<b>RTP</b>	Regional Transportation Plan	<b>TOAH</b>	Transit Oriented Affordable Housing
<b>SAFE</b>	Service Authority for Freeways and Expressways	<b>TOD</b>	Transit-Oriented Development
<b>SAFETEA-LU</b>	Safe, Accountable, Flexible, and Efficient Transportation Equity Act-A Legacy for Users	<b>TOS</b>	Transportation Operations Systems
<b>SB 375</b>	Sustainable Communities and Climate Protection Act 2008	<b>TPA</b>	Transit Priority Area
<b>SB 1</b>	The Road Repair and Accountability Act of 2017	<b>TPI</b>	Transit Performance Initiative
<b>SCS</b>	Sustainable Community Strategy	<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		
<b>STA</b>	State Transit Assistance		
<b>STIC</b>	Small Transit Intensive Cities		
<b>STIP</b>	State Transportation Improvement Program		
<b>STP</b>	Surface Transportation Program		
<b>TAC</b>	Technical Advisory Committee		
<b>TCM</b>	Transportation Control Measure		
<b>TCRP</b>	Traffic Congestion Relief Program		
<b>TDA</b>	Transportation Development Act		

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

November 15, 2017  
NVTB Agenda Item 10.1  
Continued From: New  
**Requested Action: APPROVE**

625 Burnell Street  
Napa, CA 94559

---

Wednesday, September 20, 2017

1:30 PM

NVTB Conference Room

---

**1. Call to Order**

Chair White called the meeting to order at 1:30 p.m.

**2. Pledge of Allegiance**

Chair White led the Pledge of Allegiance.

**3. Roll Call**

Leon Garcia  
Alan Galbraith  
James Barnes  
Chris Canning  
Jill Techel  
Alfredo Pedroza  
Beth Kahiga  
Mark Joseph  
John F. Dunbar  
Peter White  
Doris Gentry  
Kerri Dorman  
Belia Ramos

**4. Adoption of the Agenda**

**Motion MOVED by GALBRAITH, SECONDED by BARNES to APPROVE Adoption of the Agenda.**

**Motion carried by the following vote:**

**Aye:** 20 - Garcia, Galbraith, Barnes, Canning, Techel, Kahiga, Joseph, Dunbar, White, Gentry, and Dorman

**Absent:** 4 - Pedroza, and Ramos

**5. Public Comment**

None

[Board Member Pedroza in attendance at 1:33 p.m.]

## **6. Chairperson's, Board Members', Metropolitan Transportation Commissioner's (MTC), and Association of Bay Area Governments (ABAG) Update**

### **MTC Commissioner's Update:**

Board member Pedroza reported on recent MTC activities.

### **ABAG Commissioner's Update:**

No update provided.

### **Board Members' Update:**

Board member Garcia announced that the City of American Canyon will host a State Route 37 public meeting on September 27th.

## **7. Executive Director's Update**

### **Kate Miller, Executive Director**

- Reported on Senate Bill 1 funding.
- Announced that there will be four public meetings on State Route 37 Improvement Plan, one meeting in each of the four counties [Marin, Napa, Solano and Sonoma]. The public meeting for Napa County will be held on September 27, 2017 from 6-8pm at the City of American Canyon Council Chambers.
- Reported that the rebranding of all the old white Vine Transit Vehicles with the new Vine logo should be completed by year end.
- Reported that the Invitation for Bid (IFB) for the Board room modifications has been released.
- Reported that the Agency has been awarded a \$1.1 million low-no grant for the purchase of electric buses.
- Announced that NVTA and Transdev staff traveled to Redding and Chico (CA) for maintenance facility tours.
- Introduced NVTA's new Public Information Officer (PIO) Derek Moore.

## **8. Caltrans' Update**

No oral report provided by Caltrans, however, the September 2017 Caltrans Reporting Memo was provided for review.

[Board Member Ramos in attendance at 1:45 p.m.]

## **9. QUARTERLY PROJECT UPDATES**

### **9.1 Napa Valley Vine Trail (Herb Fredricksen)**

Staff provided an update on project activities to date.

### **9.2 Bike Plan Update and Interactive Map Demonstration (Diana Meehan)**

Staff provided an update on project activities to date, as well, as a demonstration of the Interactive WikiMap for the Napa County Bicycle Plan Update.

### **9.3 Transit Technology Update (Matthew Wilcox)**

Staff provided an update on Transit Technology Projects.

**10. PUBLIC HEARING (TIME CERTAIN 1:40 P.M.)****10.1 Public Hearing to Eliminate the Vine Transit Route 25 Intercity Bus Service Effective December 29, 2017 (Matthew Wilcox) (Pages 10-24)**

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

Chair White opened the Public Hearing at 2:10 p.m.

Staff reviewed efforts taken since the May 17, 2017 Board meeting to increase ridership and elicit support for Route 25 funding from potential stakeholders.

Public Comment was provided by:  
Patricia Mount, Sonoma CA (by letter)  
Napa Native (name withheld)  
Scott Coombs (The Train Man)  
Jean Vincent Deale  
Jodi Hamilton  
Santonia Garcia

Being no further comments, Chair White closed the Public Hearing at 2:38 p.m.

Motion MOVED by GALBRAITH, SECONDED by GARCIA to APPROVE (1) eliminating the Vine Transit Route 25 service to Sonoma effective December 29, 2017, (2) finding that the service change will not have a disparate impact based on race, color, or national origin, and will have no disproportionate burden on low income riders, and (3) adopt the Title VI Service Equity Analysis Route 5 Napa-Sonoma Express (as provided in Attachment 1). Motion carried by the following vote:

**Aye:** 24 - Garcia, Galbraith, Barnes, Canning, Techel, Pedroza, Kahiga, Joseph, Dunbar, White, Gentry, Dorman, and Ramos

[Board Member Techel left the meeting at 2:38 p.m.]

**11. CONSENT AGENDA ITEMS (11.1 - 11.6)**

Motion MOVED by CANNING, SECONDED by GENTRY to APPROVE Consent Items 11.1 - 11.6.

Motion carried by the following vote:

**Aye:** 24 - Garcia, Galbraith, Barnes, Canning, Techel, Pedroza, Kahiga, Joseph, Dunbar, White, Gentry, Dorman, and Ramos

**11.1 Approval of Meeting Minutes of July 19, 2017 (Karrie Sanderlin) (Pages 25-31)**

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

Board action approved the meeting minutes of July 19, 2017

- 11.2** Resolution No. 17-12 Adopting the Transportation Fund for Clean Air (TFCA) Program Manager Funds Projects List for Fiscal Year End (FYE) 2018 (Diana Meehan) (Pages 32-45)

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

**Board action approved Resolution No. 17-12 allocating \$167,502 and adopting the TFCA Program Manager Projects List for FYE 2018.**

- 11.3** Approval of (1) Resolution No. 17-13 Committing Non-Federal Local Funding for the Vine Transit Bus Maintenance Facility Project, and (2) Resolution No. 17-14 Committing Non-Federal Local Funding for the Imola Avenue and State Route 29 (SR 29) Improvements Project (Antonio Onorato) (Pages 46-53)

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

**Board action approved (1) Resolution No. 17-13 authorizing the application for Federal Funding through the Federal Fiscal Year 2017 Section 5339(b) Bus and Bus Facilities Infrastructure Investment Grant Program and committing to a minimum Local Match for the Vine Transit Bus Maintenance Facility Project of twenty percent (20%) if NVTA is awarded funds, and (2) Resolution No. 17-14 authorizing the application for Federal Funding through the Federal Fiscal Year 2017 Section 5339(b) Bus and Bus Facilities Infrastructure Investment Grant Program and committing to a minimum Local Match for the Imola Park and Ride Project of twenty percent (20%) if NVTA is awarded funds.**

- 11.4** Napa Valley Transportation Authority (NVTA) Overall Work Program for Fiscal Year (FY) 2017-18 (Antonio Onorato) (Pages 54-117)

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

**Board action adopted the NVTA Overall Work Program (OWP) for FY 2017.**

- 11.5** Amendment No. 1 to Purchase Order (PO) 16-1008 with Remix Software Inc. (Matthew Wilcox) (Pages 118-126)

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

**Board action approved Amendment No. 1 Purchase Order 16-1008 with Remix Software Inc. to include a two-year license for the Remix scheduling platform in an amount not to exceed \$90,200 and authorized the Executive Director to execute contract documents subject to review by legal counsel.**

- 11.6** Active Transportation Advisory Committee (ATAC) Member Appointment (Diana Meehan) (Pages 127-128)

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

**Board action approved the appointments of Michael Costanzo as representative for the Town of Yountville, Dieter Deiss as representative for the City of Calistoga, and Kristin Coryell as representative for the City of St. Helena to the ATAC.**

## **12. REGULAR AGENDA ITEMS**

- 12.1** Review of the Napa Valley Transportation Authority Bylaws (Jennifer Gore) (Pages 129-137)

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

**Information Only / No Action Taken**

The Board reviewed various provisions in the agency's Bylaws, specific to voting abstentions, as presented by legal counsel.

- 12.2** Resolution No. 17-15 Adopting the 2018 Regional Transportation Improvement Program (RTIP) Project List (Danielle Schmitz) (Pages 138-146)

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

Board action approved Resolution No. 17-15 adopting the 2018 Regional Transportation Improvement Program (RTIP) Project List.

**Motion MOVED by GENTRY, SECONDED by JOSEPH to APPROVE Resolution No. 17-15 adopting the 2018 Regional Transportation Improvement Program (RTIP) Project List for submittal to the Metropolitan Transportation Commission (MTC). Motion carried by the following vote:**

**Aye:** 19 - Garcia, Galbraith, Barnes, Canning, Pedroza, Kahiga, Joseph, Dunbar, White, Gentry, Dorman, and Ramos

**Absent:** 5 - Techel

- 12.3** Vine Transit Express Bus Corridor Study Draft Final Report (Alberto Esqueda) (Pages 147-149)

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

The Board received a presentation on the Vine Transit Express Bus Corridor Study from Adam Dankberg of Kimley-Horn and approved the release of the draft report for public comment.

**Motion MOVED by GARCIA, SECONDED by GALBRAITH to approve the release of the Vine Transit Express Bus Corridor Study Draft Final Report for public comment. Motion carried by the following vote:**

**Aye:** 19 - Garcia, Galbraith, Barnes, Canning, Pedroza, Kahiga, Joseph, Dunbar, White, Gentry, Dorman, and Ramos

**Absent:** 5 - Techel

- 12.4** Federal and State Legislative Updates and State Bill Matrix (Kate Miller) (Pages 150-162)

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

**Information Only / No Action Taken**

The Board received the monthly Federal and State Legislative updates, and State Bill Matrix.

**13. FUTURE AGENDA ITEMS**

NVTA Bylaws update.

**14. CLOSED SESSION**

Chair White announced that the Board would be adjourning into Closed Session for the item noted on the agenda and that no reportable action is expected.

Adjourned to Closed Session at 3:43 p.m.

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

Title: Executive Director

Re-Convened to Open Session at 4:30 p.m.

Chair White reported that there were no reportable actions associated with the closed session item.

**15. ADJOURNMENT**

**15.1 Approval of Next Regular Meeting Date of October 18, 2017 at 1:30 p.m. and Adjournment**

The next regular meeting will be held on Wednesday, October 18, 2017.

Chair White adjourned the meeting at 4:30 p.m.

---

Karalyn E. Sanderlin, NVTA Board Secretary



## NAPA VALLEY TRANSPORTATION AUTHORITY Board Agenda Letter

---

**TO:** Board of Directors  
**FROM:** Kate Miller, Executive Director  
**REPORT BY:** Antonio Onorato, Director of Administration, Finance and Policy  
(707) 259-8779 / Email: [aonorato@nvta.ca.gov](mailto:aonorato@nvta.ca.gov)  
**SUBJECT:** Resolution No. 17-16 Authorizing the Executive Director to Execute Fund Transfer Agreements with the State of California Department of Transportation (Caltrans) for Fiscal Year (FY) 2017-18 State Transportation Improvement Program (STIP) Planning, Programming and Monitoring (PPM) Program

---

### **RECOMMENDATION**

That the Napa Valley Transportation Authority (NVTA) Board approve Resolution No. 17-16 (Attachment 1) authorizing the Executive Director to execute Fund Transfer Agreements with the State of California Department of Transportation (Caltrans) for Fiscal Year (FY) 2017-18 State Transportation Improvement Program (STIP) Planning, Programming and Monitoring (PPM) Program in the amount of \$165,000.

### **COMMITTEE RECOMMENDATION**

None

### **EXECUTIVE SUMMARY**

The agency annually submits an application for Planning, Programming and Monitoring (PPM) funds. NVTA will use the PPM STIP allocation funds to meet local requirements for program planning, programming and monitoring of STIP projects in Napa County.

### **PROCEDURAL REQUIREMENTS**

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



---

**FISCAL IMPACT**

Is there a fiscal impact? Yes, \$165,000 of PPM funds programmed for FY 2017-18

Is it Currently Budgeted? No

Is it Mandatory or Discretionary? NA

Future Fiscal Impact: Yes- realized funds will occur in a future period.

Consequences if not approved: Other funding sources will have to be used for staff costs to monitor STIP projects, which could result in a budgetary shortfall.

**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**

Each year, PPM funding is provided to Congestion Management Agencies to assist with the cost to prepare the county STIP program, to perform oversight of projects receiving STIP funding, and to perform project development support activities for STIP projects.

**SUPPORTING DOCUMENTS**

Attachment: (1) Resolution No. 17-16

RESOLUTION No. 17-16

A RESOLUTION OF THE  
NAPA VALLEY TRANSPORTATION AUTHORITY (NVRTA)  
AUTHORIZING THE EXECUTIVE DIRECTOR TO EXECUTE FUND TRANSFER AGREEMENTS  
WITH THE STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION (CALTRANS) FOR  
FY 2017-18 STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) PLANNING,  
PROGRAMMING AND MONITORING (PPM) PROGRAM

**WHEREAS**, the annual California State Budget Act appropriates State Highway funds under local assistance for the State Transportation Improvement Program (STIP) Planning, Programming, and Monitoring (PPM) Program; and

**WHEREAS**, NVRTA is eligible to receive STIP funding through Caltrans in the amount of \$165,000 for FY 2017-18 PPM18-6429(021); and

**WHEREAS**, NVRTA will use these funds to meet the local requirements for program planning, programming, and monitoring STIP projects in Napa County; and

**WHEREAS**, Caltrans has requested the NVRTA to execute fund transfer agreements in order to receive the STIP funds:

**NOW, THEREFORE, BE IT RESOLVED**, by the Board of Directors of the Napa Valley Transportation Authority that the Executive Director is authorized to execute fund transfer agreements and any amendments thereto with Caltrans to receive FY 2017-18 funds for STIP Planning, Programming and Monitoring Program;

**BE IT FURTHER RESOLVED** that NVRTA agrees to comply with all terms and conditions of the fund transfer agreement subject to review and approval by the Executive Director and NVRTA legal counsel.

Passed and adopted this 15<sup>th</sup> day of November, 2017.

\_\_\_\_\_  
Peter White, NVRTA Chair

Ayes:

Nays:

Absent:

ATTEST:

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

APPROVED:

\_\_\_\_\_  
Vicki Clayton, NVRTA Legal Counsel



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

---

**TO:** Board of Directors  
**FROM:** Kate Miller, Executive Director  
**REPORT BY:** Diana Meehan, Associate Planner  
(707) 259-8327 / Email: [dmeehan@nvta.ca.gov](mailto:dmeehan@nvta.ca.gov)  
**SUBJECT:** Amended Resolution No. 17-07 Adopting the Transportation Development Act Article 3 (TDA-3) Project List for Fiscal Year (FY) 2017-18

---

### **RECOMMENDATION**

That the Napa Valley Transportation Authority (NVTA) Board adopt Amended Resolution No. 17-07 approving funding for the Logvy Park Sidewalk Project for an additional \$48,640 in FY 2017-18 TDA-3 funds to bring the total TDA-3 project award to \$58,640.

### **COMMITTEE RECOMMENDATION**

At its October meeting the Technical Advisory Committee recommended funding the Logvy Park Sidewalk Project for an additional \$48,640 in FY 2017-18 TDA-3 funds.

### **EXECUTIVE SUMMARY**

The FY 2017-18 TDA-3 Program of Projects, Resolution No. 17-07, was adopted by the NVTA Board in May 2017. Submission of the Countywide Claim to the Metropolitan Transportation Commission (MTC) requires a resolution of local support for each project application. Resolutions are not due at the time applications are submitted, but are due prior to submission of the countywide claim to MTC. NVTA staff requested resolutions from project sponsors in May. Resolutions were received in August and September from two of the three project sponsors – Calistoga and the County of Napa. The Town of Yountville, the remaining project sponsor, informed NVTA staff that its proposed project requires additional outreach prohibiting it from submitting a resolution of local support. To avoid delaying the remaining projects in the program, NVTA staff recommended that the project be removed from the FY 2017-18 TDA-3 Program leaving \$167,337 available to fund project shortfalls or to rollover to the FY 2018-19 TDA-3 program. The Town of Yountville will resubmit its program for funding consideration in the FY 2018-19 TDA program.

The City of Calistoga is requesting \$48,640 of the remaining TDA-3 funds to fill a funding shortfall for the Logvy Park Sidewalk Project. Staff recommends this amount be programmed to complete the Logvy project and that the remaining \$118,697 be carried over to the FY 2018-19 TDA-3 Program. The Call for Projects for FY 2018-19 TDA-3 cycle will take place in February 2018.

### **PROCEDURAL REQUIREMENTS**

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

### **FISCAL IMPACT**

Is there a Fiscal Impact? Yes, \$48,640 in TDA-3 revenues

Is it currently budgeted? Yes

Where is it budgeted? FY 2017-18 TDA-3 funds.

Future fiscal impact? No

Consequences if not approved? The project will not be fully funded and the sponsor will have to meet the shortfall with alternative funds.

### **BACKGROUND AND DISCUSSION**

The TDA-3 program is a grant program funded by approximately 2% of the ¼ cent Statewide Sales Tax. This generates approximately \$150,000 per year in revenues for Napa jurisdictions. The purpose of the TDA-3 program is to provide grants for local bicycle and pedestrian projects. Priority is given to capital projects. Planning is a permissible activity under TDA-3 revenues but the funds can only be used for comprehensive planning activities every 5 years per jurisdiction. Unallocated funds are rolled over for programming to projects in Napa County in future years. MTC accepts project applications annually. Projects must be completed within two (2) years plus the fiscal year of allocation.

Four projects were approved in May for funding for the FY 2017-18 Cycle shown in Table 1 below.

**Table 1**

Project Title	Project Sponsor	TDA-3 Funding	Total Project Cost
Vine Trail Maintenance-Oak Knoll segment-1year	County of Napa	\$11,767	\$33,534
Washington Park Subdivision-ADA Improvements	Town of Yountville	\$167,337	\$190,000
Logvy Park Sidewalk Installation-Washington St.-Pedestrian Lighting	City of Calistoga	\$10,000	\$52,000
Bicycle Education Program	City of Calistoga	\$12,000	\$12,000

Upon NVRTA's request for project resolutions of local support from project sponsors, the Town of Yountville notified staff it will require more time to adopt their resolution of local support. MTC Resolution 4108 requires claims be submitted as a package, not individually. Staff recommended to Yountville that their project be removed from the FY 2017-18 cycle and be resubmitted in the FY 2018-19 cycle to avoid delaying the remaining projects.

The City of Calistoga Logvy Park Sidewalk Project has a funding shortfall of \$48,640 and has requested additional funds to cover the shortfall. Staff recommends this amount be programmed to complete the Logvy project and the remaining \$118,697 be carried over to the TDA-3 FY 2018-19 cycle.

The revised project claim is reflected in Table 2.

