

# Napa Valley Transportation Authority

625 Burnell Street  
Napa, CA 94559



## Agenda - Final

**Wednesday, February 19, 2020  
1:30 PM**

**JoAnn Busenbark Board 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 the NVTA 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 4:30 p.m., except for NVTA Holidays. Materials distributed to the present members of the Board at the meeting will be available for public inspection at the public meeting if prepared by the members of the NVTA 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) 259-8633 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 <https://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.

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

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

#### **8. CONSENT AGENDA ITEMS (8.1 - 8.2)**

- 8.1                      **Approval of Meeting Minutes of January 15, 2020 (Karrie Sanderlin) (Pages 8-13)**

**Recommendation:** Board action will approve the meeting minutes of January 15, 2020.

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

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

- 8.2                      **Resolution No. 20-02 Transportation Fund for Clean Air (TFCA) Program Manager Expenditure Plan for Fiscal Year End (FYE) 2021 (Diana Meehan) (Pages 14-34)**

**Recommendation:** Board action will approve the Fiscal Year Ending (FYE) 2021 Transportation Fund for Clean Air (TFCA) Program Manager Expenditure Plan.

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

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

#### **9. REGULAR AGENDA ITEMS**

**9.1 V-Commute Program and Ride Amigos Platform Update (Diana Meehan) (Pages 35-40)**

**Recommendation:** Information only. The Board will receive an update on the V-Commute program and Ride Amigos platform.

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

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

**9.2 Disposal of Obsolete Transit Parts Inventory (Antonio Onorato) (Pages 41-44)**

**Recommendation:** Board action will approve the disposal of obsolete transit parts inventory.

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

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

**9.3 Program Manager-Public Transit/Principal Program Planner-Administrator Position(Karrie Sanderlin) (Pages 45-46)**

**Recommendation:** Board action will authorize the Executive Director to reinstate the Program Manger-Public Transit position.

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

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

**9.4 Legislative and State Bill Matrix Update (Kate Miller) (Pages 47-59)**

**Recommendation:** The Board will receive the State Legislative update prepared by Platinum Advisors and approve board position recommendations for bills on the State Bill Matrix.

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

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

**10. FUTURE AGENDA ITEMS**

**11. PRESENTATIONS****11.1 Area Agency on Aging - Senior Health Assessment Report**

**Recommendation:** The Board will receive a presentation from Area Agency on Aging.

**Estimated Time:** 2:40 p.m.

**12. CLOSED SESSION****12.1 PUBLIC EMPLOYEE PERFORMANCE EVALUATION (Government Code Section 54957(B)(1))**

**Title:** Executive Director

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

**13. ADJOURNMENT****13.1 Approval of Next Regular Meeting of Wednesday, March 18, 2020 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. by Friday, January 13, 2020.

*Karalyn E. Sanderlin (e-sign) February 11, 2020*

Karalyn E. Sanderlin, NVTA Board Secretary

## Glossary of Acronyms

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

## Glossary of Acronyms

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

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

February 19, 2020  
NVRTA Agenda Item 8.1  
Continued From: New  
**Action Requested: APPROVE**

625 Burnell Street  
Napa, CA 94559

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Wednesday, January 15, 2020

1:30 PM

JoAnn Busenbark Board Room

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**Amended**

**1. Call to Order**

Chair Canning called the meeting to order at 1:40 p.m.

**2. Roll Call**

Attendance was confirmed [from the NVRTA-TA meeting] with the addition of Belia Ramos in attendance and Beth Kahiga absent.

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

**3. Pledge of Allegiance**

The Pledge of Allegiance was recited during the preceding NVRTA-TA meeting.

**4. Adoption of the Agenda**

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

Motion carried by the following vote:

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

**Absent:** 1 - Kraus

**5. Public Comment**

Public comment was provided by the following individual:

Lisa Fonville, Napa resident, voiced concerns with the new Vine Transit bus routes.



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

### **MTC Commissioner's Report**

Alfredo Pedroza reported on recent MTC activities.

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

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

- Reported that NVTB is holding an Advancing Mobility 2045 Countywide Transportation Plan open house on January 16th, 4:30-6:30 PM at the Carnegie Building, 1360 Oak Avenue in St. Helena.
- Reported that NVTB was nominated and won the Women's Transportation Seminar's (WTS) employer of the year. An award ceremony will be held this spring. Also, the local San Francisco Bay Area WTS chapter will submit NVTB's name for the International Employer of the Year award which will be awarded at WTS International's annual conference this May in Phoenix, Arizona.
- Reported that the new Vine fixed route system in the City of Napa was officially launched on January 5th.