**Table 2**

Project Title	Project Sponsor	TDA-3 Funding	Total Project Cost
Vine Trail Maintenance-Oak Knoll segment-1year	County of Napa	\$11,767	\$33,534
Logvy Park Sidewalk Installation-Washington St.-Pedestrian Lighting	City of Calistoga	\$58,640	\$58,640
Bicycle Education Program	City of Calistoga	\$12,000	\$12,000

**SUPPORTING DOCUMENTS**

Attachment: (1) Amended NVRTA Resolution 17-07

AMENDED  
RESOLUTION No.17-07

A RESOLUTION OF THE  
NAPA VALLEY TRANSPORTATION AUTHORITY (NVTa)  
AUTHORIZING THE SUBMITTAL OF  
COUNTYWIDE COORDINATED CLAIM TO THE  
METROPOLITAN TRANSPORTATION COMMISSION (MTC)  
FOR THE ALLOCATION OF FISCAL YEAR 2017-18  
TRANSPORTATION DEVELOPMENT ACT ARTICLE 3 (TDA-3)  
PEDESTRIAN/BICYCLE PROJECT FUNDS TO CLAIMANTS IN NAPA COUNTY

**WHEREAS**, Article 3 of the Transportation Development Act (TDA), Public Utilities Code (PUC) Section 99200 et seq., authorizes the submission of claims to a regional transportation planning agency for the funding of projects exclusively for the benefit and/or use of pedestrians and bicyclists; and

**WHEREAS**, the Metropolitan Transportation Commission (MTC), as the regional transportation planning agency for the San Francisco Bay region, has adopted MTC Resolution No. 4108, which delineates procedures and criteria for submission of requests for the allocation of TDA Article 3 funds; and

**WHEREAS**, MTC Resolution No. 4108 requires that requests from eligible claimants for the allocation of TDA Article 3 funds be submitted as part of a single, countywide coordinated claim, composed of certain required documents; and

**WHEREAS**, the **Napa Valley Transportation Authority** has undertaken a process in compliance with MTC Resolution No. 4108 for consideration of project proposals submitted by eligible claimants of TDA Article 3 funds in **Napa County**, and a prioritized list of projects, included as Attachment A of this resolution, was developed as a result of this process; and

**WHEREAS**, the FY 2017-18 TDA-3 Program of Projects, Resolution No. 17-07, was adopted by the NVTa Board in May 2017; and

**WHEREAS**, each claimant in **Napa County** whose project or projects have been prioritized for inclusion in the fiscal year **2017-18** TDA Article 3 countywide coordinated claim, has forwarded to the **Napa Valley Transportation Authority** a certified copy of its governing body resolution for submittal to MTC requesting an allocation of TDA Article 3 funds; now, therefore, be it

**RESOLVED**, that the **Napa Valley Transportation Authority** approves the prioritized list of projects included as Attachment A to this resolution; and furthermore, be it

**RESOLVED**, that the **Napa Valley Transportation Authority** approves the submittal to MTC, of the **Napa County** fiscal year **2017-18** TDA Article 3 countywide, coordinated claim, composed of the following required documents:

- A. transmittal letter
- B. a certified copy of this resolution, including Attachment A;
- C. one copy of the governing body resolution and required attachments, for each claimant whose project or projects are the subject of the coordinated claim;
- D. a description of the process for public and staff review of all proposed projects submitted by eligible claimants for prioritization and inclusion in the countywide, coordinated claim;

Passed and Adopted the 15<sup>th</sup> day of November 2017.

\_\_\_\_\_  
Peter White, NVTA Chair

Ayes:

Nays:

Absent:

ATTEST:

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

APPROVED:

\_\_\_\_\_  
Vicki A. Clayton, NVTA General Counsel

**ATTACHMENT A**

Re: Submittal of Countywide Coordinated Claim to the Metropolitan Transportation Commission for the Allocation of **Fiscal Year (FY) 2017-18** TDA Article 3 Pedestrian/Bicycle Project Funds to Claimants in **Napa County**

**Prioritized List of Projects**

	<b>Short Title Description of Project</b>	<b>TDA Article 3 Amount</b>	<b>Total Project Cost</b>
1.	City of Calistoga-Bicycle Safety Education Program	\$ 12,000	\$ 12,000
2.	City of Calistoga-Sidewalk Installation at Logvy Park on Washington St.-Pedestrian Lighting	\$ 58,640	\$ 58,640
4.	County of Napa-Vine Trail Maintenance-Oak Knoll Segment (covers 1-year)	\$ 11,767	\$ 33,534
	<b>Totals</b>	<b>\$82,407</b>	<b>\$104,174</b>





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

---

**TO:** NVTA Board of Directors  
**FROM:** Kate Miller, Executive Director  
**REPORT BY:** Matthew Wilcox, Manager of Public Transit  
(707) 259-8635 / Email: [mwilcox@nvta.ca.gov](mailto:mwilcox@nvta.ca.gov)  
**SUBJECT:** First Amendment to Napa Valley Transportation Authority (NVTA)  
Agreement No. 17-07 with DoubleMap, Incorporated

---

### **RECOMMENDATION**

That the Napa Valley Transportation Authority approve amending NVTA Agreement No. 17-07 (Attachment 1) for Additional Scope of Work by \$14,000, and authorize the Executive Director to execute contract documents subject to review by legal counsel.

### **COMMITTEE RECOMMENDATION**

None

### **EXECUTIVE SUMMARY**

NVTA has requested DoubleMap develop a custom mobile application for Vine Transit's community shuttles on-demand dial-a-ride services. Staff is requesting that the NVTA Board authorize the Executive Director to amend the agreement to customize the application to brand it and to make it jurisdiction-specific. The additional cost to tailor the application is \$14,000.

### **PROCEDURAL REQUIREMENTS**

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

**FISCAL IMPACT**

Is there a Fiscal Impact? Yes, the additional cost is \$14,000.

See Table 1 for the Expenditure and Financing Plan. A ten percent (10%) contingency has been added to allow for minor variations within the project scope.

Table 1: Expenditure and Financing Plan

<b>Expenditure Plan</b>	<b>Amount</b>	
DoubleMap Project (previously approved)	\$150,936	92%
Additional Training	\$ 800	1%
Mobile Application Branding	\$ 12,000	6%
Contingency (10%)	\$ 1,200	1%
<b>Total Project Budget</b>	<b>\$164,936</b>	<b>100%</b>
<b>Financing Plan</b>	<b>Amount</b>	
Transportation Development Act Funds (or equivalent)	\$164,936	100%
<b>Total (New) Appropriations Budget</b>	<b>\$164,936</b>	<b>100%</b>

Is it currently budgeted? No

Future fiscal impact: No, not for this action.

Consequences if not approved: NVRTA will be unable to customize the application.

**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**

DoubleMap's contract with NVRTA includes a basic version of the Tap Ride mobile application. Vine Transit's community shuttles would be placed on a list with nearly twenty (20) other transit properties throughout the country. Staff felt the structure was confusing and could lead to frustration with the riding public unfamiliar with the mobile application. Feedback provided by the local jurisdictions concurred with the staff assessment and supported proposed modifications to the conventional application.

DoubleMap presented NVRTA with a custom application tailored specific to the Napa Valley experience. The mobile application will enhance the user experience and include four (4) community shuttles. The added scope of work will cost approximately \$14,000

with a public facing mobile application. The anticipated launch date is expected in late Fall.

**SUPPORTING DOCUMENTS**

Attachment: (1) First Amendment to NVTA Agreement No. 17-07

**FIRST AMENDMENT TO  
NAPA VALLEY TRANSPORTATION AUTHORITY ("NVTA")  
AGREEMENT NO. 17-07**

**THIS FIRST AMENDMENT TO NAPA VALLEY TRANSPORTATION AUTHORITY ("NVTA") AGREEMENT NO. 17-07** herein after referred to as "Agreement" is made and entered into as of this \_\_\_\_ day of \_\_\_\_\_, 2017 between the NAPA VALLEY TRANSPORTATION AUTHORITY (hereinafter referred to as "NVTA"), and DoubleMap, Inc., whose mailing address is 429 N. Pennyslvania Street, Suite 401, Indianapolis, IN 46204, hereinafter referred to as "CONTRACTOR";

**RECITALS**

**WHEREAS**, in May 2017 NVTA contracted for specialized services with the purchase of equipment/hardware and the implementation of an Automated Demand-Response Dispatch Software system for its transit community shuttle program; and

**WHEREAS**, NVTA wishes to obtain additional services and equipment to enhance the software system application currently in use; and

**WHEREAS**, CONTRACTOR can provide the requested Realtime Passenger Information System (RTPI) application and services at a cost to NVTA in the amount of \$25,693.14.

**TERMS**

**NOW, THEREFORE**, the NVTA and CONTRACTOR agree to amend the Agreement as follows:

1. Section 3, Compensation of the Agreement and the rates set forth in EXHIBIT B are replaced in its entirety to read:
  - a) Rates. In consideration of CONTRACTOR's fulfillment of the promised work, NVTA shall pay CONTRACTOR annually at the rates set forth in EXHIBIT B, attached hereto and incorporated by reference herein.
  - b) Expenses. Unless explicitly agreed in writing, no direct expenses, including travel or other expenses, will be reimbursed by NVTA.
  - c) Maximum Amount. Notwithstanding subparagraphs (a) and (b), the maximum payments under this Agreement shall be a total of **\$162,660.79** for professional services and expenses; provided, however, that such amounts shall not be construed as guaranteed sums, and compensation shall be based upon services actually rendered.

2. Except as set forth above, the terms and conditions of the Agreement shall remain in full force and effect as previously approved.

**IN WITNESS WHEREOF**, this Agreement was executed by the parties hereto as of the date first above written.

"NVTA"

"CONTRACTOR"

NVTA, a joint powers authority organized  
under the laws of the State of California

DoubleMap, Inc.

By \_\_\_\_\_  
KATE MILLER  
Executive Director

By \_\_\_\_\_  
ILYA REKHTER  
CEO

ATTEST:

By \_\_\_\_\_  
KARALYN E. SANDERLIN  
NVTA Board Secretary

Approved as to Form:

By \_\_\_\_\_  
JENNIFER GORE  
NVTA Legal Counsel

# TapRide

429 North Pennsylvania Street, Suite 401  
Indianapolis, IN 46204

*\*Prices will remain firm for 60 days*

## Pricing Exhibit - Confidential

DATE: August 23, 20

TO: Rebecca Schneck

NVTA

[rschenck@nvta.ca.gov](mailto:rschenck@nvta.ca.gov)

LN	Note	Item	Qty	Price	Subtotal	
					Capital	Annual
1		<b>Realtime Passenger Information System (RTPI)</b>				
2		White Label App Design (iOS & Android)	1	\$ 1,765.05	\$ 1,765.05	
3		White Label App Subscription (iOS & Android)	1	\$ 4,611.29		\$ 4,611.29
4		<b>3 Additional Site</b>				
		Additional Site Spin Up	1	\$ 379.62	\$ 379.62	
		Additional Sites Maintenance	1	\$ 3,238.20		\$ 3,238.20

Notes
a.
b.

Quote Summary	
Capital Costs	\$ 2,144.67
Annual Costs	\$ 7,849.49
Total for First Year	\$ 9,994.16
Total for 3 Years	\$ 25,693.14

*\*All applicable sales/use tax are additional*

### Capital Payment Terms:

\$2,144.67 Due at contract signing (100%)

# EXHIBIT B

## CONTRACT COST SHEET - DoubleMap

ITEM	DESCRIPTION	QTY	UNIT	YEAR 1	YEAR 2	YEAR 3	TOTAL
1	<b>TapRide Equipment</b> , incl. protective lockbox, mounting posts, mobile data terminal (MDT), MDT cabling, MDT programming, GPS antenna, hardware installation, shipping, project management, maintenance, support service, and training workshop needed to furnish eight (8) vehicles.	1	EACH	\$13,259.68	\$ -	\$ -	\$ 13,259.68
2	<b>TapRide Software and Cloud Subscription</b> for eight (8) vehicles .	1	ANNUM	\$13,014.07	\$ 13,014.07	\$ 13,014.07	\$ 39,042.21
3	<b>TapRide Premium Software Package Subscription</b> for eight (8) vehicles.	1	ANNUM	\$2,411.52	\$ 2,411.52	\$ 2,411.52	\$ 7,234.56
4	<b>Auto-Assignment Subscription</b> for eight (8) vehicles.	1	ANNUM	\$25,810.40	\$ 25,810.40	\$ 25,810.40	\$ 77,431.20
5	<b>Realtime Passenger Information System (RTPI)</b> , White Label Application design and subscription services for iOS & Android.	1	ANNUM	\$ 6,376.34	\$ 4,611.29	\$ 4,611.29	\$ 15,598.92
6	<b>Spin Up and Maintenance Services</b> , for three (3) additional sites.	1	ANNUM	\$ 3,617.82	\$ 3,238.20	\$ 3,238.20	\$ 10,094.22
<b>TOTAL CONTRACT COST</b>				<b>\$64,489.83</b>	<b>\$ 49,085.48</b>	<b>\$ 49,085.48</b>	<b>\$ 162,660.79</b>



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

---

**TO:** Board of Directors  
**FROM:** Kate Miller, Executive Director  
**REPORT BY:** Danielle Schmitz, Director of Projects, Programs and Planning  
(707) 259-5968 / Email: [dschmitz@nvta.ca.gov](mailto:dschmitz@nvta.ca.gov)  
**SUBJECT:** Resolution No. 17-17 Resolution of Local Support for the Soscol Junction Project

---

### **RECOMMENDATION**

That the Napa Valley Transportation Authority (NVTA) Board approve Resolution No. 17-17 (Attachment 1), a Resolution of Local Support for the Soscol Junction Project under the 2018 Regional Transportation Improvement Program (RTIP).

### **COMMITTEE RECOMMENDATION**

The Technical Advisory Committee (TAC) recommended the Board approve the 2018 RTIP projects including the Soscol Junction project at its September meeting.

### **EXECUTIVE SUMMARY**

At its September 20th meeting the NVTA Board approved the 2018 Regional Transportation Improvement Program (RTIP) projects. One of the projects included in the 2018 RTIP program is the Soscol Junction Project. The Metropolitan Transportation Commission (MTC) requires the governing board for project sponsors to adopt a resolution of local support for any project included in the RTIP. NVTA is the project sponsor for the Soscol Junction project.

### **PROCEDURAL REQUIREMENTS**

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



**FISCAL IMPACT**

Is there a Fiscal Impact? Yes, \$6,765,000 in 2018 RTIP funds

Is it Currently Budgeted? No

Is it Mandatory or Discretionary? Discretionary

Future Fiscal Impact: Potential future RTIP dollars

Consequences if not approved: The project would not be funded with RTIP funds and would have to look for other funding.

**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 Board approved advancing up to \$35 million in STIP funds at its July 2017 meeting. To date conversations with the MTC and the CTC have not deterred staff from moving forward with advancing funds for Soscol Junction. However, after discussion with CTC, staff decided that NVRTA should program the remaining 2018 RTIP funds for Soscol Junction pre-construction work – plans specification & estimates and right-of-way – and advance additional funding for construction when it is known if NVRTA would receive alternative funding for Soscol Junction through The Road Repair and Accountability Act of 2017 (SB 1) and Regional Measure 3 (SB 595). The 2020 STIP will provide another opportunity to advance funds for Soscol Junction should additional funds be required.

**SUPPORTING DOCUMENTS**

Attachment: (1) Resolution No. 17-17

**Resolution No. 17-17  
Resolution of Local Support**

**A RESOLUTION OF THE  
NAPA VALLEY TRANSPORTATION AUTHORITY (NVTA)  
AUTHORIZING THE FILING OF AN APPLICATION FOR FUNDING ASSIGNED TO  
MTC COMMITTING ANY NECESSARY MATCHING FUNDS AND STATING  
ASSURANCE TO COMPLETE THE PROJECT**

**WHEREAS**, Napa Valley Transportation Agency (herein referred to as APPLICANT) is submitting an application to the Metropolitan Transportation Commission (MTC) for (\$6,765,000) in funding assigned to MTC for programming discretion, which includes federal funding administered by the Federal Highway Administration (FHWA) and federal or state funding administered by the California Transportation Commission (CTC) such as Surface Transportation Block Grant Program (STP) funding, Congestion Mitigation and Air Quality Improvement Program (CMAQ) funding, Transportation Alternatives (TA) set-aside/Active Transportation Program (ATP) funding, and Regional Transportation Improvement Program (RTIP) funding (herein collectively referred to as REGIONAL DISCRETIONARY FUNDING) for the (Soscol Junction Project) (herein referred to as PROJECT) for the (2018 Regional Transportation Improvement Program) (herein referred to as PROGRAM); and

**WHEREAS**, the United States Congress from time to time enacts and amends legislation to provide funding for various transportation needs and programs, (collectively, the FEDERAL TRANSPORTATION ACT) including, but not limited to the Surface Transportation Block Grant Program (STP) (23 U.S.C. § 133), the Congestion Mitigation and Air Quality Improvement Program (CMAQ) (23 U.S.C. § 149) and the Transportation Alternatives (TA) set-aside (23 U.S.C. § 133); and

**WHEREAS**, state statutes, including California Streets and Highways Code §182.6, §182.7, and §2381(a)(1), and California Government Code §14527, provide various funding programs for the programming discretion of the Metropolitan Planning Organization (MPO) and the Regional Transportation Planning Agency (RTPA); and

**WHEREAS**, pursuant to the FEDERAL TRANSPORTATION ACT, and any regulations promulgated thereunder, eligible project sponsors wishing to receive federal or state funds for a regionally-significant project shall submit an application first with the appropriate MPO, or RTPA, as applicable, for review and inclusion in the federal Transportation Improvement Program (TIP); and

**WHEREAS**, MTC is the MPO and RTPA for the nine counties of the San Francisco Bay region; and

**WHEREAS**, MTC has adopted a Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised) that sets out procedures governing the application and use of REGIONAL DISCRETIONARY FUNDING; and

**WHEREAS**, APPLICANT is an eligible sponsor for REGIONAL DISCRETIONARY FUNDING; and

**WHEREAS**, as part of the application for REGIONAL DISCRETIONARY FUNDING, MTC requires a resolution adopted by the responsible implementing agency stating the following:

- the commitment of any required matching funds; and
- that the sponsor understands that the REGIONAL DISCRETIONARY FUNDING is fixed at the programmed amount, and therefore any cost increase cannot be expected to be funded with additional REGIONAL DISCRETIONARY FUNDING; and
- that the PROJECT will comply with the procedures, delivery milestones and funding deadlines specified in the Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised); and
- the assurance of the sponsor to complete the PROJECT as described in the application, subject to environmental clearance, and if approved, as included in MTC's federal Transportation Improvement Program (TIP); and
- that the PROJECT will have adequate staffing resources to deliver and complete the PROJECT within the schedule submitted with the project application; and
- that the PROJECT will comply with all project-specific requirements as set forth in the PROGRAM; and
- that APPLICANT has assigned, and will maintain a single point of contact for all FHWA- and CTC-funded transportation projects to coordinate within the agency and with the respective Congestion Management Agency (CMA), MTC, Caltrans, FHWA, and CTC on all communications, inquires or issues that may arise during the federal programming and delivery process for all FHWA- and CTC-funded transportation and transit projects implemented by APPLICANT; and
- in the case of a transit project, the PROJECT will comply with MTC Resolution No. 3866, revised, which sets forth the requirements of MTC's Transit Coordination Implementation Plan to more efficiently deliver transit projects in the region; and
- in the case of a highway project, the PROJECT will comply with MTC Resolution No. 4104, which sets forth MTC's Traffic Operations System (TOS) Policy to install and activate TOS elements on new major freeway projects; and
- in the case of an RTIP project, state law requires PROJECT be included in a local congestion management plan, or be consistent with the capital improvement program adopted pursuant to MTC's funding agreement with the

countywide transportation agency; and

**WHEREAS**, that APPLICANT is authorized to submit an application for REGIONAL DISCRETIONARY FUNDING for the PROJECT; and

**WHEREAS**, there is no legal impediment to APPLICANT making applications for the funds; and

**WHEREAS**, there is no pending or threatened litigation that might in any way adversely affect the proposed PROJECT, or the ability of APPLICANT to deliver such PROJECT; and

**WHEREAS**, APPLICANT authorizes its Executive Director, General Manager, or designee to execute and file an application with MTC for REGIONAL DISCRETIONARY FUNDING for the PROJECT as referenced in this resolution; and

**WHEREAS**, MTC requires that a copy of this resolution be transmitted to the MTC in conjunction with the filing of the application.