## **8. Caltrans' Update**

Caltrans provided no oral report. The January 2020 Caltrans reporting memo was provided for review in the meeting handout packet.

## **9. QUARTERLY PROJECT UPDATES**

Staff provided an update on the Imola Complete Streets project and the Vine Trail Calistoga to St. Helena Project in addition to the following projects.

### **9.1 Soscot Junction Project**

Information only

### **9.2 Imola Avenue Park and Ride Improvement Project**

Information only

### **9.3 Vine Transit Bus Maintenance Facility**

Information only

### **9.4 State Route 29 (SR 29) and State Route 37 (SR 37) Corridor Updates (Danielle Schmitz)**

Information only

## **10. CONSENT AGENDA ITEMS (10.1 - 10.3)**

Motion MOVED by GARCIA, SECONDED by JOSEPH to APPROVE Consent Items 10.2-10.3. Motion moved by the following vote:

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

**Absent:** 1 - Kraus

**10.1 Approval of Meeting Minutes of November 20, 2019 (Karrie Sanderlin) (Pages 9-16)**

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

**Motion MOVED by GARCIA, SECONDED by JOSEPH to APPROVE, with DUNBAR ABSTAINING, the meeting minutes of November 20, 2019.**

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

**Absent:** 1 - Kraus

**Abstain:** 1 - Dunbar

**10.2 Revised Letter of Support for the Sonoma-Marín Area Rail Transit (SMART) East-West Passenger Rail (Danielle Schmitz) (Page 17-22)**

**Attachments:** [Staff Report - Amended.pdf](#)

Board action approved the revised letter of support to the California State Transportation Agency for the Sonoma-Marín Area Rail Transit East-West Passenger Rail to include a connection to the Vallejo Ferry Terminal as requested by NVTA's Citizen Advisory Committee.

**10.3 Approval of Amendment No. 2 to Napa Valley Transportation Authority (NVTA) Agreement No. 15-31 with Platinum Advisors, LLC (Kate Miller) (Pages 23-26)**

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

Board action approved the Second Amendment to NVTA Agreement No. 15-31 with Platinum Advisors, LLC, and authorized the Executive Director, or designee, to execute the agreement, exercising the final extension option, for state legislative advocacy services in an amount not to exceed \$32,400.

**11. REGULAR AGENDA ITEMS**

### 11.1 Countywide Transportation Plan (CTP): Advancing Mobility 2045 Goals and Objectives (Alberto Esqueda) (Pages 27-34)

Attachments: [Staff Report.pdf](#)

At the October 23, 2019 meeting, the Board created an ad-hoc committee, comprised of members Joseph, Dorman, Ellsworth, Alessio, and Ramos, to work with staff on refining the CTP goals, objectives and performance measures. On November 21, 2019 the ad-hoc committee met with NVTA staff, DKS consultants, and the public works directors from each jurisdiction to review and refine the CTP goals, objectives and performance measures. Staff reviewed the refined goals, objectives, and performance measures with the Board and advised the Board that at their January 9, 2020 meeting, the Technical Advisory Committee (TAC) recommended that the Board approve the CTP goals, objectives, and performance measures as modified by ad-hoc committee.

Public comment was provided by Patrick Band, Napa Bicycle Coalition.

Motion MOVED by JOSEPH, SECONDED by ALESSIO to APPROVE the Countywide Transportation Plan (CTP) goals, objectives and performance measures with the modifications suggested by the NVTA Board ad-hoc committee.

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

Absent: 1 - Kraus

### 11.2 Annual Financial Statement with Independent Auditor's Report for the Years Ended June 30, 2019 and 2018 and Single Audit Report of Uniform Guidance for the Year Ended June 30, 2019 (Antonio Onorato) (Pages 35-133)

Attachments: [Staff report.pdf](#)

Staff reviewed the annual financial audit for years ending June 30, 2019 and 2018 prepared by the certified public accounting firm Brown Armstrong Incorporated. The audit did not identify any deficiencies in internal controls and no findings or recommendations were noted.

Motion MOVED by GARCIA, SECONDED by TECHEL to ACCEPT and FILE the Financial Statements with Independent Auditor's Report for Fiscal Years Ending June 30, 2019 and 2018 and the NVTA Single Audit Report of the Uniform Guidance for the Year Ended June 30, 2019.

Motion MOVED by JOSEPH, SECONDED by ALESSIO to APPROVE returning an allocation surplus of \$1,107,126 to the Local Transportation Fund (LTF) Trust Fund administered by the Metropolitan Transportation Commission for future allocation.

Motions approved by the following vote:

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

Absent: 1 - Kraus

**11.3 Resolution No. 20-01 Authorizing the Executive Director to Execute Cooperative Agreement 04-2479 between the State of California Department of Transportation (Caltrans) and the Napa Valley Transportation Authority (NVTA) for Project No. 0418000447 (Rebecca Schenck) (Pages 134-168)**

Attachments: [Staff Report.pdf](#)

Staff reviewed the project and the need for the contract amendment. The payment to Caltrans under this Cooperative Agreement will cover review and approval of the environmental and design documents, as well as, construction oversight and long-term environmental mitigation for the project elements within the Caltrans' right of way.

Motion MOVED by JOSEPH, SECONDED by ALESSIO TO APPROVE adopting Resolution No. 20-01 approving Cooperative Agreement 04-2749 with Caltrans and authorized the Executive Director, or designee, to sign the Cooperative Agreement and make minor modifications for an amount not to exceed \$440,000 and amendments for the Napa Valley Vine Trail (Vine Trail) Calistoga to St. Helena project (Project).

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

**Absent:** 1 - Kraus

**11.4 Legislative and State Bill Matrix Update (Kate Miller) (Pages 169-176)**

Attachments: [Staff Report - Amended.pdf](#)

The Board received the State Legislative update and approved the proposed position change to AB 1350 as outlined in the State Bill Matrix.

Further, by consensus, the Board denied approving the formal support and sending the letter in support of Measure I, Sonoma Marin Area Rail Transit's (SMART) half cent sales tax extension. No motion or vote was taken.

Motion MOVED by DUNBAR, SECONDED by CANNING to APPROVE an OPPOSE Position on AB 1350 (Gonzalez D) unless amended. Motion carried by the following vote:

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

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

**12. FUTURE AGENDA ITEMS**

**13. CLOSED SESSION**

Chair Canning announced that the Board would adjourn to closed session for the item listed in the agenda and that reportable action is expected.

Adjourned to Close Session at 3:08 p.m.

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

Title: Executive Director

Re-convened to Open Session at 3:30 p.m.

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

**14. ADJOURNMENT**

**14.1 Approval of Next Regular Meeting of Wednesday, February 19, 2020 and Adjournment**

The next regular meeting will be held on Wednesday, February 19, 2020 at 1:30 p.m.

Chair Canning adjourned the meeting at 3:30 p.m.

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Karalyn E. Sanderlin, NVTA Board Secretary



February 20, 2020  
NVRTA Agenda Item 8.2  
Continued From: New  
**Action Requested: APPROVE**

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## NAPA VALLEY TRANSPORTATION AUTHORITY Board Agenda Letter

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**TO:** Board of Directors  
**FROM:** Kate Miller, Executive Director  
**REPORT BY:** Diana Meehan, Senior Program Planner/Administrator  
(707) 259-8327 / Email: [dmeehan@nvta.ca.gov](mailto:dmeehan@nvta.ca.gov)  
**SUBJECT:** Resolution No. 20-02 Adopting the Transportation Fund for Clean Air (TFCA) Program Manager Expenditure Plan for Fiscal Year Ending (FYE) 2021

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### **RECOMMENDATION**

That the Napa Valley Transportation Authority (NVRTA) Board approve Resolution No. 20-02 (Attachment 1) adopting the Fiscal Year Ending (FYE) 2021 Transportation Fund for Clean Air (TFCA) Program Manager Expenditure Plan (Attachment 1, Exhibit B).

### **COMMITTEE RECOMMENDATION**

The Technical Advisory Committee (TAC) recommends that the NVRTA Board approve Resolution No. 20-02 adopting the TFCA FYE 2021 Expenditure Plan and programming additional available revenue to the Napa Valley Vine Trail Calistoga to St. Helena project.

### **OTHER OPTIONS FOR CONSIDERATION**

The Board could decide not to allocate the additional funds to the Napa Valley Vine Trail Calistoga to St. Helena and roll the funds over to the next cycle call for projects in the fall, however this is risky because the Bay Area Air Quality Management District (BAAQMD) could move any un-programmed revenue to projects in other counties and Napa County would lose the funds.

### **EXECUTIVE SUMMARY**

The Napa Valley Transportation Authority (NVRTA) must annually allocate TFCA funds which are generated from a four-dollar vehicle license fee authorized under Assembly Bill 434 (AB 434) administered by the Bay Area Air Quality Management District (BAAQMD).

The Draft FYE 2021 Expenditure Plan provides information on updated program revenues (Attachment 1, Exhibit B). Due to administration completed under budget, and with the addition of interest, the FYE 2021 estimated program revenues for projects are \$213,929.