**NOW, THEREFORE, BE IT RESOLVED** that the APPLICANT is authorized to execute and file an application for funding for the PROJECT for REGIONAL DISCRETIONARY FUNDING under the FEDERAL TRANSPORTATION ACT or continued funding; and be it further

**RESOLVED** that APPLICANT will provide any required matching funds; and be it further

**RESOLVED** that APPLICANT understands that the REGIONAL DISCRETIONARY FUNDING for the project is fixed at the MTC approved programmed amount, and that any cost increases must be funded by the APPLICANT from other funds, and that APPLICANT does not expect any cost increases to be funded with additional REGIONAL DISCRETIONARY FUNDING; and be it further

**RESOLVED** that APPLICANT understands the funding deadlines associated with these funds and will comply with the provisions and requirements of the Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised) and APPLICANT has, and will retain the expertise, knowledge and resources necessary to deliver federally-funded transportation and transit projects, and has assigned, and will maintain a single point of contact for all FHWA- and CTC-funded transportation projects to coordinate within the agency and with the respective Congestion Management Agency (CMA), MTC, Caltrans, FHWA, and CTC on all communications, inquires or issues that may arise during the federal programming and delivery process for all FHWA- and CTC-funded transportation and transit projects implemented by APPLICANT; and be it further

**RESOLVED** that PROJECT will be implemented as described in the complete application and in this resolution, subject to environmental clearance, and, if approved, for the amount approved by MTC and programmed in the federal TIP; and be it further

**RESOLVED** that APPLICANT has reviewed the PROJECT and has adequate staffing resources to deliver and complete the PROJECT within the schedule submitted with the project application; and be it further

**RESOLVED** that PROJECT will comply with the requirements as set forth in MTC programming guidelines and project selection procedures for the PROGRAM; and be it further

**RESOLVED** that, in the case of a transit project, APPLICANT agrees to comply with the requirements of MTC's Transit Coordination Implementation Plan as set forth in MTC Resolution No. 3866, revised; and be it further

**RESOLVED** that, in the case of a highway project, APPLICANT agrees to comply with the requirements of MTC's Traffic Operations System (TOS) Policy as set forth in MTC Resolution No. 4104; and be it further

**RESOLVED** that, in the case of an RTIP project, PROJECT is included in a local congestion management plan, or is consistent with the capital improvement program adopted pursuant to MTC's funding agreement with the countywide transportation agency; and be it further

**RESOLVED** that APPLICANT is an eligible sponsor of REGIONAL DISCRETIONARY FUNDING funded projects; and be it further

**RESOLVED** that APPLICANT is authorized to submit an application for REGIONAL DISCRETIONARY FUNDING for the PROJECT; and be it further

**RESOLVED** that there is no legal impediment to APPLICANT making applications for the funds; and be it further

**RESOLVED** that there is no pending or threatened litigation that might in any way adversely affect the proposed PROJECT, or the ability of APPLICANT to deliver such PROJECT; and be it further

**RESOLVED** that APPLICANT authorizes its Executive Director, General Manager, City Manager, or designee to execute and file an application with MTC for REGIONAL DISCRETIONARY FUNDING for the PROJECT as referenced in this resolution; and be it further

**RESOLVED** that a copy of this resolution will be transmitted to the MTC in conjunction with the filing of the application; and be it further

**RESOLVED** that the MTC is requested to support the application for the PROJECT described in the resolution, and if approved, to include the PROJECT in MTC's federal TIP upon submittal by the project sponsor for TIP programming.

Passed and Adopted the 15<sup>th</sup> day of November 2017.

\_\_\_\_\_  
Peter White, NVTA Chair

Ayes:

Nays:

Absent:

ATTEST:

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

APPROVED:

\_\_\_\_\_  
Vicki Clayton, NVTA Legal Counsel



## NAPA VALLEY TRANSPORTATION AUTHORITY Board Agenda Letter

---

**TO:** Board of Directors  
**FROM:** Kate Miller, Executive Director  
**REPORT BY:** Justin Paniagua, Senior Finance and Policy Analyst  
(707) 259-8781 / Email: [jpaniagua@nvta.ca.gov](mailto:jpaniagua@nvta.ca.gov)  
**SUBJECT:** Resolution No. 17-18 Committing Non-Federal Local Funding for the Imola Avenue and State Route 29 (SR 29) Express Bus Improvements

---

### **RECOMMENDATION**

That the Napa Valley Transportation Authority (NVTA) Board approve Resolution No. 17-18 (Attachment 1) committing to a minimum Local Match for the Imola Avenue and SR-29 Express Bus Improvements of \$200,000.

### **COMMITTEE RECOMMENDATION**

None

### **EXECUTIVE SUMMARY**

NVTA applied for and was awarded \$411,036 in Transit Performance Initiative (TPI) Capital Improvement and TPI Incentive Program Funds in fall of 2017 by the Metropolitan Transportation Commission. NVTA staff submitted two (2) grant applications for the same project:

Imola Avenue and SR-29 Express Bus Improvements - \$800,094 for construction costs.

Board action would authorize staff to commit the agency to a minimum of \$200,000 non-federal matching funds for the project.

## **PROCEDURAL REQUIREMENTS**

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

## **FISCAL IMPACT**

Is there a Fiscal Impact? Yes, construction is currently estimated to begin in Fiscal Year 2018-19 and will be budgeted accordingly. NVTA was awarded \$411,036 in TPI Capital Investment and \$96,058 in TPI Incentive Funds. The total project cost is estimated at \$800,094. The proposed financing and expenditure plan is in Table 1:

Table 1: Proposed Expenditure and Financing Plan

<b>Expenditure Plan</b>	<b>Amount</b>	
Pre-Construction- Right of Way, Design and Engineering	\$76,000	9%
Park and Ride Improvements consisting of upgrades to the existing park and ride including passenger amenities, on-highway passenger shelters and passenger loading platforms and intersection and access improvements.	\$724,094	91%
<b>Total Project Budget</b>	<b>\$800,094</b>	<b>100%</b>

<b>Financing Plan</b>	<b>Amount</b>	
TPI Capital Investment Program Funds	\$411,036	51%
TPI Incentive Program Funds	\$ 96,058	12%
Federal Transit Administration Funds	\$ 93,000	12%
Transportation Development Act Funds	\$200,000	25%
<b>Total Financing Plan</b>	<b>\$800,094</b>	<b>100%</b>

Is it Currently Budgeted? No, construction is estimated to begin in Fiscal Year 2018-19 and will be budgeted accordingly.

Is it Mandatory or Discretionary? Discretionary.

Future Fiscal Impact: \$200,000 in Transportation Development Act or other local funds would be committed to the project. Completion of the project would necessitate ongoing maintenance costs similar to those of the current Redwood Park and Ride.

Consequences if not approved: NVTA would forgo any grant awarded funds that must be replaced with other sources for the project to move forward.



---

**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 Imola Avenue and SR-29 Express Bus Improvements project was studied as part of the *draft* Express Bus Plan. NVTA discontinued its use of the Imola Park and Ride in 2012 after opening the Soscot Gateway Transit Center, favoring the latter location for serving its regional routes. The Express Bus study determined that additional park and ride facilities on the SR 29 corridor would improve rider access to the regional routes and reduce running times. The Imola Avenue and SR-29 Express Bus Improvements would serve two routes, one existing and one future route (Route 29 and Route 11X). The improvements would add passenger amenities such as bike facilities and real-time signage, on-highway passenger facilities and boarding platforms, pedestrian and bicycle access improvements, and intersection improvements. The total cost of the project is \$800,000.

**SUPPORTING DOCUMENTS**

Attachment: (1) Resolution No. 17-18

**RESOLUTION No. 17-18**

**A RESOLUTION OF THE  
NAPA VALLEY TRANSPORTATION AUTHORITY (NVTA)  
COMMITTING TO A LOCAL MATCH FOR  
TRANSIT PERFORMANCE INITIATIVE (TPI) CAPITAL INVESTMENT PROGRAM  
AND TRANSIT PERFORMANCE INITIATIVE (TPI) INCENTIVE PROGRAM FUNDS  
AWARDED TO THE IMOLA PARK AND RIDE LOT PROJECT**

**WHEREAS**, the NVTA submitted its applications for TPI Capital Investment Program and TPI Incentive Program funds by the submittal deadline, to the Metropolitan Transportation Commission (MTC); and

**WHEREAS**, the NVTA was awarded \$411,036 in TPI Capital Investment Program and \$96,058 in TPI Incentive Program funds; and

**WHEREAS**, the NVTA has identified capital improvements related to the efficient and effective day-to-day operations of the transit system; and

**WHEREAS**, TPI Capital Investment Program and TPI Incentive Program funds, will impose certain obligations upon NVTA and will require the Agency to provide the local share of the project cost; and

**WHEREAS**, the NVTA is committed to provide a minimum of \$200,000 in non-federal local matching funds; and

**WHEREAS**, NVTA has or will provide all annual certifications and assurances required for the project.

**NOW, THEREFORE, BE IT RESOLVED** that the NVTA Board commits to provide a minimum of \$200,000 in non-federal local funds to fund the local match requirement for upgrades to the Imola Park and Ride Lot.

///

///

**THE FOREGOING RESOLUTION WAS DULY AND REGULARLY ADOPTED**  
by the Board of Directors of the Napa Valley Transportation Authority, at a regular  
meeting held on November 15, 2017, by the following vote:

\_\_\_\_\_  
Peter White, NVTA Chair

Ayes:

Nays:

Absent:

ATTEST:

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

APPROVED:

\_\_\_\_\_  
Vicki Clayton NVTA Legal Counsel



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

---

**TO:** NVTA Board of Directors  
**FROM:** Kate Miller, Executive Director  
**REPORT BY:** Diana Meehan, Associate Program Planner/Administrator  
(707) 259-8327 / Email: [dmeehan@nvta.ca.gov](mailto:dmeehan@nvta.ca.gov)  
**SUBJECT:** Active Transportation Advisory Committee (ATAC) Member Appointment

---

### **RECOMMENDATION**

That the Napa Valley Transportation Authority (NVTA) Board approve the appointment of Barry Christian as representative for the City of American Canyon to the NVTA Active Transportation Advisory Committee (ATAC).

### **COMMITTEE RECOMMENDATION**

None

### **EXECUTIVE SUMMARY**

The Active Transportation Committee advises the NVTA Board and staff on issues pertaining to active transportation. This includes pedestrian, bicycle, and other active modes of transportation. The Committee is comprised of voting members representing each of the Napa County jurisdictions.

NVTA staff recommends that the NVTA Board appoint Barry Christian to fill one of two vacancies representing the City of American Canyon on the NVTA Active Transportation Advisory Committee.

### **PROCEDURAL REQUIREMENTS**

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

**FISCAL IMPACT**

Is there a Fiscal Impact? No

**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 Active Transportation Advisory Committee is made up of eleven members with representation that mirrors the voting structure of NVRTA Board. Committee structure consists of: four members from the City of Napa, two members from the County of Napa, two members from the City of American Canyon, one member from the Town of Yountville, one member from the City of St. Helena, and one member from the City of Calistoga.

Barry Christian has served on the ATAC for a number of years and was recommended by American Canyon City Council at its meeting on October 5, 2017 to continue his service for an additional 3-year term.

**SUPPORTING DOCUMENTS**

Attachment: (1) City of American Canyon Minute Order 207-16



---

Office of the City Clerk

**MINUTE ORDER NO. 2017-16**

**A MINUTE ORDER OF THE CITY COUNCIL OF THE CITY OF AMERICAN CANYON  
APPROVING THE REAPPOINTMENT OF BARRY CHRISTIAN FOR AN  
ADDITIONAL THREE-YEAR TERM TO THE NAPA COUNTY ACTIVE  
TRANSPORTATION ADVISORY COMMITTEE**

At their regular meeting on October 3, 2017, the City Council of the City of American Canyon approved this item by the following motion and vote:

AYES: Council Members Aboudamous, Leary, Oro, Vice Mayor Joseph, Mayor Garcia  
NOES: None  
ABSTAIN: None  
ABSENT: None

A handwritten signature in blue ink that reads "Suellen Johnston". The signature is written in a cursive style.

---

Suellen Johnston, CMC, City Clerk



November 15, 2017  
NVRTA Agenda Item 11.1

Continued From: New  
**Action Requested: INFORMATION**

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

---

**TO:** NVRTA Board of Directors  
**FROM:** Kate Miller, Executive Director  
**REPORT BY:** Matthew Wilcox, Manager of Public Transit  
(707) 259-8635 / Email: [mwilcox@nvta.ca.gov](mailto:mwilcox@nvta.ca.gov)  
**SUBJECT:** Fiscal Year (FY) 2016-17 Vine Transit Operational Summary and Transit Projects Update

---

### **RECOMMENDATION**

That the Napa Valley Transportation Authority (NVRTA) Board receive the Vine Transit FY 2016-17 performance statistics and an overview of NVRTA's current transit projects.

### **COMMITTEE RECOMMENDATION**

None

### **EXECUTIVE SUMMARY**

This report provides an overview of Vine Transit's FY 2016-17 operational performance. The report also includes a status update on the following transit projects: TapRide (automated dispatch) system and Google transit integration.

### **PROCEDURAL REQUIREMENTS**

1. Staff Report
2. Public Comments

### **FISCAL IMPACT**

Is there a Fiscal Impact? None

## **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**

### **Fixed Route Performance**

Most transit operators around the nation have experienced a downward trend in ridership. The Vine has been no exception with an 8% drop in total fixed route ridership between FY 2015-16 and FY 2016-17. Local Napa service has had the most dramatic decline in ridership with an average drop of 12%. By comparison, regional services declined by 5%. The Vine's Route 21 was the only service to have an increase (1%) in ridership between FY 2015-16 and FY 2016-17. In May 2017, staff provided an analysis on national and regional statistics that showed the Vine performance was actually better than most systems in the region and in the country. However, the fiscal years stats show the Vine is at par with other systems in the region. The decline of Vine transit ridership can be attributed to several overarching themes consistent with other systems nationwide.

During times of a strong economy transit use generally suffers. Car use increases with the number of jobs available. People, who may have relied on transit as their primary mode of travel, shift to single occupancy vehicle mode. Low, stagnant gas prices coupled with a strong economy make driving a car appear to have a comparable cost to transit. While the reality is that driving is always more expensive than transit, most people only perceive their cost to drive as the amount they pay for gas.

Transportation network companies (TNCs) like Uber and Lyft are also taking a share of the transit market. This is especially true of Millennials and the younger generation who would normally have a higher propensity for transit use. Millennials are the first generation to produce a decline in car ownership since the advent of the automobile. Generally non-car owners are more reliant on transit but that niche has been taken over by the TNCs offering direct and relatively affordable rides.

The suspension of marketing for the Vine during the planning efforts of the Comprehensive Operational Analysis and the Express Bus Study could be playing a role in the downward trend in ridership. Outside of specific advertisements for the Route 25 NVRTA has pulled back marketing the Vine until a decision is rendered on the implementation of service changes recommended by the studies. Once these studies are concluded and recommendations implemented, marketing efforts will resume.



The decline in fixed route ridership has challenged a number of Vine's routes to meet established performance standards. Below are tables showing the Vine's performance compared to established performance standards in the Vine's recent short range transit plan.

### **Figure 1: Ridership**

Performance Standard: Increase over the prior fiscal year

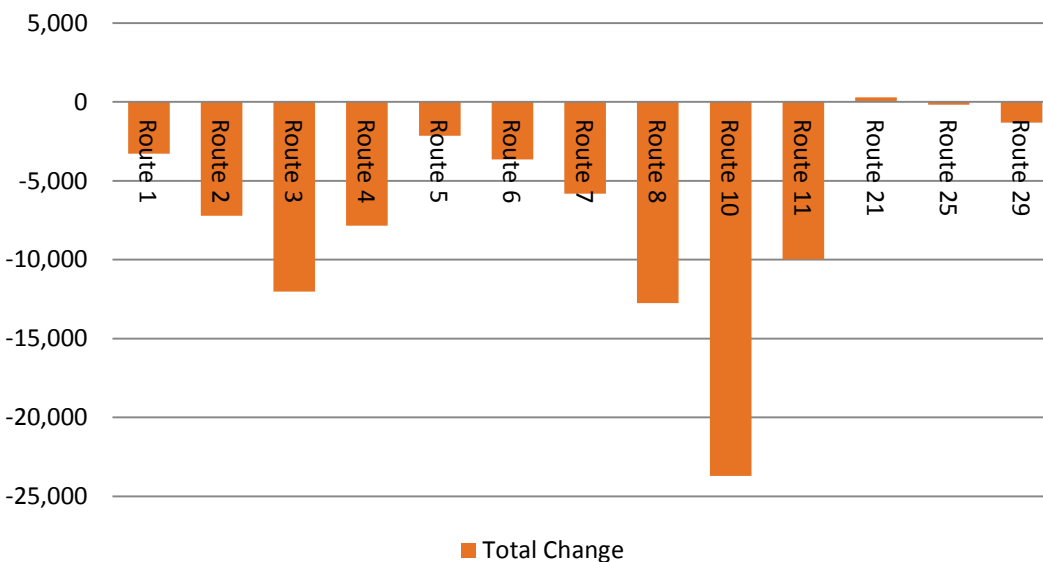


Figure 1 shows the change in ridership between FY 2015-16 and FY 2016-17 on a route by route basis. As shown in the table, the Route 21 is the only route with an increase in ridership (289 riders or 1%). The Route 10 had the most precipitous drop in ridership with a ridership drop of 23,702 riders (9%). The decrease on the Route 10 may be reflective of challenges with on-time performance Up Valley. The booming economy and the additional traffic that is causes create unpredictable travel times on the SR 29 corridor. Unpredictable travel times are a major deterrent for transit users. Analysis of stop by stop boardings supports this assumption. This data shows boardings at stops north of Yountville decreased by 23% while boardings in the City of Napa showed a 1% decrease between FY 2015-16 and FY 2016-17.

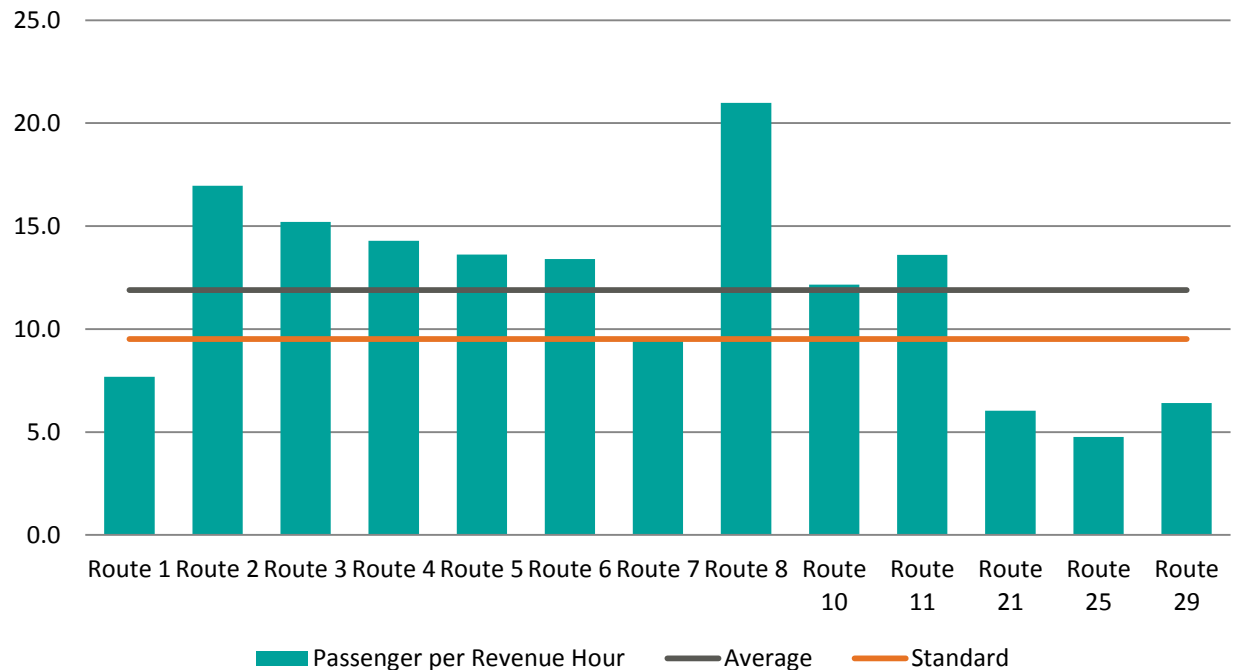
The Route 11 also had a substantial ridership decline but not to the extent of the Route 10. The total number of riders lost on the Route 11 was 9,969 riders, a 4% decrease from the last fiscal year. The Route 11 serves a larger population base and has better connections to regional destinations. These factors help mitigate the loss of riders on the route despite being plagued with similar travel time issues like the Route 10.

The Route 8 lost the second most number of riders (12,702) in FY 2016-17. The Route 8 is a primary trunk line used by people moving north and south through the City of

Napa. The route also has a high rate of transfers. With less overall riders using the entire system this creates a trickledown effect leading to more dramatic losses on the Route 8.

### Table Passengers per Revenue Hour

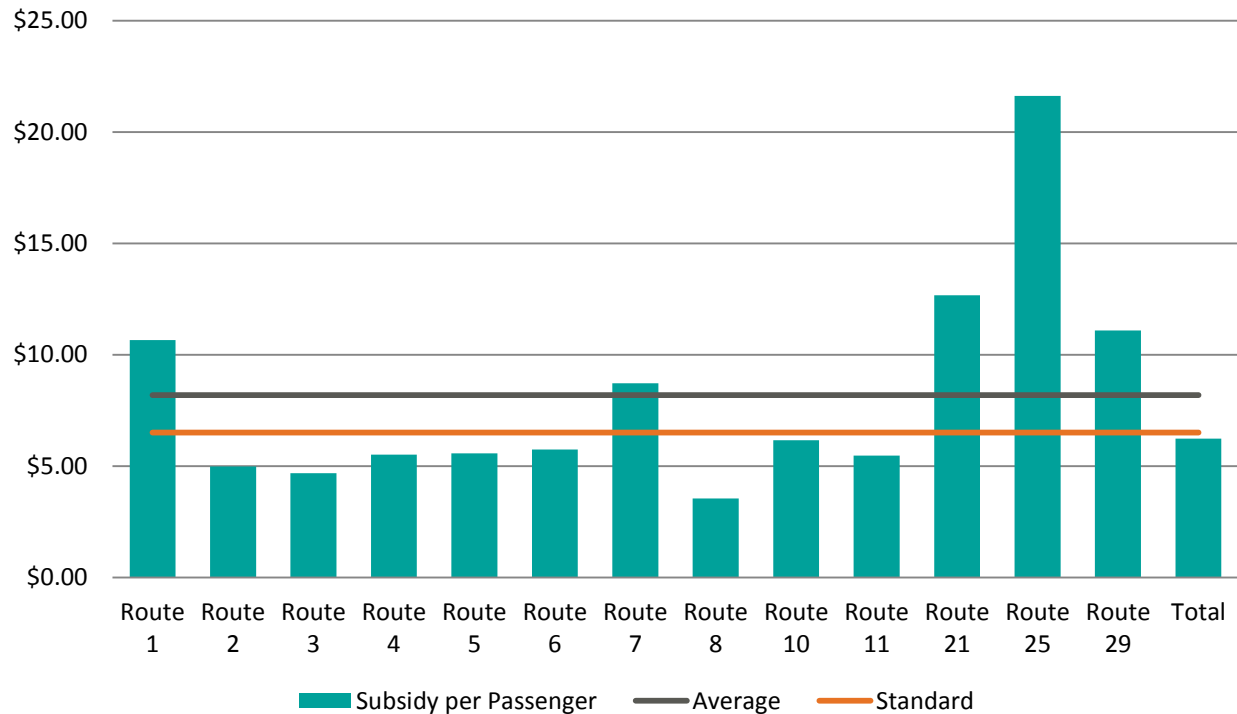
Standard: Greater than 80% of the system average



All but four of the Vine's thirteen routes meet the passengers per revenue hour standard. The express services have a more difficult time achieving this standard due to the extended travel time in areas where buses do not pick up passengers. NVTA is considering modifying its calculation on its long-haul services to remove the hours of service that are operated in areas where the bus does not pick up passengers (e.g. the hours travelled between the ferry terminal and BART on the Route 29). This would likely buttress services that are productive and still reveal those that are underperforming.

## Subsidy per Passenger

Standard: At or less than \$6.50



The subsidy per passenger is what NVTA pays to cover the true cost of a passenger's trip after they pay their fare. The system as a whole meets this standard (\$6.23); however several routes require large subsidies on a per passenger basis. The most notable are the Routes 1, 7, 21, 25, and 29.

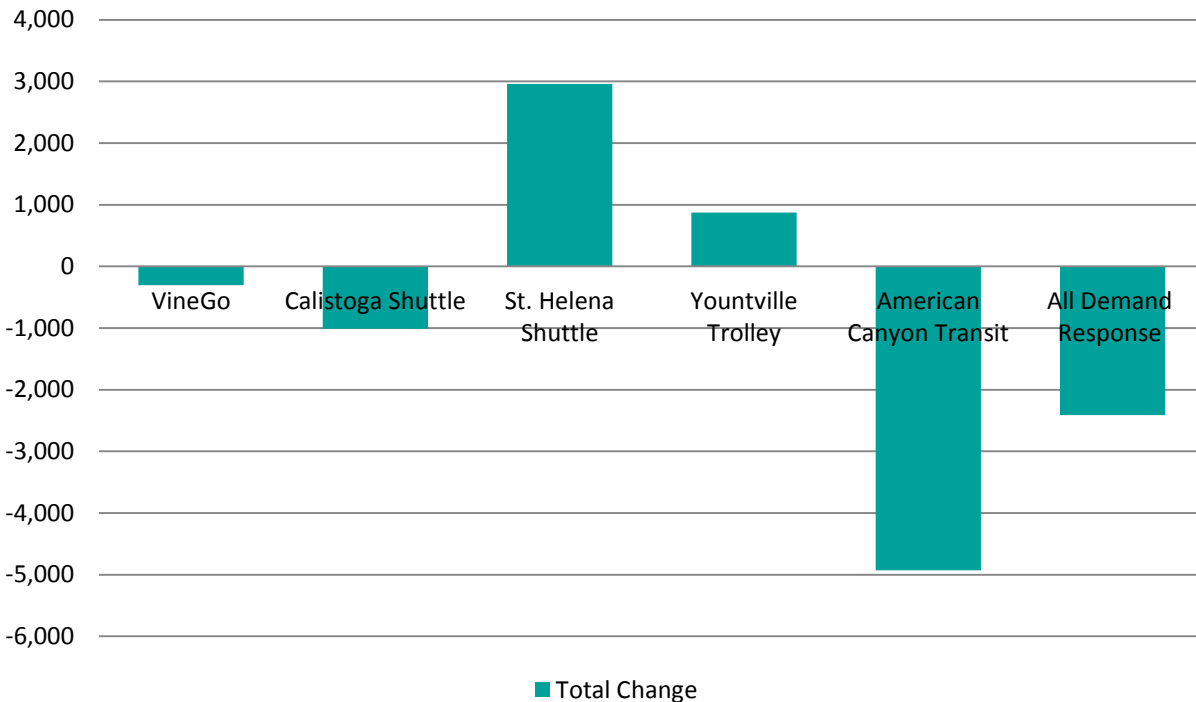
## **On-Demand Services**

On-demand service, including VineGo, showed an overall decline of 2% between FY 2015-16 and FY 2016-17. Non-paratransit services reflects an overall decline of 3%. The chart below shows the performance of each service year over year and the associated standards.

### Total Ridership

Standard (VineGo): Growth should not lead to denials

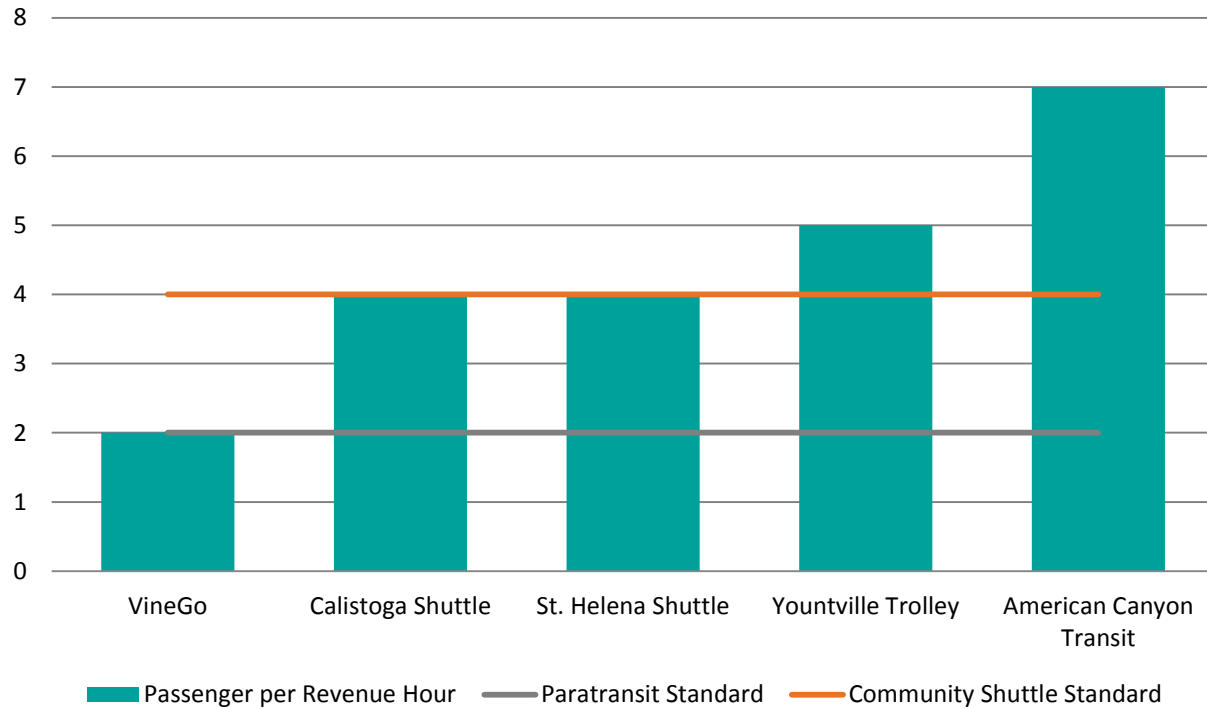
Standard (Community Shuttles): Growth should not lead to excessive wait times



NVRTA was able to achieve its standards however reviewing the data shows the need for further investigation into ridership increases and decreases. American Canyon had the largest decrease of riders between FY 2015-16 and FY 2016-17 at 18%. Of the 4,344 rider decrease in American Canyon, 72% of those trips were school trips. This decrease is sizeable and has prompted immediate investigation. NVRTA intends to coordinate with the high school to encourage more students to use the bus. This may also be a market that TNCs have undercut as they are a sleeker and faster option for high school students.

### Passengers per Revenue Hour

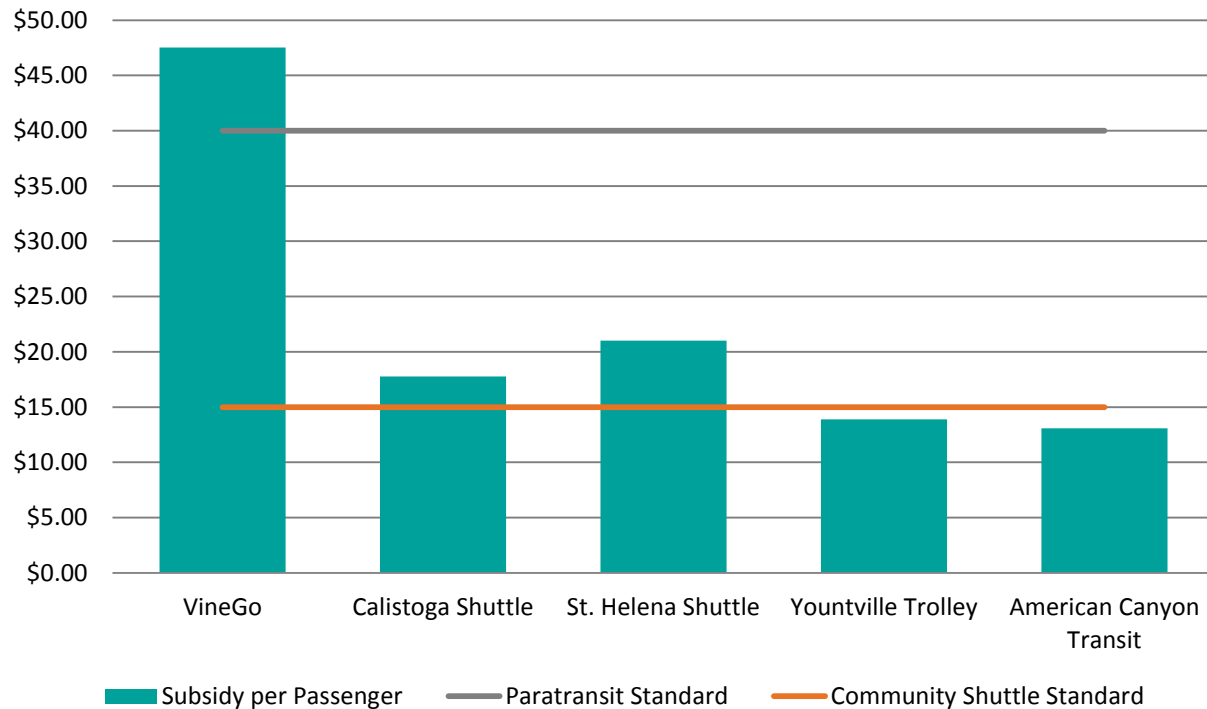
Standard: VineGo 2.0 passengers per hour, Community Shuttles 4.0 passengers per hour



Yountville and American Canyon are the only services to exceed the standard. VineGo, St. Helena, and Calistoga are meeting the standard. A review of services hours might be warranted for Calistoga and St. Helena to ensure they do not dip below four passengers per revenue hour.

### Subsidy per Passenger

Standard: VineGo \$40 per passenger. Community Shuttles \$15 per passenger



VineGo, the Calistoga Shuttle, and the St. Helena Shuttle are above the subsidy per passenger. Calistoga is slightly over and St. Helena will need to be monitored closely to ensure the subsidy of passengers does not increase further. VineGo creates the largest concern being \$7 over the standard. This will require staff to delve deeper into how trips are being dispatched and ensure all strategies available to achieve maximum paratransit efficiency are being used.

### **Conclusion**

As stated before sustained low gas prices, high employment levels, and the expansion of mobility services like Uber or Lyft have reduced the number of individuals using transit. Coupled with temporarily suspended marketing efforts, these factors contribute to the ridership decline on local service to a greater degree than the Vine Express Bus services. Local transit service in a suburban and rural environment, like Napa, does not compete well with the automobile in regards to trip time, length, and convenience. Although ridership on regional service also declined, the regional service is more competitive with the car when it comes to regional travel. The delta between time spent driving and time spent on a bus is less significant on longer more congested trips. Not having to navigate gridlock and the additional time for work or leisurely reaching is a significant incentive for someone to opt to use a bus rather than sit in the same traffic in their car.

---

NVTA staff will continue to monitor service performance as FY 2017-18 progresses. With the release of the Express Bus Study Report and the Comprehensive Operational Analysis beginning its outreach and planning phase, staff will be able to better understand the market. Aligning service changes with the recommendations from both studies has the potential to reverse the trend seen in the recent year and create a more efficient service.

### Transit Technology and Projects

NVTA's automated dispatch system project is moving along smoothly. The dispatch system is currently fully functional and NVTA hopes to have that element of the project in use by the end of September. The app-based ride request deliverable was altered at the request of the jurisdictions. The app will no longer be a TapRide app but a "white label" app unique to the Napa Valley. It will be fully customized but retain the same functionalities in regards to requesting rides as seen in the generic TapRide app. The app will be available to the general public for both Android and Apples users on December 4, 2017. Through the month of November NVTA staff has been and will be working with partners in each community to get the word out about the app.

Coordination between NVTA, Transdev, and Avail staff led to the Vine's General Transit Feed Specification (GTFS) data to be accepted by Google on October 23<sup>rd</sup>. Riders can now use Google Maps as a trip planning tool for all modes in Napa County.

NVTA began its in-person evaluation process for ADA Paratransit service on September 8<sup>th</sup>. Between then and October 8<sup>th</sup> thirteen evaluations have been completed resulting in thirteen approvals. Of the thirteen approvals ten were unrestricted the other three resulted in a conditional, trip-by-trip, and temporary approval. This new process will ensure VineGo is being used by those who truly need it. It is the hope of NVTA staff that evaluating applicants in this manner will result in higher staff and operational productivity.

### SUPPORTING DOCUMENTS

None



## NAPA VALLEY TRANSPORTATION AUTHORITY Board Agenda Letter

---

**TO:** Board of Directors  
**FROM:** Kate Miller, Executive Director  
**REPORT BY:** Justin Paniagua, Senior Finance/Policy Analyst  
(707) 259-8781 / Email: [jpaniagua@nvta.ca.gov](mailto:jpaniagua@nvta.ca.gov)  
**SUBJECT:** Napa Valley Transportation Authority (NVRTA) Fiscal Year End (FYE) 2016-17 Financial Statements, 5-Year Forecast and Delegated Authority Matrix, and Resolution No. 17-19 Amending the Fiscal Year (FY) 2017-18 Budget

---

### **RECOMMENDATION**

That the Napa Valley Transportation Authority (NVRTA) Board (1) review the NVRTA financial performance compared to budget (Attachment 1) for the fiscal year ending June 30, 2017 period and 5-year forecast and (2) approve Resolution No. 17-19 (Attachment 2) increasing the fiscal year 2017-18 budget by \$8,898,782.

### **COMMITTEE RECOMMENDATION**

None

### **EXECUTIVE SUMMARY**

NVRTA adopted a biennial budget cycle for the fiscal years ending in 2017 (FY 2016-17) and 2018 (FY 2017-18). Several expenses are front loaded in the first year of the biennial budget. Unused balances are carried over to the next fiscal year through a Resolution. Staff requests approval for a budget amendment for FY 2017-18 in the amount of \$8,898,782 for remaining carryover budget balances and expenses for contracts and projects previously approved.

Attachment 1 summarizes NVRTA's full fiscal year financial performance. The report includes detailed financial data assessing the agency's performance to budget. The discussion section summarizes and explains budget variances.



**PROCEDURAL REQUIREMENTS**

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

**FINANCIAL IMPACT**

Is there a fiscal impact? Yes, increase FY 2017-18 budget appropriations by \$8,898,782.