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The additional amount available is \$17,077 higher than the original estimate for the three year program cycle adopted by the NVTA Board at its May, 2018 meeting.

The funds must be programmed annually; therefore, staff is recommending the additional revenue be programmed to the Napa Valley Vine Trail Calistoga to St. Helena project to cover shortfalls in funding. The project still meets cost effectiveness requirements with the added funds.

### **PROCEDURAL REQUIREMENTS**

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

### **FISCAL IMPACT**

Is there a Fiscal Impact? Yes. Approximately \$ 217,077 in TFCA Program Manager Funds

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

Strategic goal 5: Minimize the energy and other resources required to move people and goods.

The TFCA program funds a variety of projects, such as electric vehicle charging, bicycle and pedestrian facilities, clean vehicle purchase. All projects under the TFCA program must meet cost effectiveness requirements and prove to be beneficial in reducing emissions and improving air quality, which is in direct alignment with strategic goal 5.

### **BACKGROUND AND DISCUSSION**

At the April 2018 TAC meeting, NVTA staff recommended the TAC collectively plan the TFCA program manager funds over a three-year rolling period in order to use the funds more efficiently, and to help fund larger projects. Jurisdictions were requested to submit projects for three years from FYE 2019-21. Two projects were submitted by NVTA, no projects were received from any of the jurisdictions. The final list of projects for FYE 2019 through FYE 2021 is shown in Table 1 below. The NVTA Board adopted the three-year program of projects in May 2018.

**Table 1:** Three-year Cycle FYE 2019-2021 TFCA Program Manager Fund Projects

<b>FYE 2019-2021 TFCA Expenditures</b>	<b>Original Program Amount Year 1</b>	<b>Revised Program Amount Year 2</b>	<b>Revised Program Amount Year 3</b>
Administration Costs for FYE 2019-21	\$12,931	\$13,323	\$13,123
Imola Park and Ride Express Bus Improvements Phase I (FYE 2019)	\$201,296	\$201,296	\$201,296
Imola Park and Ride Express Bus Improvements Phase II (FYE 2020)	\$180,000	\$239,883	\$239,883
Napa Valley Vine Trail Calistoga to St. Helena (FYE 2021*)	\$200,000	\$200,000	*\$217,077
<b>TOTAL</b>	<b>\$ 594,227</b>	<b>\$ 654,502</b>	<b>\$671,329</b>

\*Addition of \$17,077 for Vine Trail Calistoga to St. Helena

Funds programmed in the first year of the three-year cycle have a firm commitment under the annually adopted expenditure plan. Funds in years two and three are flexible based on project status and actual available revenues generated by the program. NVRTA, as the program manager, reviews the program and trues up funding annually.

This is the final year of the original three-year program cycle. NVRTA will open a call for projects for the next program cycle that will include fiscal years 2021-22 through 2023-24 in the fall.

Forty percent of the AB 434 funds generated in Napa County are returned to NVRTA for distribution to local projects. Projects must be beneficial to air quality and be cost effective. The remaining 60% is allocated by the BAAQMD on an air district-wide competitive basis. Beginning in the FYE 2019 cycle, NVRTA programmed projects for a three-year period with a commitment to review the program annually and make adjustments if needed. The Program Expenditure Plan for the Program Manager Funds is due to the Air District by March 2, 2020.

In general, the BAAQMD TFCA policies only allow funds to be retained for two (2) years unless NVRTA originally requests additional time or the project is making reasonable progress and is granted a one (1) year extension. If funds are not programmed annually, they could be reallocated to projects in another county. Bicycle projects must be completed in two (2) years and will not be granted a time extension beyond this limit.



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Updated program guidance for FYE 2021 is available for review on the NVTA Website:  
[https://www.nvta.ca.gov/sites/default/files/FYE%202021%20TFCA%20County%20Program%20Manager%20Expenditure%20Plan%20Guidance\\_clean%20pdf.pdf](https://www.nvta.ca.gov/sites/default/files/FYE%202021%20TFCA%20County%20Program%20Manager%20Expenditure%20Plan%20Guidance_clean%20pdf.pdf)

**SUPPORTING DOCUMENTS**

Attachment: (1) Resolution No. 20-02

**RESOLUTION No. 20-02**

**A RESOLUTION OF THE  
NAPA VALLEY TRANSPORTATION AUTHORITY (NVTa)  
ADOPTING THE TRANSPORTATION FUND FOR CLEAN AIR (TFCA)  
PROGRAM MANAGER EXPENDITURE PROGRAM FOR  
FISCAL YEAR END (FYE) 2020**