New Appropriation Request: \$2,600,000

Rollover from previous fiscal year: \$6,298,782

See Table 1 for the Expenses and Financing Carryover Amounts

Table 1: Expenses and Financing Carryovers

<b>Expenses</b>	<b>Amount</b>	<b>Reason</b>
Capital Budget	\$5,353,919	Rollover of unused capital budget from previous year
Architectural and Engineering Consulting	\$1,900,000	NEW- Kimley Horn contract for Design and Architectural Services
CMA- Professional Services	\$ 945,863	Rollover of unused consulting fees, excluding Kimley Horn
Depreciation	\$ 543,000	NEW- assets placed into service
Software maintenance	\$ 103,000	Double Map dispatch system with wireless cellular service and Remix scheduling software subscription.
Salaries and Benefits	\$ 25,000	NEW- Board approved changes to NVT A's organizational chart and position salaries
Building Maintenance	\$ 24,000	NEW- janitorial contract with additional scope of work
Telecommunications	\$ 4,000	NEW-VOIP telecom services charges
<b>Total Amendments</b>	<b>\$8,898,782</b>	

Consequences if not approved: Several projects and programs will be postponed or suspended without the carryover and additional spending authority.

---

## **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**

### **Financial Performance:**

#### *Congestion Management Agency (Planning Fund) Budget vs. Actuals*

NVRTA, the Congestion Management Agency (CMA), (also known as the General or Planning Fund), recognized \$5,366,037 in revenues in FY 2016-17 or approximately 106.16% of the total budgeted revenues. Most revenues are from Transportation Development Act (TDA) disbursements totaling \$3,532,791 and federal grants in the amount of \$1,117,704. Other revenues are salary charge backs to the Public Transit Fund, interest, refunds, state grant funds and a contribution from the County of Napa for Vine Trail construction. NVTA received additional unbudgeted revenues from the Vine Trail project for expenses incurred contributing to the higher than expected revenue amount.

Planning Fund expenses totaled \$4,028,654, equal to approximately 80% of the fiscal year budget. Personnel costs were \$1,810,834 for the fiscal year, equal to 98% of the salaries and benefits budget. Agency administration and consulting services accounted for \$2,179,344 in expenses, 69% of the total fiscal year adjusted budget. The budget carryover of approximately \$945,863 to the second year of the bi-annual budget is made up of the total remaining budget in consulting services and construction services. This is caused by front loading the planning budget in the first year and rolling over what's left to the second year to complete current and future planning projects.

For reporting purposes, the Transportation Fund for Clean Air (TFCA) fund and Abandoned Vehicle Abatement Authority (AVAA) program fund are excluded from the reported CMA fund figures because the funds are passed through to the City/Town/County jurisdictions by NVTA. The TFCA numbers are however included in the Consolidated Financial Statement.

#### *Public Transit (Transit Fund) Budget vs. Actuals*

Transit operating revenues came in at \$10,744,394 for the fiscal year. The Public Transit Fund received 102% of budgeted revenues. The additional funds came from the Federal Transportation Administration's Small Transit Intensive Communities (STIC) Funds program totaling \$540,000. STIC funds are not budgeted since they are merit-based awards for meeting higher levels of service criteria.

---

Overall, operating expenses in the Public Transit Fund totaled \$10,483,747. The primary expense categories were purchased transportation at \$8,929,934 and fuel at \$921,005. Total public transit expenditures as of the end of the quarter have equaled 99.48% of the fiscal year adjusted budget. Fuel cost for the fiscal year averaged \$2.22 per gallon, an increase of 6% from the previous fiscal year. Overall fuel cost increased by 7% due to a 1% increase in total fuel consumed combined with the increase in per gallon cost.

Due to an accounting change resulting from NVRTA's new Transdev contract NVRTA paid the equivalent of thirteen (13) months of service in FY 2016-17. The former contract was paid on a cash basis; invoices were paid in the month received. With the new contract, payments were switched to an accrual basis where expenses are recognized in the month they occur. Staff did not need to increase appropriations since there was sufficient budget. Savings from other budget areas, namely fuel and NVRTA's budgeted contingency, was enough to cover the additional expense.

### *Capital Purchases*

In FY 2016-17 NVRTA completed three (3) capital projects. NVRTA purchased property for the new bus maintenance facility, completed and placed into service the Computer Aided Dispatch Automatic Vehicle Locator (CAD/AVL) system and purchased three (3) new Vine Go paratransit vehicles. Total capital expenditures for the year were \$3,418,556. The remaining budget of \$5,353,919 will be rolled over into the FY 2017-18 budget. The addition of the CAD/AVL and new vehicles necessitated an increase in the depreciation budget of \$543,000 for FY 2017-18.

### **5-Year Forecast:**

Based upon revenues and expenses to date, staff is not recommending any changes to the 5-year forecast.

*Note that the information summarized in this memo and contained in the attached report has not been audited and should be used for informational purposes only.*

### **Executive Director Delegated Authority**

The Board authorizes the Executive Director up to \$49,999 in delegated authority for any one purchase and up to \$175,000 for construction expenses. The Authority limits the Executive Director to cumulative authority – that is, that the total amount of any one contract/award or construction expense must be within the \$50,000 or \$175,000 respectively. The Board further requested that staff provide quarterly disclosure on any Executive Director delegated authority expenses made over the prior quarter. The Table 2 below shows delegated authority expenses as of June 30, 2017.

**Table 2: Executive Director Delegated Authority**

QUARTERLY DELEGATED AUTHORITY SMALL CLAIMS REPORT (> \$5K - 50K )							FY 16-17
CONTR/ PO NO.	VENDOR	DESCRIPTION	QTR 1 JUL-SEP	QTR 2 OCT-DEC	QTR 3 JAN-MAR	QTR 4 APR-JUN	TOTAL \$
	MAGNETIC TICKET	BUS TRANSFER MEDIA	\$ 13,840				\$ 13,840
	TRANSDEV	TRANSMISSION		\$ 8,734			\$ 8,734
	FLUID NRG	WEB HOST	\$ 7,990	\$ 6,350		\$ 8,000	\$ 22,340
16-1018	REMIX	TRANSIT PLANNING SOFTWARE		\$ 34,020			\$ 34,020
16-27	MTCO	BOARD ROOM A/V ENHANCEMENT/REDESIGN		\$ 42,992			\$ 42,992
17-1009	GENFARE	BUS FARE MEDIA			\$ 5,582		\$ 5,582
	TRANSDEV	UNIFORM EMBROIDERY			\$ 7,123		\$ 7,123
	PANDORA	BOTTLEROCK ADVERTISING				\$ 5,000	\$ 5,000
		<b>TOTAL</b>	<b>\$ 21,830</b>	<b>\$ 92,096</b>	<b>\$ 12,705</b>	<b>\$ 13,000</b>	<b>\$ 139,631</b>

**SUPPORTING DOCUMENTS**

- Attachment: (1) Fiscal Year End 2016-17 Financial Statements and 5 Year Forecast  
 (2) Resolution No. 17-19

ATTACHMENT 1

Division: 830 NVTa - Consolidated

5 Year Forecast

NVTa Agenda Item 11.2

November 15, 2017

		Adopted Budget	Adjusted Budget	YTD Total	Budget vs Actual	Percent of Budget	FY 2017-18 Budget	FY 2018-19	FY 2019-20	FY 2020-21	FY 2021-22
Revenues											
41400	Sales and Use Tax	8,832,593	8,832,593	8,880,459	(47,866)	100.54%	7,901,392	10,811,400	11,293,400	11,794,300	12,314,100
41410	Sales and Use Tax - Capital	-	-	264,702	(264,702)	0.00%					
43790	State-Other Funding	981,992	981,992	721,314	260,678	73.45%	1,139,000	1,149,700	1,160,500	1,171,400	1,182,400
43890	Federal-Other Funding	4,246,282	4,246,282	4,162,522	83,760	98.03%	2,781,830	2,782,000	2,782,000	2,782,000	2,782,000
43910	County of Napa	-	-	120,000	(120,000)	0.00%					
43950	Other-Governmental Agencies	600,000	600,000	652,345	(52,345)	108.72%	560,000	434,600	434,600	434,600	434,600
45100	Interest	24,500	24,500	25,637	(1,137)	104.64%	26,400	26,700	27,000	27,300	27,600
46800	Charges for Services (Farebox)	1,756,770	1,756,770	1,163,126	593,644	66.21%	1,372,200	1,399,600	1,427,600	1,456,200	1,485,300
46810	American Canyon Contribution	30,225	30,225	28,086	2,139	92.92%	33,119	33,800	34,500	35,200	35,900
46820	Yountville Contribution	32,068	32,068	33,638	(1,570)	104.90%	34,489	35,200	35,900	36,600	37,300
46825	St. Helena Contribution	23,459	23,459	28,147	(4,688)	119.98%	24,519	25,000	25,500	26,000	26,500
46830	Calistoga & CTBID Contribution	65,093	65,093	65,093	0	100.00%	65,093	66,400	67,700	69,100	70,500
47150	Other Grants	-	-	8,109	(8,109)	0.00%	-	-	-	-	-
49900	Intrafund Revenue	196,000	196,000	158,310	37,690	80.77%	204,000	208,100	212,300	216,500	220,800
Total Revenues		16,788,982	16,788,982	16,311,488	477,494	97.16%	14,142,042	16,972,500	17,501,000	18,049,200	18,617,000
Expenses											
51100	Salaries and Wages	1,418,300	1,418,300	1,373,240	45,060	96.82%	1,471,500	1,545,100	1,622,400	1,703,500	1,788,700
51110	Extra Help	-	-	3,040	(3,040)	0.00%	-	-	-	-	-
51115	Overtime	-	-	-	-	0.00%	-	-	-	-	-
51200	401A Employer Contribution	18,000	18,000	13,000	5,000	72.22%	18,000	18,000	18,000	18,000	18,000
51205	Cell Phone Allowance	1,800	1,800	2,310	(510)	0.00%	1,800	1,900	2,000	2,100	2,200
51300	Medicare	17,000	17,000	17,871	(871)	105.12%	17,000	17,900	18,800	19,700	20,700
51400	Employee Insurance-Premiums	186,000	186,000	241,635	(55,635)	129.91%	186,000	195,300	205,100	215,400	226,200
51405	Workers Compensation	14,400	14,400	15,011	(611)	104.24%	14,400	15,100	15,900	16,700	17,500
51410	Unemployment Compensation	-	-	3,593	(3,593)	0.00%	-	-	-	-	-
51600	Retirement	165,000	165,000	106,822	58,178	64.74%	165,000	173,300	182,000	191,100	200,700
51605	Other Post Employment Benefits	30,000	30,000	31,000	(1,000)	103.33%	31,000	32,600	34,200	35,900	37,700
51990	Other Employee Benefits	3,000	3,000	3,312	(312)	110.40%	3,000	3,200	3,400	3,600	3,800
Total for: Salaries and Benefits		1,853,500	1,853,500	1,810,834	42,666	97.70%	1,907,700	2,002,400	2,101,800	2,206,000	2,315,500
52100	Administration Services	10,000	10,000	5,245	4,755	52.45%	10,000	10,300	10,600	10,900	11,200
52125	Accounting/Auditing Services	100,100	100,100	61,693	38,407	61.63%	103,100	105,900	108,800	111,800	114,900
52130	Information Technology Service	114,982	114,982	114,982	-	100.00%	126,542	130,000	133,600	137,200	140,900
52131	ITS-Communication Services	-	17,600	17,597	3	0.00%	-	-	-	-	-
52140	Legal Services	60,500	55,500	46,672	8,828	84.09%	60,500	62,200	63,900	65,700	67,500
52150	Temporary/Contract Help	10,000	-	-	-	0.00%	10,000	10,000	10,000	10,000	10,000
52310	Consulting Services	2,293,400	1,628,025	687,151	940,874	42.21%	337,000	1,481,600	1,525,400	1,570,500	1,616,900
52325	Waste Disposal Services	20,000	20,000	15,595	4,405	77.97%	20,000	20,000	20,000	20,000	20,000
52335	Security Services	47,000	47,000	33,156	13,844	70.54%	48,000	46,000	46,000	46,700	47,400
52340	Landscaping Services	3,000	3,000	10,574	(7,574)	352.47%	3,000	3,100	3,200	3,300	3,400
52360	Construction Services	250,000	802,000	797,011	4,989	99.38%	-	826,100	850,900	876,400	902,700
52490	Other Professional Services	8,987,000	9,027,300	8,956,515	70,785	99.22%	9,094,500	9,403,700	9,723,400	10,054,000	10,395,800
52500	Maintenance-Equipment	30,000	30,000	88,910	(58,910)	296.37%	30,000	30,300	30,600	30,900	31,200
52505	Maintenance-Buildings/Improvem	42,000	42,000	76,677	(34,677)	182.56%	42,000	53,300	54,600	55,900	57,300
52515	Maintenance-Software	72,000	72,000	54,842	17,158	76.17%	72,000	74,200	76,400	78,700	81,100
52520	Maintenance-Vehicles	32,000	32,000	5,335	26,665	16.67%	32,000	32,100	32,200	32,300	32,400
52600	Rents and Leases - Equipment	8,000	8,000	8,008	(8)	100.11%	8,000	8,200	8,400	8,700	9,000
52605	Rents and Leases - Bldg/Land	48,000	28,000	6,200	21,800	22.14%	41,000	40,000	40,000	40,000	40,000
52705	Insurance - Premiums	77,000	278,500	343,346	(64,846)	123.28%	77,000	79,000	81,000	83,300	85,600
52800	Communications/Telephone	17,600	17,600	21,604	(4,004)	122.75%	16,000	16,300	16,600	16,900	17,200
52810	Advertising/Marketing	300,000	195,000	178,006	16,994	91.29%	202,000	201,200	202,400	203,700	205,000
52820	Printing & Binding	65,500	65,500	47,828	17,672	73.02%	65,500	66,600	67,200	67,800	68,500
52825	Bank Charges	16,000	16,000	5,245	10,755	32.78%	16,000	16,400	16,800	17,200	17,600
52830	Publications & Legal Notices	12,000	12,000	26,039	(14,039)	216.99%	12,000	12,300	12,600	12,900	13,200
52900	Training/Conference Expenses	50,000	50,000	42,413	7,587	84.83%	50,000	51,500	53,000	54,600	56,200
52905	Business Travel/Mileage	20,000	20,000	16,156	3,844	80.78%	20,000	20,600	21,200	21,800	22,500
53100	Office Supplies	30,200	24,200	20,365	3,835	84.15%	30,200	30,800	31,400	32,200	33,100
53110	Freight/Postage	4,000	4,000	4,284	(284)	107.09%	4,000	4,100	4,200	4,300	4,400
53115	Books/Media/Periodicals/Subscr	7,000	7,000	7,802	(802)	111.45%	7,000	7,200	7,400	7,600	7,800
53120	Memberships/Certifications	36,000	36,000	31,068	4,932	86.30%	36,000	37,100	38,200	39,300	40,500
53205	Utilities - Electric	25,000	25,000	20,701	4,299	82.80%	26,000	26,500	27,000	27,500	28,000
53220	Utilities - Water	13,000	13,000	16,958	(3,958)	130.45%	12,000	12,200	12,400	12,600	12,800
53250	Fuel	1,188,200	975,700	921,695	54,005	94.47%	1,419,000	1,433,200	1,447,500	1,462,000	1,476,600
Total for: Services and Supplies		13,989,482	13,777,007	12,689,673	1,087,334	92.11%	12,030,342	14,352,000	14,776,900	15,216,700	15,670,700
54315	Interest on Debt (I-Bank; Bank of Marin)	-	61,600.00	61,478.76	121.24	0.00%	-	410,000	410,000	410,000	410,000
57900	Intrafund Expenditures	196,000	196,000	158,310	37,690	80.77%	204,000	208,100	212,300	216,500	220,800
Total for: Other Expenses		196,000	257,600	219,789	37,811	85.32%	204,000	618,100	622,300	626,500	630,800
Total Expenditures		16,038,982	15,888,107	14,720,295	1,167,812	92.65%	14,142,042	16,972,500	17,501,000	18,049,200	18,617,000
Net Surplus (Deficit)		750,000	900,875	1,591,193			-</				

Vision: 83010 & 83000 - NVTA-CMA						5 Year Forecast					
		Adopted Budget	Adjusted Budget	YTD Total	Budget vs Actual	Percent of Budget	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21	FY 2021-22
Revenues											
41400	Sales and Use Tax	3,532,791	3,532,791	3,830,791	(298,000)	108.44%	1,726,700	3,966,500	4,149,700	4,340,400	4,539,200
41410	Sales and Use Tax - Capital					0.00%					
43790	State-Other Funding	69,000	69,000	45,787	23,213	66.36%	69,000	69,000	69,000	69,000	69,000
43890	Federal-Other Funding	792,000	792,000	1,117,704	(325,704)	141.12%	700,000	700,000	700,000	700,000	700,000
43910	County of Napa	-	-	120,000	(120,000)	0.00%					
43950	Other-Governmental Agencies	10,000	10,000	7,883	2,117	78.83%	170,000	10,000	10,000	10,000	10,000
45100	Interest	5,000	5,000	7,331	(2,331)	146.61%	5,000	5,100	5,200	5,300	5,400
46800	Charges for Services	450,000	450,000	70,123	379,877	15.58%	-	-	-	-	-
47150	Other Grants	-	-	8,109	(8,109)	0.00%	-	-	-	-	-
49900	Intrafund Revenue	196,000	196,000	158,310	37,690	80.77%	204,000	208,100	212,300	216,500	220,800
Total Revenues		5,054,791	5,054,791	5,366,037	(311,246)	106.16%	2,874,700	4,958,700	5,146,200	5,341,200	5,544,400
Expenses											
51100	Salaries and Wages	1,418,300	1,418,300	1,373,240	45,060	96.82%	1,471,500	1,545,100	1,622,400	1,703,500	1,788,700
51110	Extra Help	-	-	3,040	(3,040)	0.00%	-	-	-	-	-
51115	Overtime	-	-	-	-	0.00%	-	-	-	-	-
51200	457(b) Employer Contribution	18,000	18,000	13,000	5,000	72.22%	18,000	18,000	18,000	18,000	18,000
51205	Cell Phone Allowance	1,800	1,800	2,310	(510)	128.33%	1,800	1,900	2,000	2,100	2,200
51300	Medicare	17,000	17,000	17,871	(871)	105.12%	17,000	17,900	18,800	19,700	20,700
51400	Employee Insurance-Premiums	186,000	186,000	241,635	(55,635)	129.91%	186,000	195,300	205,100	215,400	226,200
51405	Workers Compensation	14,400	14,400	15,011	(611)	104.24%	14,400	15,100	15,900	16,700	17,500
51410	Unemployment Compensation	-	-	3,593	(3,593)	0.00%	-	-	-	-	-
51600	Retirement	165,000	165,000	106,822	58,178	64.74%	165,000	173,300	182,000	191,100	200,700
51605	Other Post Employment Benefits	30,000	30,000	31,000	(1,000)	103.33%	31,000	32,600	34,200	35,900	37,700
51990	Other Employee Benefits	3,000	3,000	3,312	(312)	110.40%	3,000	3,200	3,400	3,600	3,800
Total for: Salaries and Benefits		1,853,500	1,853,500	1,810,834	42,666	97.70%	1,907,700	2,002,400	2,101,800	2,206,000	2,315,500
52100	Administration Services	10,000	10,000	5,245	4,755	52.45%	10,000	10,300	10,600	10,900	11,200
52125	Accounting/Auditing Services	74,000	74,000	55,769	18,231	75.36%	76,000	78,300	80,600	83,000	85,500
52130	Information Technology Service	80,891	80,891	80,891	-	100.00%	89,000	91,700	94,500	97,300	100,200
52131	ITS-Communication Services	-	17,600	17,597	3	0.00%	-	-	-	-	-
52140	Legal Services	50,000	50,000	46,672	3,328	93.34%	50,000	51,500	53,000	54,600	56,200
52310	Consulting Services	2,233,400	1,628,025	687,151	940,874	42.21%	277,000	1,421,600	1,464,200	1,508,100	1,553,300
52360	Construction Services	250,000	802,000	797,011	4,989	99.38%	-	826,100	850,900	876,400	902,700
52335	Security Services	12,000	12,000	5,492	6,508	45.77%	12,000	10,000	10,000	10,000	10,000
52340	Landscaping Services	3,000	3,000	10,574	(7,574)	352.47%	3,000	3,100	3,200	3,300	3,400
52500	Maintenance-Equipment	10,000	10,000	16,691	(6,691)	0.00%	10,000	10,300	10,600	10,900	11,200
52505	Maintenance-Buildings/Improvem	42,000	42,000	70,837	(28,837)	168.66%	42,000	43,300	44,600	45,900	47,300
52515	Maintenance-Software	72,000	72,000	54,842	17,158	76.17%	72,000	74,200	76,400	78,700	81,100
52520	Maintenance-Vehicles	2,000	2,000	-	2,000	0.00%	2,000	2,100	2,200	2,300	2,400
52600	Rents and Leases - Equipment	8,000	8,000	8,008	(8)	100.11%	8,000	8,200	8,400	8,700	9,000
52705	Insurance - Premiums	65,000	47,400	44,048	3,352	92.93%	65,000	67,000	69,000	71,100	73,200
52800	Communications/Telephone	10,000	10,000	10,069	(69)	100.69%	10,000	10,300	10,600	10,900	11,200
52810	Advertising/Marketing	78,000	78,000	74,929	3,071	96.06%	40,000	41,200	42,400	43,700	45,000
52820	Printing & Binding	20,000	20,000	18,464	1,536	92.32%	20,000	20,600	21,200	21,800	22,500
52825	Bank Charges	12,000	12,000	1,961	10,039	16.34%	12,000	12,400	12,800	13,200	13,600
52830	Publications & Legal Notices	10,000	10,000	25,027	(15,027)	250.27%	10,000	10,300	10,600	10,900	11,200
52900	Training/Conference Expenses	50,000	50,000	42,413	7,587	84.83%	50,000	51,500	53,000	54,600	56,200
52905	Business Travel/Mileage	20,000	20,000	16,156	3,844	80.78%	20,000	20,600	21,200	21,800	22,500
53100	Office Supplies	20,000	20,000	20,365	(365)	101.82%	20,000	20,600	21,200	21,800	22,500
53110	Freight/Postage	3,000	3,000	4,170	(1,170)	139.00%	3,000	3,100	3,200	3,300	3,400
53115	Books/Media/Periodicals/Subscr	7,000	7,000	7,802	(802)	111.45%	7,000	7,200	7,400	7,600	7,800
53120	Memberships/Certifications	36,000	36,000	31,068	4,932	86.30%	36,000	37,100	38,200	39,300	40,500
53205	Utilities - Electric	17,000	17,000	16,292	708	95.83%	16,000	16,500	17,000	17,500	18,000
53220	Utilities - Water	5,000	5,000	9,111	(4,111)	182.23%	6,000	6,200	6,400	6,600	6,800
53250	Fuel	1,000	1,000	690	310	69.05%	1,000	1,000	1,000	1,000	1,000
Total for: Services and Supplies		3,201,291	3,147,916	2,179,344	968,572	69.23%	967,000	2,956,300	3,044,400	3,135,200	3,228,900
54315	Interest on Debt	-	38,500.00	38,476.18	23.82	0.00%					
Total for: Other Expenses		-	38,500.00	38,476.18	23.82	99.94%					
Total Expenditures		5,054,791	5,039,916	4,028,654	1,011,262	79.93%	2,874,700	4,958,700	5,146,200	5,341,200	5,544,400
Net Surplus (Deficit)		-	14,875	1,337,383			-	-	-	-	-
54600	Depreciation Expense	30,000	30,000	-	30,000	0.00%	30,000	-	-	-	-