**WHEREAS**, the Bay Area Air Quality Management District (BAAQMD) has imposed a vehicle license fee as allowed under Assembly Bill 434 to implement actions that will help reduce harmful auto emissions; and

**WHEREAS**, that program is known as the Transportation Fund for Clean Air Program Manager funds; and

**WHEREAS**, Assembly Bill 434 calls for the designation of an overall program manager to receive forty percent of the fees generated in the county to be expended for the improvement of air quality; and

**WHEREAS**, the Napa Valley Transportation Authority (NVTa) has been designated the overall program manager for Napa County; and

**WHEREAS**, the TFCA Program requires at least one public meeting each year for the purpose of adopting criteria for the expenditure of funds consistent with BAAQMD's Adopted TFCA County Program Manager Fund Policies; and

**WHEREAS**, the NVTa held a public meeting on February 19, 2020, to adopt the criteria for the expenditure of TFCA funds.

**NOW THEREFORE BE IT RESOLVED** by the Board of Directors that

1. The foregoing recitals are true and correct.
2. The criteria in Exhibit A, consistent with the BAAQMD Board Adopted TFCA County Program Manager Fund Policies for FYE 2021, are hereby adopted.
3. Staff is directed to finalize and submit the FYE 2021 Expenditure Plan for Napa County, as shown in Exhibit B.

4. The Executive Director or her designee is authorized to submit to or request all necessary information from other agencies on behalf of the NVTa, and to execute any other documents or certifications to gain and expend these funds.

Passed and adopted this 19th day of February, 2020.

Ayes

\_\_\_\_\_  
Chris Canning, NVTa Chair

Nays:

Absent:

ATTEST:

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

APPROVED:

\_\_\_\_\_  
DeeAnne Gillick, NVTa General Counsel

**EXHIBIT "A"**



Guide for the  
Transportation Fund for Clean Air Program  
(TFCA) for Napa County Program Manager Funds



BAY AREA  
AIR QUALITY  
MANAGEMENT  
DISTRICT

NVTA  
625 Burnell Street  
Napa, CA 94559  
Phone: 707-259-8631  
Fax: 707-259-8638  
[www.nvta.net](http://www.nvta.net)

## **Table of Contents**

<b>INTRODUCTION .....</b>	<b>4</b>
<b>YOUR RESPONSIBILITIES AS PROJECT SPONSOR:.....</b>	<b>5</b>
<b>BASIC ELIGIBILITY .....</b>	<b>6</b>
<b>USE OF TFCA FUNDS .....</b>	<b>8</b>
<b>TFCA PROJECT TYPES.....</b>	<b>8</b>
<b>DATES OF IMPORTANCE .....</b>	<b>9</b>
<b>TFCA PROGRAM MANAGER SELECTION CRITERIA FOR NAPA COUNTY .....</b>	<b>9</b>
<b>APPLICATION INSTRUCTIONS:.....</b>	<b>ERROR! BOOKMARK NOT DEFINED.</b>
<b>TFCA DO'S AND DON'TS.....</b>	<b>10</b>
<b>CONTACT INFORMATION .....</b>	<b>11</b>
<b>APPENDIX A.....</b>	<b>12</b>

February 19, 2020

**Greetings!**

The Transportation Fund for Clean Air (TFCA) is a grant program, funded by a \$4 surcharge on motor vehicles registered in the Bay Area. This generates approximately \$22 million per year in revenues. The purpose of the TFCA program is to provide grants to implement the most cost-effective projects in the Bay Area that will decrease motor vehicle emissions, and thereby improve air quality. Projects must be consistent with the 1988 California Clean Air Act and the Bay Area Ozone Strategy.

The TFCA program can fund a wide range of project types, including the construction of new bicycle lanes; shuttle and feeder bus services to train stations; ridesharing programs to encourage carpool, vanpool and transit use; bicycle facility improvements such as bicycle racks and lockers and new bicycle purchases; arterial management projects that reduce traffic congestion such as signal interconnect projects.

NVTA has prepared this packet to help guide you in submitting a successful application for funding in the next three-year funding cycle.

The available funding for Napa County TFCA for FYE 2021 will be approximately \$217,077 dollars. The TFCA Applications for FYE 2021 were approved by the NVTA Board in May 2018 during the last three-year cycle call for projects. The next three-year cycle call for projects will be held in September 2020 for FYE 2021-23.

If you have any questions, you may contact Diana Meehan, TFCA Program Manager at:

NVTA TFCA Program  
625 Burnell Street  
Napa, CA 94559  
Phone: 707-259-8327

Sincerely,

Kate Miller  
Executive Director  
Napa Valley Transportation Authority

## **Introduction**

On-road motor vehicles, including cars, trucks, and buses, constitute the most significant source of air pollution in the Bay Area. Vehicle emissions contribute to unhealthy levels of ozone (summertime "smog") and particulate matter.

To protect public health, the State Legislature enacted the California Clean air Act in 1988. Pursuant to this law, the Bay Area Air Quality Management District (Air District) has adopted the 2017 Clean Air Plan (CAP), which describes how the region will work toward compliance with State and Federal ambient air quality standards and make progress on climate protection. To reduce emissions from motor vehicles, the 2017 CAP includes transportation control measures (TCM's) and mobile source measures (MSM's). A TCM is defined as "any strategy to reduce vehicle trips, vehicle use, vehicle miles traveled, vehicle idling, or traffic congestion for the purpose of reducing motor vehicle emissions." MSMs encourage the retirement of older, more polluting vehicles and the introduction of newer, less polluting motor vehicle technologies.

## **The TFCA Program**

To fund the implementation of TCMs and MSMs, the State Legislature authorized the Air District to impose a \$4 surcharge on motor vehicle registration fees paid within the nine-county Bay Area. These revenues are allocated by the Air District through the Transportation Fund for Clean Air (TFCA). TFCA grants are awarded to public and private entities to implement eligible projects.

TFCA-funded projects have many benefits, including the following:

- Reducing air pollution, including air toxics such as benzene and diesel particulates
- Conserving energy and helping to reduce greenhouse gas emissions
- Improving water quality by decreasing contaminated runoff from roadways
- Improving transportation options
- Reducing traffic congestion

Forty percent (40%) of these funds are allocated to the designated program manager within each of the nine counties within the Air Districts jurisdiction. This allocation is referred to as the TFCA Program Manager Fund. NVTa is the program manager for Napa County. The remaining sixty percent (60%) of these funds are directed to Air District sponsored programs and to Air District-administered TFCA Regional Fund.

### **Your Responsibilities as Project Sponsor:**

1. Submit projects to the Program Manager that comply with Air District policies.
2. Prepare and submit your project's information form and cost-effectiveness worksheet to the Program Manager.
3. Adhere to the Program Manager's timeline and submit deliverables on time.
4. Submit project status report forms on time, May 20 and October 20.
5. Complete your TFCA project two years from the effective date of the Master Agreement between the Program Manager and the Air District (July 2023).
6. Provide proof of Air District credit for vehicles purchased, published materials, and construction funded or partially funded through the TFCA program.
7. Provide itemized invoices to the Program Manager for reimbursement of your project.
8. Provide proof of general liability insurance with a limit of not less than \$1,000,000 per occurrence.

### **NVTA's Responsibilities as Program Manager:**

1. Provide guidance, offer technical support to project sponsors.
2. Review Project Sponsor's Project Information forms, cost-effectiveness sheets, and reporting forms.
3. Administer program in accordance with applicable legislation, including Health and Safety Code Sections 44233, 44241, and 44242, and with Air District Board-Adopted TFCA County Program Manager Fund Policies
4. Hold one or more public meeting each year for the purpose of adopting criteria for the expenditure of the funds and to review expenditure of revenues received.
5. Provide funds only to projects that comply with Air District Policies and Procedures.
6. Encumber and expend funds within two years of the receipt of funds.
7. Provide information to the Air District and to auditors on the expenditures of TFCA funds.



## **Basic Eligibility**

**Reduction of Emissions:** Only projects that result in the reduction of motor vehicle emissions within the Air District's jurisdiction are eligible. Projects must conform to the provisions of the California Health and Safety Code (HSC) sections 44220 et seq. and the Air District Board of Directors adopted TFCA County Program Manager Fund Policies for FYE 2021. Projects must achieve surplus emission reductions, i.e., reductions that are beyond what is required through regulations, ordinances, contracts, and other legally binding obligations at the time of the execution of a grant agreement between the County Program Manager and the grantee. Projects must also achieve surplus emission reductions at the time of an amendment to a grant agreement if the amendment modifies the project scope or extends the project completion deadline.

**TFCA Cost-Effectiveness:** Projects must achieve TFCA cost-effectiveness, on an individual project basis, equal to or less than \$90,000 of TFCA funds per ton of total emissions reduced, unless a different value is specified in the policy for that project type. (See "Eligible Project Categories" below.) Cost-effectiveness is based on the ratio of TFCA funds divided by the sum total tons of reactive organic gases (ROG), oxides of nitrogen (NOx), and weighted particulate matter 10 microns in diameter and smaller (PM10) reduced (\$/ton). All TFCA-generated funds (e.g., TFCA Regional Funds, reprogrammed TFCA funds) that are awarded or applied to a project must be included in the evaluation. For projects that involve more than one independent component (e.g., more than one vehicle purchased, more than one shuttle route, etc.), each component must achieve this cost-effectiveness requirement.