Division: 83020 - NVTA-Public Transit

						5 Year Forecast					
		Adopted Budget	Adjusted Budget	YTD Total	Budget vs Actual	Percent of Budget	FY 2017-18 Budget	FY 2018-19	FY 2019-20	FY 2020-21	FY 2021-22
Revenues											
41400	Sales and Use Tax (TDA)	5,299,802	5,299,802	5,049,668	250,134	95.28%	6,174,692	6,844,900	7,143,700	7,453,900	7,774,900
41410	Sales and Use Tax - Capital	-	-	264,702	(264,702)	0.00%					
43790	State-Other Funding	912,992	912,992	675,527	237,465	73.99%	1,070,000	1,080,700	1,091,500	1,102,400	1,113,400
43890	Federal-Other Funding	2,504,282	2,504,282	3,044,818	(540,536)	121.58%	2,081,830	2,082,000	2,082,000	2,082,000	2,082,000
43950	Other-Governmental Agencies	390,000	390,000	446,400	(56,400)	114.46%	390,000	424,600	424,600	424,600	424,600
45100	Interest	19,500	19,500	15,311	4,189	78.52%	21,400	21,600	21,800	22,000	22,200
46800	Farebox Revenue	1,306,770	1,306,770	1,093,003	213,767	83.64%	1,372,200	1,399,600	1,427,600	1,456,200	1,485,300
46810	American Canyon Contribution	30,225	30,225	28,086	2,139	92.92%	33,119	33,800	34,500	35,200	35,900
46820	Yountville Contribution	32,068	32,068	33,638	(1,570)	104.90%	34,489	35,200	35,900	36,600	37,300
46825	St. Helena Contribution	23,459	23,459	28,147	(4,688)	119.98%	24,519	25,000	25,500	26,000	26,500
46830	Calistoga & CTBID Contribution	65,093	65,093	65,093	0	100.00%	65,093	66,400	67,700	69,100	70,500
47900	Miscellaneous	-	-	-	-	0.00%					
49900	Intrafund Transfers-In	-	-	-	-	100.00%					
Total Revenues		10,584,191	10,584,191	10,744,394	(160,203)	101.51%	11,267,342	12,013,800	12,354,800	12,708,000	13,072,600
Expenses											
52125	Accounting/Auditing Services	26,100	26,100	5,925	20,175	22.70%	27,100	27,600	28,200	28,800	29,400
52130	Information Technology Service	34,091	34,091	34,091	-	100.00%	37,542	38,300	39,100	39,900	40,700
52140	Legal Services	10,500	5,500	-	5,500	0.00%	10,500	10,700	10,900	11,100	11,300
52150	Temporary/Contract Help	10,000	-	-	-	0.00%	10,000	10,000	10,000	10,000	10,000
52310	Consulting Services	60,000	-	-	-	0.00%	60,000	60,000	61,200	62,400	63,600
52325	Waste Disposal Services	20,000	20,000	15,595	4,405	77.97%	20,000	20,000	20,000	20,000	20,000
52335	Security Services	35,000	35,000	27,664	7,336	79.04%	36,000	36,000	36,000	36,700	37,400
52490	Other Professional Services	8,587,000	8,900,300	8,929,934	(29,634)	100.33%	9,094,500	9,403,700	9,723,400	10,054,000	10,395,800
52500	Maintenance-Equipment	20,000	20,000	72,220	(52,220)	361.10%	20,000	20,000	20,000	20,000	20,000
52505	Maintenance-Buildings/Improvem	-	-	5,840	(5,840)	0.00%	-	10,000	10,000	10,000	10,000
52520	Maintenance-Vehicles	30,000	30,000	5,335	24,665	17.78%	30,000	30,000	30,000	30,000	30,000
52605	Rents and Leases - Bldg/Land	48,000	28,000	6,200	21,800	22.14%	41,000	40,000	40,000	40,000	40,000
52705	Insurance - Premiums	12,000	231,100	299,298	(68,198)	129.51%	12,000	12,000	12,000	12,200	12,400
52800	Communications/Telephone	7,600	7,600	11,535	(3,935)	151.78%	6,000	6,000	6,000	6,000	6,000
52810	Advertising/Marketing	222,000	117,000	103,077	13,923	88.10%	162,000	160,000	160,000	160,000	160,000
52820	Printing & Binding	45,500	45,500	29,364	16,136	64.54%	45,500	46,000	46,000	46,000	46,000
52825	Bank Charges	4,000	4,000	3,285	715	82.12%	4,000	4,000	4,000	4,000	4,000
52830	Publications & Legal Notices	2,000	2,000	1,011	989	50.56%	2,000	2,000	2,000	2,000	2,000
53100	Office Supplies	10,200	4,200	-	4,200	0.00%	10,200	10,200	10,200	10,400	10,600
53110	Freight/Postage	1,000	1,000	114	886	11.38%	1,000	1,000	1,000	1,000	1,000
53205	Utilities - Electric	8,000	8,000	4,409	3,591	55.12%	10,000	10,000	10,000	10,000	10,000
53220	Utilities - Water	8,000	8,000	7,847	153	98.08%	6,000	6,000	6,000	6,000	6,000
53250	Fuel	1,187,200	974,700	921,005	53,695	94.49%	1,418,000	1,432,200	1,446,500	1,461,000	1,475,600
Total for: Services and Supplies		10,388,191	10,502,091	10,483,747	18,344	99.83%	11,063,342	11,395,700	11,732,500	12,081,500	12,441,800
54315	Interest on Debt (I-Bank)	-	23,100.00	23,002.58	97.42	0.00%		410,000	410,000	410,000	410,000
57900	Intrafund Expenditures	196,000	196,000	158,310	37,690	80.77%	204,000	208,100	212,300	216,500	220,800
Total for: Other Expenses		196,000	219,100	181,312	37,788	82.75%	204,000	618,100	622,300	626,500	630,800
Total Expenditures		10,584,191	10,721,191	10,665,060	56,131	99.48%	11,267,342	12,013,800	12,354,800	12,708,000	13,072,600
Net Surplus (Deficit)		-	(137,000)	79,334	(216,334)		-	-	-	-	-
54600	Depreciation Expense	2,092,000	2,660,400	2,659,934.00	466.00	99.98%	2,207,000	2,251,100	2,296,100	2,342,000	2,388,800
Capital Revenues											
41410	Sales and Use Tax - Capital	8,210,000	8,210,000	3,200,713	5,009,287	38.99%	4,100,000	895,000	1,850,000	1,550,000	1,350,000
43620	State - Prop 1B	-	-	7,843	(7,843)	0.00%	-	-	-	-	-
43890	Federal-Other Funding	950,000	950,000	210,000	740,000	22.11%	3,500,000	8,000,000	3,500,000	800,000	1,000,000
Total Revenues		9,160,000	9,160,000	3,418,556	5,741,444	37.32%	7,600,000	8,895,000	5,350,000	2,350,000	2,350,000
Capital Expenses											
55100	Land	2,575,000	2,589,875	2,589,873	2	100.00%	-	-	-		
55200	Construction in Progress	675,000	675,000	-	675,000	0.00%	3,000,000	12,500,000	6,100,000	3,100,000	100,000
55400	Equipment	5,910,000	5,910,000	828,683	5,081,317	14.02%	4,600,000	750,000	2,250,000	2,250,000	2,250,000
Total for: Other Expenses		9,160,000	9,174,875	3,418,556	5,756,319	33.24%	7,600,000	13,250,000	8,350,000	5,350,000	2,350,000
Total Expenditures		9,160,000	9,174,875	3,418,556	5,756,319	37.26%	7,600,000	13,250,000	8,350,000	5,350,000	2,350,000
Net Surplus (Deficit)		-	(14,875)	-			-	(4,355,000)	(3,000,000)	(3,000,000)	-

**RESOLUTION No. 17-19**

**A RESOLUTION OF THE  
NAPA VALLEY TRANSPORTATION AUTHORITY (NVTA)  
AMENDING THE FY 2017-18 BUDGET TO  
INCREASE APPROPRIATIONS BY \$8,898,782**

**WHEREAS**, the Napa Valley Transportation Authority (NVTA) is designated the countywide transportation planning agency responsible for Highway, Streets and Roads, and transit planning and programming within Napa County, and

**WHEREAS**, on an routine basis the Board reviews and approves a budget for all transit services including fixed route, deviated route, paratransit, and taxi subsidy as well as NVTA administration and planning, and

**WHEREAS**, the NVTA Board of Directors has approved a budget for fiscal year 2017-18 with \$16,779,042 in total expenditures;

**WHEREAS**, the bi-annual budget was front loaded in the first year resulting in \$6,299,782 of budget rollover; and

**WHEREAS**, several contracts and projects were approved subsequent to the adoption of the bi-annual budget totaling \$2,056,000, and

**WHEREAS**, additional capital assets were placed into service subsequent to the bi-annual budget totaling \$543,000 in additional depreciation; and

**WHEREAS**, the money is available to NVTA, but an additional allocation request is needed for the disbursement of funds to NVTA.

///

///



**NOW, THEREFORE, BE IT RESOLVED**, that the Napa Valley Transportation and Authority amend the FY 2017-18 Budget and increase the appropriation of \$16,779,042 by \$8,898,782 for expenditures in fund 8300 and authorizes the Executive Director to take all necessary actions to secure indicated Federal, State, Regional, and Local resources, and to execute contracts with Member Agencies or funding entities as necessary.

Passed and Adopted the 15<sup>th</sup> day of November, 2017.

Ayes:

\_\_\_\_\_  
Peter White, NVTA Chair

Nays:

Absent:

ATTEST:

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

APPROVED:

\_\_\_\_\_  
Vicki Clayton, NVTA Legal Counsel



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

---

**TO:** Board of Directors  
**FROM:** Kate Miller, Executive Director  
**REPORT BY:** Alberto Esqueda, Associate Program Planner/Administrator  
(707) 259-5976 | [aesqueda@nvta.ca.gov](mailto:aesqueda@nvta.ca.gov)  
**SUBJECT:** Vine Transit Express Bus Corridor Study Final Report

---

### **RECOMMENDATION**

That the Napa Valley Transportation Authority (NVRTA) Board adopt the Vine Transit Express Bus Corridor Study Final Report (Attachment 1) with comments received.

### **COMMITTEE RECOMMENDATION**

The Technical Advisory Committee (TAC) reviewed the Vine Transit Express Bus Corridor Study Draft Final Report at its September 7, 2017 meeting and provided comments to NVRTA. NVRTA has incorporated comments into the Draft document where practicable.

### **EXECUTIVE SUMMARY**

The goal of the Vine Transit Express Bus Corridor Study is to improve operations for Vine Transit's regional express routes. The Study analyzed various performance aspects such as on-time performance, average bus speed, and ridership to recommend potential improvements, to increase ridership and reduce travel times. The study also evaluated potential capital improvements to better serve riders on major corridors that will improve running times. NVRTA has discussed partnering opportunities with SolTrans, Solano Transportation Authority, Sonoma County Transit, as well as, the Napa Valley Wine Train, and discussed transit service coordination along the State Route 29 (SR 29) corridor to better serve transit users in Solano, Napa and Sonoma counties.

Previously, the project team presented its findings at the September 20, 2017 meeting, received feedback from the Board and released the draft final report for public comment. Since that time staff has been working on compiling comments which will be incorporated into the document or included in the appendices in the Final Report.

The goal of the final Vine Transit Express Bus Corridor Study is for it to serve as a capital and operating plan, as well as, a flexible financial document that will allow for the selection of individual transportation elements or enhancements to guide the agency in making strategic investments that will encourage transit ridership and reduce highway congestion.

### **FISCAL IMPACT**

Is there a fiscal impact? No

### **BACKGROUND AND DISCUSSION**

The stated objectives of the Vine Transit Express Bus Corridor Study are:

- Identify needed improvements to existing express bus service
- Examine the demand for expanded express bus service
- Identify operational and capital improvements to enhance the express bus network
- Evaluate these improvements and present the results to enable decision makers to strategically select and implement them

Vine Transit currently operates eight local routes (Routes 1 through 8) and five regional routes (Routes 10, 11, 21, 25, 29). The eight local routes provide service within the City of Napa. Routes 10 and 11 cover a larger service area than the local routes, but still provide frequent stops. Routes 21, 25, and 29 are express buses which serve a limited number of stops and provide access to regional destinations. The express bus system provides connections to the regional transit network, including Sonoma County Transit, Solano County Transit, Capital Corridor/Amtrak, Bay Area Rapid Transit (BART), and the San Francisco Bay Ferry. Routes 21, 25, and 29 are the focus of this study. Routes 10 and 11 were considered in portions of the study's existing conditions analysis and needs assessment due to their overlap in service area with Route 29.

The existing Vine Transit express bus routes were implemented with minimal analyses to understand where the needs for express bus service were and how resources should be best allocated to improve service. This study serves to address some of the challenges with the existing system as well as identifies potential new markets.

Route 29 has the strongest ridership demand among the express bus routes, but it experiences significant delay due to traffic congestion and route structure, causing the route to frequently run late. The length of the route and where it must deviate off the corridor combined with congestion also leads to greater overall variance in travel times and a decrease in reliability. Routes 21 and 25 are not as well utilized as Route 29, but face similar challenges. Route 21 experiences significant congestion on segments of the route but still serves a number of riders, particularly accessing employment in Napa County from residences in Solano County. Ridership on Route 25 is the lowest of the express routes, serving a small number of people commuting between Sonoma and Napa Counties. Funding for Route 25 is anticipated to be eliminated in 2017.

In addition to seeking out improvements to existing routes, this study also examined geographic areas that are not currently served by Vine express bus routes and assessed the potential need for serving those areas.

Next Steps:

- If the Vine Transit Express Bus Corridor Study Final Report is adopted by NVTA Board at its November 15<sup>th</sup> NVTA Board meeting, NVTA will utilize the report as leverage tool to seek and compete for grants to implement improvements recommended by the report.

**SUPPORTING DOCUMENTS**

Attachment: (1) Vine Transit Express Bus Corridor Study Draft Final Report-August 2017: <http://www.nvta.ca.gov/vine-transit-express-bus-corridor-study-now-available-0>



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

---

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

---

### **RECOMMENDATION**

That the Napa Valley Transportation Authority (NVTA) Board approve Amendment 4 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 the Executive Director's compensation.

### **PROCEDURAL REQUIREMENTS**

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

---

**FINANCIAL IMPACT**

Is there a Fiscal Impact? Yes. An additional \$8,070 (5%) increase in salaries effective January 1, 2017 and an additional \$9,245 (5%) increase in salaries effective December 2017.

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 NVRTA. 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.

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

**SUPPORTING DOCUMENTS**

Attachment: (1) Amendment 4 to Napa Valley Transportation Authority (NVRTA)  
Agreement No. NVRTA 12-08

**AMENDMENT NO. 4 TO  
NAPA VALLEY TRANSPORTATION AUTHORITY (NVTA)  
AGREEMENT NO. NVTA 12- 08**

This amendment Number 4 to Agreement No. NCTPA (now NVTA) 12-08 (Agreement) is made and entered into by Napa Valley Transportation Authority (NVTA), 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, NVTA 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 desire to amend the Agreement relating to various compensation matters:

**TERMS**

**NOW, THEREFORE**, the Parties amend Agreement No. NVTA 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 \$184,889 annually (the "Base Salary") effective January 1, 2017, 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, 2017 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. Employer also agrees to pay Employee a salary of \$194,134 annually (the "Base Salary") effective December 1, 2017, payable prospectively in equal installments at the same time as other Employees of the Employer are paid.