**Eligible Projects, and Case-by-Case Approval:** Eligible projects are those that conform to the provisions of the HSC section 44241, Air District Board adopted policies and Air District guidance. On a case-by-case basis, County Program Managers must receive approval by the Air District for projects that are authorized by the HSC section 44241 and achieve Board-adopted TFCA cost-effectiveness but do not fully meet other Board-adopted Policies.

**Consistent with Existing Plans and Programs:** All projects must comply with the transportation control measures and mobile source measures included in the Air District's most recently approved plan for achieving and maintaining State and national ambient air quality standards, which are adopted pursuant to HSC sections 40233, 40717 and 40919, and, when specified, with other adopted State, regional, and local plans and programs.

**Eligible Recipients:** Grant recipients must be responsible for the implementation of the project, have the authority and capability to complete the project, and be an applicant in good standing with the Air District.

- A. Public agencies are eligible to apply for all project categories.
- B. Non-public entities are only eligible to apply for new alternative-fuel (light, medium, and heavy-duty) vehicle and infrastructure projects, and advanced technology demonstrations that are permitted pursuant to HSC section 44241(b)(7).

**Readiness:** Projects must commence by the end of calendar year 2018. For purposes of this policy, “commence” means a tangible action taken in connection with the project’s operation or implementation, for which the grantee can provide documentation of the commencement date and action performed. “Commence” can mean the issuance of a purchase order to secure project vehicles and equipment, commencement of shuttle/feeder bus and ridesharing service, or the delivery of the award letter for a construction contract.

**Maximum Two Years Operating Costs:** Projects that provide a service, such as ridesharing programs and shuttle and feeder bus projects, are eligible to apply for a period of up to two (2) years. Grant applicants that seek TFCA funds for additional years must reapply for funding in the subsequent funding cycles.

### **APPLICANT IN GOOD STANDING**

**Independent Air District Audit Findings and Determinations:** Grantees who have failed either the fiscal audit or the performance audit for a prior TFCA-funded project awarded by either County Program Managers or the Air District are excluded from receiving an award of any TFCA funds for five (5) years from the date of the Air District’s final audit determination in accordance with HSC section 44242, or duration determined by the Air District Air Pollution Control Officer (APCO). Existing TFCA funds already awarded to the project sponsor will not be released until all audit recommendations and remedies have been satisfactorily implemented. A failed fiscal audit means a final audit report that includes an uncorrected audit finding that confirms an ineligible expenditure of TFCA funds. A failed performance audit means that the program or project was not implemented in accordance with the applicable Funding Agreement or grant agreement.

A failed fiscal or performance audit of the County Program Manager or its grantee may subject the County Program Manager to a reduction of future revenue in an amount equal to the amount which was inappropriately expended pursuant to the provisions of HSC section 44242(c)(3).

**Authorization for County Program Manager to Proceed:** Only a fully executed Funding Agreement (i.e., signed by both the Air District and the County Program Manager) constitutes the Air District’s award of County Program Manager Funds. County Program Managers may only incur costs (i.e., contractually obligate itself to allocate County Program Manager Funds) after the Funding Agreement with the Air District has been executed.

**Insurance:** Both the County Program Manager and each grantee must maintain general liability insurance, workers compensation insurance, and additional insurance as appropriate for specific projects, with required coverage amounts provided in Air District guidance and final amounts specified in the respective grant agreements.

## **Use of TFCA Funds**

- 1. Cost of Developing Proposals:** The costs of developing grant applications for TFCA funding are not eligible to be reimbursed with TFCA funds.
- 2. Combined Funds:** TFCA County Program Manager Funds may NOT be combined with TFCA Regional Funds for the funding.
- 3. Expend Funds within Two Years:** County Program Manager Funds must be expended within two (2) years of receipt of the first transfer of funds from the Air District to the County Program Manager in the applicable fiscal year. A County Program Manager may, if it finds that significant progress has been made on a project, approve a (1-year) extension. **Bicycle Projects must be completed in 2 years and will not be granted a time extension beyond this limit.**