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, 2018, at which time, effective as of January 1, 2019, 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. The Parties agree that all other terms and conditions of the Agreement not amended by this 4<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 \_\_\_\_\_  
PETER WHITE  
Vice Chairman of the Board of the Directors, "NVTA"

Attest:

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

Approved as to Form:

\_\_\_\_\_  
Vicki Clayton, NVTA Legal Counsel





## NAPA VALLEY TRANSPORTATION AUTHORITY Board Agenda Letter

---

**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:** Road Rehabilitation and Accountability Act of 2017 (Senate Bill 1-Beall)

---

### **RECOMMENDATION**

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

### **COMMITTEE RECOMMENDATION**

None

### **EXECUTIVE SUMMARY**

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

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

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

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

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

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

### **PROCEDURAL REQUIREMENTS**

1. Staff Report
2. Public Comment

### **FISCAL IMPACT**

None

### **BACKGROUND AND DISCUSSION**

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

**Table 1: SB 1 Programs**

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

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

\* Funding received on formula for eligible projects

\*\*Statewide competitive programs or programs administered by Caltrans

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

**Table 2: Program Requirements and Due Dates for New Programs**

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

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

**Table 3: Program Requirements and Due Dates for Existing Programs**

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

## **SUPPORTING DOCUMENTS**

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



August 31, 2017

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

Subject: Comments of the SB 1 LLP Draft Guidelines

Dear Ms. Bransen,

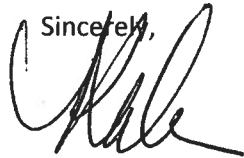
Thank you for the opportunity to comment on the Local Partnership Program Draft Guidelines. Napa Valley Transportation Authority (NVTA) serves as the Congestion Management Agency for the Cities, Town and County of Napa. In that capacity, NVTA is also the Measure T transportation sales tax authority.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

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

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

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

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

Sincerely,  


Kate Miller  
Executive Director  
Napa Valley Transportation Authority

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



October 5, 2017

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

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

Dear Ms. Bransen:

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

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

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

Sincerely,

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

Kate Miller  
Executive Director



October 5, 2017

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

RE: Comment on SB 1 Solutions for Congested Corridor

Dear Ms. Bransen:

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

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

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

Sincerely,

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

Kate Miller  
Executive Director



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

---

**TO:** NVRTA Board of Directors  
**FROM:** Kate Miller, Executive Director  
**REPORT BY:** Kate Miller, Executive Director  
(707) 259-8634 / Email: kmiller@nvta.ca.gov  
**SUBJECT:** 2018 Federal and State Legislative Advocacy Program and Project  
Priorities and Legislative and State Bill Matrix Update

---

### **RECOMMENDATION**

That the Napa Valley Transportation Authority (NVRTA) Board (1) approve the 2018 Federal and State Legislative Advocacy Programs and Project Priorities (Attachment 1), and (2) receive the Federal Legislative update from Steve Palmer, Van Scoyoc Associates, and the State Legislative update from Steve Wallauch, Platinum Advisors.

### **COMMITTEE RECOMMENDATION**

None

### **EXECUTIVE SUMMARY**

Attachment 1 contains the proposed 2018 Federal and State Legislative Program and Project Priorities. The Program and Priorities is a strategy to help focus agency efforts in order to meet agency key goals and objectives. A summary of the revisions from the 2017 Federal and State Legislative Agenda and Project Priorities are included below.

Attachment 2 is the Federal Legislative Update from Van Scoyoc Associates. Attachment 3 is the State Legislative Update from Platinum Associates. Attachment 4 is the State Bill Matrix and includes several bills released as part of the extraordinary session with staff recommendations requesting Board action.

### **PROCEDURAL REQUIREMENTS**

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



**FISCAL IMPACT**

Is there a Fiscal Impact? No.

**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**

Each year the NVTA Board approves the Federal and State Legislative Programs and Project Priorities to establish direction and to authorize staff to advocate for various policy principals and projects.

Attachment 1 is the proposed 2018 Programs and Projects list showing the minor changes from 2017.

There are only a few amendments to the Federal Agenda primarily because very little has changed since the new administration has taken office. A number of key appointments are still pending consequently policy is slow to develop. Changes include efforts associated with a new transportation bill that would reauthorize and grow funding similar to Fixing America's Surface Transportation (FAST) Act. The Administration has been vocal about an infrastructure bill but little is known about what it would contain. There are concerns that transit funding may not play prominently in that effort so the legislative agenda has been amended to emphasize transit as highway and road infrastructure are already likely to receive significant funding.

The state priorities have been changed to include the protection of Senate Bill 1, The Road Rehabilitation and Accountability Act of 2017. In addition, support for Regional Measure 3 has also been included. With the growing housing crisis and that the regional agencies, the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG), have combined staffing, NVTA is likely to play a larger role on housing issues. In that vein, staff recommends adding Regional Housing Needs Allocation (RHNA) reform that expands the definition of dwelling units and also under revenues, efforts that incentivize the production of housing.

Project priorities remain largely unchanged, however, SR 29 improvements have expanded to include projects that may result from the Comprehensive Corridor Plan that will be launched later this year. The intersection at Airport (SR 29/SR12) has also been added as there are a number of low cost improvements that can be completed near term such as left hand turn pockets and queue jumps. In addition, SR 37 congestion relief and sea-level rise mitigation projects have also been included.

---

Attachments 2 and 3 are the Federal and State Legislative Updates respectively and Attachment 4 is the State Bill Matrix updated to reflect bills that have been signed into law, vetoed, or are now two year bills.

**SUPPORTING DOCUMENTS**

- Attachments:
- (1) 2018 Federal and State Legislative Advocacy Programs and Project Priorities
  - (2) November 1, 2017 Federal Legislative Update (Van Scoyoc Associates)
  - (3) November 3, 2017 State Legislative Update (Platinum Advisors)
  - (4) November 3, 2017 State Bill Matrix (Platinum Advisors)

| **2017-2018 Federal and State Legislative Advocacy Program and Project Priorities**

**Federal Legislative Advocacy Program**

- Revenues
  - Support efforts to stabilize and increase revenues that flow to the Highway Trust Fund.
  - Support efforts to expand competitive grant programs.
  - Advocate for grant programs that fund clean fuel technologies, including the FTA Low and No Emission Vehicle Deployment program.
  - Advocate for increased appropriations for the New Starts and Small Starts program, as well as establishing a robust set aside for Small Starts projects.
  - Advocate for increased appropriations for DOT's Transportation Investments Generating Economic Recovery (TIGER) program and preserve eligibility for bicycle and pedestrian projects.
  - Support efforts that ensure continued protection of transportation programs subject to across-the-board cuts through budget sequestration.
  - Respond to Federal Transit Administration's and Federal Highway Administration's implementation of Fixing America's Surface Transportation Act (FAST), as rulemakings, circulars, and other administrative actions are issued.
  - Support efforts that increase funding and existing FAST Act programs in anticipation of the 2020 reauthorization of the transportation bill.
  - Support efforts to educate the ~~next~~ Administration on the need for increased direct federal investment in transportation infrastructure, while ensuring that public transit is included in any infrastructure initiative.

## **State Legislative Advocacy Program**

- Revenues
  - Work closely with state legislators and agencies to maximize AB 32 Cap and Trade revenues for transportation projects, specifically expanding eligibility to include travel demand management program and traffic congestion relief, grow the transit program, and identify measures to advance funds.
  - Support efforts that ~~would support investments~~invest in transit infrastructure projects eligible for Cap & Trade offsets.
  - Support efforts to lower the 2/3rds voting threshold for local transportation sales tax measures.
  - Support efforts that identify longer term and permanent solutions to address transportation infrastructure funding shortfalls, including identifying priorities for the 40% unallocated Cap & Trade funds.
  - Support funding innovations such as user-based fees that stabilize and or generate new revenues for transportation such as voluntary mileage based program (that might arise from SB 1077 or other).
  - Protect transportation funds from strategies that allow diversion of transportation revenues for general fund purposes.
  - Protect existing formulas that maximize local and regional control of state transportation funds.
  - Support efforts to identify new revenues and mechanisms to implement redevelopment projects and support priority development areas.
  - Identify and advocate for measures that would preserve and grow local streets and road revenues.
  - Support efforts that encourage and fund affordable housing programs that honor existing urban growth boundaries, preserving agricultural lands and open space areas.
  - Support efforts that protect existing transportation funding such as The Road Rehabilitation and Accountability Act of 2017 (Senate Bill 1).
  - Support efforts that fund local projects through leveraging transportation-related fees and tolls such as SB 595 (Regional Measure 3).
  - Support efforts that incentivize the production of housing.
- Project Delivery
  - Support efforts to streamline project delivery requirements and reduce costs for delivering projects.
  - Support efforts that streamline California Environmental Quality Act processes.
  - Support efforts to expand local and regional authority to enter into public-private partnerships for transportation improvement projects.
- Environment
  - Support regulatory and legislative efforts to encourage van pools, transit use, and alternative commute options.

- Support programs that assist employers in meeting the SB 1339 requirements.
- Support legislation and other efforts that address sea-level rise.
- Congestion Relief
  - Support efforts to establish and maintain HOV lanes on State Highways.
  - Support Caltrans efforts to expand traveler information and other solutions that reduce congestion and increase throughput.
- Regulatory Reform
  - Support legislation that allows 3-position bicycle racks on all public transit vehicles.
  - Support legislation to exempt public transit vehicles from state and local truck route ordinances.
  - Support efforts that ~~exempt or substantially delay~~ease compliance for small operators, and ~~eliminate unreimbursed costs~~provide financial subsidies associated with revisions to the California Air Resources Board's proposed Advanced Clean Transit regulations.
  - Support Regional Housing Needs Allocation reform that expands the definition of acceptable dwelling units.

### **Project Priorities**

- Improvements to State Route 29 prioritized in the State Route 29 Gateway Corridor Plan and Comprehensive Corridor Plan, including improvements to key intersections such as Soscol Avenues (SR 29/SR121/SR12) ~~and~~ Carneros (SR 221/SR 29/SR12), and Airport (SR 29/SR 12).
- Congestion relief projects and sea level rise mitigation on State Route 37
- Projects located in the County's two Priority Development Areas
- Transit Maintenance Facility
- Technology projects that increase transit operating efficiencies and reduce emissions.
- Technology projects that improve highway and local street and road operations.
- Projects included in Plan Bay Area and successor Regional Transportation Plans for Napa's jurisdictions.
- Pedestrian and Bicycle Infrastructure, Wayfinding, and Safety
- Rapid Bus corridor improvements on major corridors.
- Upgrades to Soscol Gateway Transit Center
- Major Corridor Management, Operations and Control Center Projects



TO: Kate Miller, NVT A  
FROM: Steve Palmer, Channon Hanna, and David Haines  
DATE: November 1, 2017  
SUBJECT: Federal Legislative Update

The following is a summary of federal legislative activities related to transportation, housing, and environmental issues over the last month.

### **Legislative Action**

***FY 2018 Budget Resolution.*** The House and Senate advanced their respective budget resolutions for Fiscal Year 2018. The budget resolution is a political document and sets a - broad framework for tax and spending policy in the coming year. It is important this year because a final budget will make it procedurally possible for the Senate to consider tax reform under the majority vote, rather than 60 votes.

- The House budget, which was approved on a 219-206 vote, proposes to cut \$6.5 trillion in entitlements and discretionary spending over the next ten years, achieving a balanced budget in 2027.
- The Senate budget proposes to add \$1.5 trillion to the federal debt through tax cuts over the next ten years.

***Disaster Supplemental Appropriations.*** On October 24, Congress passed a second disaster supplemental appropriations bill. The \$36.5 billion bill contains \$576.5 million to combat wildfires, \$18.7 billion for the FEMA Disaster Relief Fund, \$16 billion for National Flood Insurance Program (NFIP) debt forgiveness, and \$1.27 billion for nutrition assistance for Puerto Rico.

***“Sue and Settle”.*** On October 25, the House of Representatives passed H.R. 469, the Sunshine for Regulations and Regulatory Decrees and Settlements Act of 2017. The bill is intended to prevent rulemaking from occurring through the process known and “sue and settle,” a tactic used by environmental groups and others, against the federal government to try to force consent decrees and settlement agreements that require federal agencies to take regulatory action in accordance to the settlement. Upon passage in the House, the bill was referred to the Senate Judiciary Committee for further consideration.

***National Month for Renters.*** On October 30, the Senate passed S. Res. 312, a resolution expressing support for the designation of September 2017 and 2018 each as “National Month for Renters” was passed in the Senate.

## **Congressional Hearings**

***Housing Finance.*** On October 3, the House Committee on Financial Services held a hearing to receive an update from Federal Housing Finance Agency Director Melvin Watt. The hearing revolved around the current state and future of Fannie Mae and Freddie Mac.

***Self-Driving Vehicles.*** On October 4, the Committee on Commerce, Science, and Transportation held a markup on Self-driving vehicle legislation, the AV START Act.

***Rail Infrastructure.*** On October 4, the Subcommittee on Railroads, Pipelines, and Hazardous Materials held a hearing to examine the views of the railroad industry's stakeholders regarding rail infrastructure. Witnesses included representatives from the Association of American Railroads, the American Short Line and Regional Railroad Association, Amtrak, Loram Maintenance of Way, and the AFL-CIO. Amtrak emphasized the need to rebuild and expand the northeast corridor; expand and improve state supported routes; improve long-distances; and the need to replace aging equipment. Witnesses representing freight rail spoke about the need to have more modal equity in terms of federally funded capacity investments.

***DHS Nomination.*** On October 4, the Homeland Security and Governmental Affairs Committee approved the nomination of John Mitnick to be General Counsel at the Department of Homeland Security (DHS). Mr. Mitnick currently serves as Senior Vice President, General Counsel, and Secretary at the Heritage Foundation. The nomination now heads to the full Senate for consideration.

***Air Quality Impacts of Wildfires.*** On October 4, the House Energy and Commerce's Committee's Subcommittee on Environment held a hearing to explore the impacts of wildfires on air quality and air emissions, particularly from the perspective of key stakeholders. The following individuals testified at the hearing: John Bailey, Oregon State University College of Forestry; Jim Karels, Florida State Forester; Knox Marshall, Murphy Company; and Christopher Topik, The Nature Conservancy's Restoring America's Forest.

***FHWA Administrator.*** On October 5, the Senate Environment and Public Works Committee held a hearing on the nomination of Paul Trombino to be Administrator of the Federal Highway Administration (FHWA). In his opening statement, Mr. Trombino stated the need for an emphasis on building and repairing infrastructure and common-sense reforms in federal permitting. Chairman John Barrasso announced that there would be a legislative blueprint to address the nation's critical infrastructure needs that will soon be released by the Committee. On October 25, the Environment and Public Works Committee approved Mr. Trombino's nomination, which now is before the full Senate.



**Highways/Transit Stakeholder Perspectives.** On October 11, the House Subcommittee on Highways and Transit held a hearing to hear the views of highways and transit stakeholders regarding infrastructure. Witnesses included representatives from the American Association of State and Highway Transportation Officials (AASHTO), the Transportation Construction Coalition (TCC), the Building Trades Unions, the National Association of Manufacturers (NAM), and Sound Transit.

**Future of Housing in America.** On October 12, the House Committee on Financial Services held a hearing to review the future of housing in America and to hear the Administration and Housing and Urban Development (HUD) Secretary Ben Carson's vision for the future of federal housing policy.

**Regulatory Reform Task Forces Check-in.** On October 24, the House Subcommittee on Health Care, Benefits, and Administrative Rules and the Subcommittee on Government Operations held a joint hearing to examine various agencies' implementation of the Administration's Executive Orders on regulatory reform and to highlight regulatory reform efforts. Witnesses included representatives from Department of Transportation (DOT), Department of Defense (DOD) General Services Administration (GSA), the Competitive Enterprise Institute, the Heritage Foundation, Deloitte Consulting, and the Center for Progressive Reform. During the hearing, DOT stated that the department has generated \$21.9 million in annualized cost savings in 2017 from the reduced regulatory burden and stressed that DOT is reducing without it compromising safety.

**Sustainable Housing Finance.** On October 25, the House Financial Service Committee's Subcommittee on Housing and Insurance held a hearing on the need to enact comprehensive housing finance reform, the legal, statutory or regulatory impediments to the return of private capital to the housing finance system, and what factors and metrics Congress should consider in reforming the housing finance system. Witnesses included representatives from the American Bankers Association, the Independent Community Bankers of America, Center for Responsible Lending, the Securities Industry and Financial Markets Association, and the National Association of Federally-Insured Credit Unions.

**Wildfire Prevention and Mitigation Act.** On October 25, the Senate Committee on Environment and Public Works held a hearing on the Wildfire Prevention and Mitigation Act of 2017, authored by Senator John Barrasso (R-WY). The purpose of the bill is to discourage litigation against the Forest Service and the Bureau of Land Management relating to land management projects, to expedite and prioritize forest management activities to achieve ecosystem restoration objectives, and for other purposes.

**EPA Nominations.** On October 25, the Senate Committee on Environment and Public Works held a markup for the following Environmental Protection Agency (EPA) nominations:

- Mr. Michael Dourson, of Ohio, to be EPA Assistant Administrator for the Office of Chemical Safety and Pollution Prevention;

- Mr. William Wehrum, of Delaware, to be EPA Assistant Administrator for the Office of Air and Radiation;
- Mr. Matthew Leopold, of Florida, to be Assistant Administrator for the Office of General Counsel of the Environmental Protection Agency; and
- David Ross, of Wisconsin, to be EPA Assistant Administrator for the Office of Water.

**HUD Nominations.** On October 26, the Senate Committee on Banking, Housing, and Urban Affairs held a hearing on the following nominations:

- The Honorable Brian Montgomery, of Texas, to be HUD Assistant Secretary for Housing;
- Mr. Robert Hunter Kurtz, of Virginia, to be HUD Assistant Secretary for Public and Indian Housing; and
- Ms. Suzanne Israel Tufts, of New York, to be HUD Assistant Secretary for Administration.

**DOT and NTSB Nominations.** On October 31, the Senate Commerce, Science, and Transportation Committee held a hearing on the nominations of:

- The Honorable Leon A. Westmoreland, of Georgia, to be a Director of the Amtrak Board of Directors;
- Ms. Diana Furchtgott-Roth, of Maryland, to be Assistant Secretary of Transportation for Research and Technology;
- Mr. Bruce Landsberg, of South Carolina, to be a Member of the National Transportation Safety Board; and
- Mr. Raymond Martinez, of New Jersey, to be Administrator of the Federal Motor Carrier Safety Administration.

## **Executive Branch**

**Regulatory Review.** On October 2, DOT announced it was reviewing its existing regulations and other agency actions to evaluate their continued necessity, determine whether they are crafted effectively to solve current problems, and evaluate whether they potentially burden the development or use of domestically produced energy resources. As part of these reviews, DOT invited public input on existing rules and other agency actions that are candidates for repeal, replacement, suspension, or modification. The Department may hold a public meeting to discuss and consider comments from members of the public. Comments should be received by November 1.

**National Performance Measures.** On October 5, FHWA announced a Notice of Proposed Rulemaking (NPRM) which follows a series of related rules that established a set of performance measures for State DOTs and Metropolitan Planning Organizations to use as required by MAP-21 and the FAST Act. In the last of that series of rules, published on January 18, 2017, the Obama Administration established a measure on the percent change in carbon dioxide (CO<sub>2</sub>) emissions from the reference year 2017, generated by on-road mobile sources on the National Highway System (NHS) (also

referred to as the Greenhouse Gas (GHG) measure). Through this NPRM, FHWA proposes to repeal the GHG measure.

***Local Hiring Preference.*** On October 6, DOT announced it was withdrawing a NPRM issued on March 6, 2015 that proposed to amend its regulations that permit recipients and subrecipients of certain DOT funds to impose geographic-based hiring preferences whenever not prohibited by federal law. DOT also rescinded two related pilot programs: 1. Innovative Contracting and 2. FHWA-HUD Livability Local Hire Initiative.

***Repeal of Clean Power Plan.*** On October 10, an NPRM was issued in which EPA asserted that the Obama Clean Power Plan (CPP) exceeds the agency's statutory authority and a repeal of the plan "will facilitate development of U.S. energy resources while reducing associated, unnecessary regulatory burdens." The final rules of the CPP were released in 2015 and called for carbon emission reductions of 30 percent in 2030 (over 2005 levels) and requires each state to craft its own compliance plan based on policy and resources of its choosing.

***EPA "Sue and Settle".*** On October 16, EPA Administrator Scott Pruitt signed a directive for EPA to no longer settle litigation with special interest groups through resolving lawsuits filed against EPA through consent decrees and settlement agreements. Administrator Pruitt suggested previous collusion with outside groups may have led to rules outside the normal administrative process.

***Resignation Build America Bureau.*** On October 19, DOT announced that Marty Klepper, the first executive director of the Build America Bureau, had resigned. The Build America Bureau had been created last year earlier as a "one-stop shop" for credit opportunities as well as technical assistance for infrastructure projects, bringing Transportation Infrastructure Finance and Innovation Act (TIFIA) and Railroad Rehabilitation & Improvement Financing (RRIF) programs as well as the private activity bond program into one DOT agency. President Trump has sown confusion in recent days by privately expressing his distaste for public-private partnerships — which he and his team have long said would make up 80 percent of his promised \$1 trillion infrastructure plan.

***Interstate System Reconstruction and Rehabilitation Pilot Program.*** On October 20, the FHWA invited state transportation departments to submit applications for candidate projects in the Interstate System Reconstruction and Rehabilitation Pilot Program (ISRRPP), authorized by Congress in the FAST Act. Under the ISRRPP, FHWA may permit up to three States to collect tolls on a facility on the Interstate System for the purpose of reconstructing or rehabilitating Interstate highway corridors that could not otherwise be adequately maintained or functionally improved without the collection of tolls. Applications are due to FHWA by February 20, 2018.

**Federal Gas Tax.** On October 25, White House Economic Advisor Gary Cohn addressed House members at a private meeting where he promised that Congress would get a chance to vote on a gas tax increase early next year as a part of an infrastructure bill. In addition, it is rumored that the White House may be willing to back a 7-cent gas tax increase to pay for additional investment into road, bridge, and highway projects. Several Republicans, however, have stated that there is no support for a gas tax increase in the Republican caucus.

**Draft DOT Strategic Plan.** On October 25, DOT requested public comments on its draft strategic plan for FY 2018-2022 which reflects the Secretary's priorities for achieving DOT's mission through four strategic goals:

- Safety - Reduce Transportation-Related Fatalities and Serious Injuries Across the Transportation System.
- Infrastructure - Invest in Infrastructure to Ensure Mobility and Accessibility and to Stimulate Economic Growth, Productivity and Competitiveness for American Workers and Businesses.
- Innovation - Lead in the Development and Deployment of Innovative Practices and Technologies that Improve the Safety and Performance of the Nation's Transportation System.
- Accountability - Serve the Nation with Reduced Regulatory Burden and Greater Efficiency, Effectiveness and Accountability.

Comments are due by November 13, 2017.

**Interim National Multimodal Freight Network.** On October 25, DOT announced that it was extending the deadline and comment period for materials related to the Interim National Multimodal Freight Network (Interim NMFN), as established in a notice published on June 6, 2016. The reopening and extension of the comment period is based on input received from DOT stakeholders that they did not have sufficient time for submission of comments, as well as an analysis that some comments submitted by States did not include the required statutory certification. Comments are now due by February 22, 2018.

**Automated Driving Systems 2.0.** On October 25, NHTSA announced that it was holding a public meeting seeking input on the recently released document titled Automated Driving Systems 2.0: A Vision for Safety. The document provides Voluntary Guidance to support the automotive industry and other key stakeholders as they consider and design best practices for the testing and deployment of Automated Driving Systems (ADSs), Best Practices for Legislatures, as well as a framework for States to develop procedures and considerations for the safe operation of ADSs on public roadways. The objective of the public meeting is to identify if further clarification is necessary to support voluntary implementation of the new Voluntary Guidance. The public meeting will be an open listening session style to provide as great an opportunity for comment as possible. The meeting will be held on November 6, 2017 in Washington, DC.

**Sharing Driver and Vehicle Data.** On October 26, the Government Accountability Office (GAO) released a report which looked at how DOT and the Department of Justice facilitate the sharing of state driver and vehicle data. GAO found that:

- Both DOT and DOJ entered into cooperative agreements with the American Association of Motor Vehicle Administrators (AAMVA)--a non-profit organization that represents state officials who administer and enforce motor vehicle laws--to perform various functions for these driver and vehicle data systems. While DOT and DOJ have oversight responsibilities for the systems, AAMVA has, for each system, various day-to-day responsibilities, such as providing technical support to states accessing the systems.
- DOT and DOJ have provided varying levels of funding for AAMVA's and states' efforts to connect states' driver and vehicle systems with the three data systems.
- Both agencies have communicated with states and industry stakeholders to obtain comments and suggestions for improving the systems through AAMVA's various working groups.

**EPA Science Advisory Boards.** On October 31, the EPA announced a ban on scientists who receive funding from EPA from serving on EPA scientific advisory boards. According to EPA Administrator Scott Pruitt, the move was to avoid “any kind of appearance of conflict.”

###



November 3, 2017

TO: Kate Miller, Executive Director  
Napa Valley Transportation Authority

FR: Steve Wallauch  
Platinum Advisors

**RE: Legislative Update**

---

The Legislature adjourned in the wee hours of September 16<sup>th</sup>. In the last weeks of session, the Legislature remained extremely busy, passing budget clean-up bills, a parks and water bond, a Cap & Trade spending plan, SB 595 – the Regional Measure 3 proposal – as well as a housing package for which passage had remained in question for the majority of the year.

The Governor had until October 15<sup>th</sup> to take action on all measures sent to his desk. Governor Brown signed all the measures mentioned above. Overall, Governor Brown's sign/veto rate was on par with prior years. Of the 977 bills sent to his desk, he vetoed 118, or about 12 percent. While interim hearings will be held, the Legislature will not reconvene until January 3<sup>rd</sup>.

**Interim Activities:** While legislative activity is on hold until January, the rule making process never stops. The following is a quick summary of workshops, hearings, and calls for projects that have been recently announced.

- Solutions for Congested Corridors Workshop – One of the final workshops on reviewing the draft guidelines was held in Los Angeles on October 24<sup>th</sup>. However, a tentative workshop is scheduled for November 17<sup>th</sup> if necessary. The California Transportation Commission (CTC) is expected to adopt the guidelines at its December hearing in Riverside. The final draft guidelines for this program can be found at: [http://www.catc.ca.gov/programs/SB\\_1/103017\\_SCC\\_Draft\\_Guidelines.pdf](http://www.catc.ca.gov/programs/SB_1/103017_SCC_Draft_Guidelines.pdf)
- SB 375 Update to Regional GHG Targets – The California Air Resources Board (CARB) has scheduled its final staff update to the greenhouse gas (GHG) reduction targets that must be achieved through a region's sustainable communities' strategy. This update is scheduled for the CARB board meeting on November 16<sup>th</sup>.

For the Bay Area, CARB staff is recommending that the Metropolitan Transportation Commission (MTC) needs to achieve a 19% reduction from the 2005 levels by 2035. MTC had proposed to increase the existing 15% target to

18%. To achieve these goals, MTC suggests that there will be needed a pricing mechanism to increase auto operating costs, and a need for a dedicated funding source for transit, ridesharing and active transportation. A copy of the recommendations can be found

at: [https://www.arb.ca.gov/cc/sb375/final\\_staff\\_proposal\\_sb375\\_target\\_update\\_october\\_2017.pdf](https://www.arb.ca.gov/cc/sb375/final_staff_proposal_sb375_target_update_october_2017.pdf)

- Transit and Intercity Rail Capital Program (TIRCP) – CalSTA recently released the final guidelines and the call for projects for the next round of funding. Applications for these competitive funds are due in January 2018. Over the 5 year planning horizon, CalSTA anticipates that there will be \$2.4 billion available for TIRCP projects. Details on the TIRCP application can be found at: <http://calsta.ca.gov/wp-content/uploads/sites/12/2017/10/TIRCP-2018-Call-for-Projects.pdf>
- STA – State of Good Repair Funds – This program was created by SB 1 to provide a supplemental allocation to transit operators for capital investments. An operator's share is based on the STA formula allocation. However, operators are required to apply for these funds through Caltrans. Caltrans recently posted the final draft guidelines on October 6<sup>th</sup>. There will be additional workshops in November, with final comments due by December 6<sup>th</sup>. Caltrans is then expected to post the final guidelines in mid-December. The draft guidelines can be found at: <http://www.dot.ca.gov/drmtdocs/spsgr/formalguidelines.pdf>
- Local Partnership Funds: At its meeting on October 18<sup>th</sup>, the CTC adopted the guidelines for the Local Partnership Program created in SB 1. SB 1 provides \$200 million annually for this program where half of the funds are allocated by formula and half are allocated through a competitive program. The Local Partnership Program requires a 50% match from locally imposed taxes. These voter approved taxes include tolls, parcel taxes and sales taxes. With the adoption of the guidelines, local transportation entities, including transit operators, are required to submit documentation to verify a local tax by October 27<sup>th</sup> in order to remain eligible for the formula allocation. More information on the Local Partnership Program. [http://www.catc.ca.gov/programs/SB\\_1/100617\\_Draft\\_LPP\\_Guidelines.pdf](http://www.catc.ca.gov/programs/SB_1/100617_Draft_LPP_Guidelines.pdf)

**CARB's Expenditure Plan:** The California Air Resources Board is holding workshops on how it proposes to implement the cap & trade expenditure plan. As contained in AB 134, \$398 million is dedicated for heavy duty vehicle programs. Of this amount \$180 million is dedicated to the Truck and Bus Voucher program.

For zero emission bus purchases, prior expenditure plans included funds for competitive grant programs. However, the 2017-18 fiscal year the funding for bus purchases will be funneled through the voucher program. CARB's plan for the truck and bus voucher program includes the \$180 million in cap & trade funding and \$8 million in Air Quality

Improvement Program (AQIP) funds. A portion of these funds will be used to fund bus and truck purchases made last fiscal year, but were placed on the waiting list due to a lack of funds. If used in a disadvantaged community, the voucher for bus purchase this fiscal year will range from \$165,000 for a 40 foot battery electric bus to \$315,000 for a 40 foot hydrogen fuel cell bus. These funds will be allocated on a first come, first served basis.

**SB 1 Repeal:** The Sacramento Superior Court Judge Timothy Frawley agreed with Republican gubernatorial candidate Assemblyman Travis Allen's complaint saying the title to his initiative to repeal SB 1 is "fundamentally flawed." Judge Frawley then proceeded to rewrite the title by himself. The Attorney General's Office will likely proceed with an appeal of the Superior Court's action.

Another Republican gubernatorial candidate, John Cox, was recently named the honorary co-chair for the campaign for another initiative effort that would essentially repeal SB 1. This proposal would amend the Constitution in a manner that would not only temporarily repeal SB 1, but it would prohibit the Legislature from imposing, extending, or increasing any tax on vehicles or fuel unless that proposal is submitted to the voters where it must be approved with a majority vote. At the press conference, Mr. Cox even pledged to donate a substantial amount to the campaign to get this initiative on the ballot. This initiative is currently pending title and summary at the Attorney General's Office. This Constitutional initiative requires the collection of 584,000 signatures, while Assemblyman Allen's simple repeal effort requires the collection of 365,880 signatures.





November 3, 2017

### Existing Positions

Bills	Subject	Status	Client - Position
<b><u>AB 1</u></b> <b>(Frazier D)</b> Transportation funding.	AB 1 is Assemblyman Frazier's renewed effort to address the funding shortfall facing our transportation infrastructure. This bill would generate about \$6.6 billion in revenue for the maintenance and rehabilitation of state highways and local streets and roads, as well as provide targeted investments in public transit and good movement corridors.	ASSEMBLY TRANS	SUPPORT
<b><u>AB 17</u></b> <b>(Holden D)</b> Transit Pass Program: free or reduced-fare transit passes.	AB 17 would create the Student Transit Pass Pilot Program to be administered by the Caltrans. AB 17 would establish the structure for a pilot program, but funding for this program would depend on a future appropriation.  Governor Brown commented in his veto message, <i>"Before we create this new statewide program, I think we should have a fuller discussion on how local transit discount programs work and how any new ones should be paid for."</i>	Vetoed	Watch
<b><u>AB 28</u></b> <b>(Frazier D)</b> Department of Transportation: environmental review process: federal pilot program.	AB 28 would re-enact provisions that sunset on December 31 <sup>st</sup> 2016 that delegate the responsibility to Caltrans for complete NEPA review of transportation projects. While this same provision is also in AB 1 and SB 1, AB 28 is an urgency measure that can be moved ahead of any transportation funding agreement.	Signed Into Law	SUPPORT
<b><u>AB 317</u></b> <b>(Aguiar-Curry D)</b> Napa County; farmworker housing	AB 317 would make the Napa County Farmworker Housing Centers eligible to receive state funds. Specifically, the bill would establish the Napa County Farmworker Centers Account to be administered by the Department of	Signed Into Law	SUPPORT

<b><u>AB 317</u></b> <b>(Aguiar-Curry D)</b> Napa County; farmworker housing (cont.)	Housing and Community Development to assist in the financing, maintenance, and operation of the Napa County Housing Authority's Farmworker Centers		
<b><u>AB 399</u></b> <b>(Grayson D)</b> Autonomous vehicles: Contra Costa Transportation Authority: pilot project.	<p>Last year, legislation was enacted to authorize the Contra Costa Transportation Authority to conduct a pilot project testing the use of autonomous vehicles on streets that are open to the public, but located within a private business park.</p> <p>AB 399 extends the sunset date on the authority for the pilot project to operate according to existing law, prior to the requirement to then comply with regulations being developed by the DMV. Currently, this pilot program must comply with the DMV regulations within 180 days of the operative date of the regulations. AB 399 extends this "phase-in" period to 12 months.</p>	ASSEMBLY 2 YEAR	SUPPORT
<b><u>AB 1113</u></b> <b>(Bloom D)</b> State Transit Assistance program	<p>Governor Brown signed AB 1113 into law. Since this bill contained an urgency clause the provision of this bill take effect immediately.</p> <p>The bill makes several clarifying changes that clean-up the structure of these codes governing the allocation of State Transit Assistance revenue. In particular the changes specify that only public transit operators are eligible to receive STA funds directly. It also specifies that when reporting to the Controller an operator's reportable revenue cannot exceed its expenses for purposes of the STA calculation. Given the extent of the changes proposed in AB 1113, attached is the CTA's summary of the proposal.</p>	Signed Into Law	SUPPORT
<b><u>AB 1444</u></b> <b>(Baker R)</b> Livermore Amador Valley Transit Authority: demonstration	This measure would authorize the Livermore Amador Valley Transit Authority to conduct a demonstration program within the City of Dublin to test the use of autonomous bus/shuttle on public streets.	Signed into Law	SUPPORT

<b><u>AB 1454</u></b> <b><u>(Bloom D)</u></b> Transportation projects: lease agreements.	<p>AB 1454 is now a two-year bill that will not be acted on until the legislature returns in January.</p> <p>This bill was amended to remove the language that deletes the sunset date on the authority for Caltrans and regional transportation agencies to enter into public private partnerships. As amended, the bill merely states that it is the intent of the Legislature to reestablish the public-private partnership process.</p>	ASSEMBLY TWO-YEAR BILL	SUPPORT
<b><u>ACA 4</u></b> <b><u>(Aguiar-Curry D)</u></b> Local government financing: affordable housing and public infrastructure: voter approval.	<p>ACA 4 would generally lower the voter threshold to 55% for imposing the following taxes or issuing debt:</p> <ul style="list-style-type: none"> <li>• Creates an additional exception to the 1% limit that would authorize a city or county, to levy an ad valorem tax to service bonded indebtedness incurred to fund the construction, reconstruction, rehabilitation, or replacement of public infrastructure or affordable housing.</li> <li>• Authorizes a local government to impose, extend, or increase a special tax for the purposes of funding the construction, rehabilitation or replacement of public infrastructure or affordable housing.</li> </ul>	ASSEMBLY L. GOV	SUPPORT
<b><u>SB 1</u></b> <b><u>(Beall D)</u></b> Transportation funding.	<p>SB 1 contains the Governor's and Leadership's transportation funding proposal. This bill would generate about \$5.2 billion in revenue for the maintenance and rehabilitation of state highways and local streets and roads, as well as provide targeted investments in public transit and good movement corridors.</p>	Signed Into Law	SUPPORT
<b><u>SB 2</u></b> <b><u>(Atkins D)</u></b> Building Homes and Jobs Act.	<p>After being on call for hours, SB 2 was finally approved by the Assembly with a 2/3 vote. The Senate concurrence vote was much smoother, and the bill has been sent to the Governor, and it has been signed into law.</p> <p>This bill would create the Building Homes &amp; Jobs Act, which would establish a stable</p>	Signed Into Law	SUPPORT & SEEK AMENDMENTS

<b><u>SB 2</u></b> <b>(Atkins D)</b> Building Homes and Jobs Act. (Cont.)	funding source for affordable housing development. SB 2 would impose a fee of \$75 when recording certain real estate instruments, not to exceed a total transaction cost of \$225. This would generate up to \$500 million annually for low income housing projects.		
<b><u>SB 240</u></b> <b>(Dodd D)</b> County service areas: farmworker housing: County of Napa.	SB 240 increases the limit on the amount of the annual benefit assessment that the Napa County Board of Supervisors may levy from \$10 to \$15 per planted vineyard acre for the purpose of funding farmworker housing centers.	Signed Into Law	SUPPORT
<b><u>SB 595</u></b> <b>(Beall D)</b> Metropolitan Transportation Commission: toll bridge revenues.	<p>SB 595 would place on the ballot in each of the nine Bay Area counties a regional measure to increase bridge tolls by up to \$3.</p> <p>SB 595 includes an expenditure plan that allocates \$4.2 billion in toll revenue for specified projects and programs. This expenditure plan includes funding for several of NVTAs priorities, such as funding for the SR 29, north bay transit improvements, safe routes to transit, and Highway 37 improvements.</p>	Signed into Law	SUPPORT
<b><u>SB 496</u></b> <b>(Cannella R)</b> Indemnity: design professionals.	<p>SB 496 eliminates the ability of a public agency to contract with engineers and architects, known as design professionals, for upfront legal defense costs against claims related to a project's design work.</p> <p>SB 496 is part of the agreement Senator Cannella reached with leadership for his support of SB 1. Another measure that appropriates \$500 million in transportation funds to projects in his district is joined to the passage of SB 496.</p>	Signed Into Law	WATCH
<b><u>SB 649</u></b> <b>(Hueso D)</b> Wireless telecommunications facilities.	SB 649 makes significant changes to the local government permitting process for small cell wireless facilities. Basically this bill makes this permitting process ministerial rather than discretionary, and it imposes caps on the amount local governments may charge for installing these wireless facilities on local light polls	Vetoed	WATCH

<b><u>SB 649</u></b> <b><u>(Hueso D)</u></b> Wireless telecommunications facilities. (Cont.)	and other publicly owned infrastructure.  Governor Brown made the following statement on SB 649 in his veto message, <i>"There is something of real value in having a process that results in extending this innovative technology rapidly and efficiently. Nevertheless, I believe that the interest which localities have in managing rights of way requires a more balanced solution than the one achieved in this bill."</i>		
<b><u>SCA 2</u></b> <b><u>(Newman D)</u></b> Motor vehicle fees and taxes: restriction on expenditures.	With the passage of ACA 5, SCA 2 was placed on the Inactive File. SCA 2 and ACA 5 are identical and would prospectively prohibit the use of truck weight fees to pay for transportation bonds approved after January 1, 2017. The bill would also expand the protections for Public Transportation Account revenues to also include the 1.75% increase to the diesel fuel sales tax that was enacted as part of the gas tax swap. The ban on borrowing fees and taxes would also apply to any vehicle fees or taxes dedicated to transportation accounts.	SENATE INACTIVE FILE	SUPPORT
<b><u>SCA 6</u></b> <b><u>(Wiener D)</u></b> Local transportation measures: special taxes: voter approval.	SCA 6 would allow a local government to impose any special tax with a 55% approval of the voters if the special tax dedicates 100% of the revenues, not including collection and administrative expenses, to transportation programs and projects.	SENATE APPR – SUSPENSE FILE	SUPPORT