*Beginning in FYE 2017, the Air District and the County Program Managers are directed to enforce the two-year time limit for bicycle projects (i.e., any projects under Policy # 29), the County Program Managers should cancel any projects that are not completed within the two-year time limit, and the Air District will not consider any extension requests for bicycle projects that have already been granted a two-year extension from the County Program Manager.*

## **TFCA Project Types**

- 1. Ridesharing projects**
- 2. Shuttle/Feeder Bus**
- 3. Bicycle Facility Improvements**
- 4. Smart Growth**
- 5. Clean Air Vehicle Purchase**
- 6. Arterial Management**

## **Ineligible Project Types**

- 1. Duplication:** Grant applications for projects that duplicate existing TFCA-funded projects (including Bicycle Facility Program projects) and therefore do not achieve additional emission reductions are ineligible.
- 2. Planning Activities:** Feasibility studies are not eligible, nor are projects that only involve planning activities and that do not include an implementation phase.
- 3. Employee Subsidies:** Projects that provide a direct or indirect financial transit or rideshare subsidy or shuttle/feeder bus service exclusively to employees of the project sponsor are not eligible.

### **Recent Project Examples in Napa County**

<u>Project Name</u>	<u>Sponsor</u>	<u>TFCA Funds</u>	<u>Total Project \$</u>
Imola P&R Express Bus Improvements Phase I	NVTA	\$201,296	\$830,000
Imola P&R Express Bus Improvements Phase II	NVTA	\$239,833	\$1,200,000

### **Dates of Importance**

**March 2, 2020**      **TFCA Expenditure Plan Due to Air District**

**July 2, 2020**      Deadline: Within three months of Board approval, Program Manager submits request for Air District approval of any projects that do not conform to TFCA policies (date tentative)

**November 2, 2020**      Deadline: Within six months of Board approval, Program Manager (NVTA) provides Cost-Effectiveness Worksheets and Project Information forms for new FYE 2021 projects to the Air District (date tentative)

### **Project Selection Process**

The project selection process is as follows (Three year program cycle). The NVTA Technical Advisory Committee (TAC), with representation from all six Napa County jurisdictions, will serve as the selection and prioritization committee. NVTA staff will run the prospective projects through an initial qualification process based on project eligibility, and present their findings to the TAC. TAC's recommendations will be forwarded to the NVTA Board.

Projects will be evaluated on a cost effective and project readiness basis.

### **TFCA Program Manager Selection Criteria for Napa County**

- 1) The proposed project must improve the quality of the air as determined by the BAAQMD.
- 2) The project must fall into one or more of the statutory expenditure categories, which are:

- The implementation of ridesharing programs.
- The purchase or lease of clean fuel buses for school districts and transit operators.
- The provision of local feeder bus or shuttle service to rail and ferry stations and to airports.
- Implementation and maintenance of local arterial traffic management.
- Implementation of rail-bus integration and regional transit information systems.
- Implementation of low-emission and zero-emission vehicle programs and of demonstration projects in telecommuting and in congestion pricing of highways, bridges, and public transit.
- Implementation of a smoking vehicles program (Air District project).
- Implementation of an automobile buy-back scrappage program operated by a governmental agency (Air District project).
- Implementation of bicycle facility improvement projects that are included in an adopted countywide bicycle plan or congestion management program.
- The design and construction by local public agencies of physical improvements that support development projects that achieve motor vehicle emission reductions.
- Implementation of vehicle-based projects to reduce mobile source emissions, including but not limited to, engine repowers, engine retrofits, fleet modernization, alternative fuels, and advanced technology demonstrations.

### **TFCA Do's and Don'ts**

#### **Do**

- Establish a clear link to the air quality benefits of your project
- Provide clear and detailed cost estimates
- Have good back-up documentation including maps and pictures
- Have a clearly defined project scope and timeline
- Keep NVTA in “the loop” the greater understanding the Program Manager has of your project, the better

#### **Don't**

- Bite off more than you can chew – if the project cannot be completed in two years apply for funding in phases, it will not hurt your chances of eligibility
- Scope creep – when you fill out your **Project Information Form** this is your application. You have to adhere to the project description you write on this form
- Forget to ask for help – NVTA is here as a resource, do not assume, rather ask for clarification
- Apply for the TFCA funds now, and figure out where the rest of your project's funding is going to come from later

### **Frequently Asked Questions**

#### **1. Is there a local match requirement to apply for TFCA funding?**

No, there is no requirement for a local match.

**2. Can TFCA Program Manager Funds be combined with TFCA Regional Funds?**

No, TFCA funds cannot be combined with TFCA Regional funds but may be combined with other funding sources, local, federal, state.

**3. What is the TFCA funding limit for alternative fuel vehicles?**

TFCA funds awarded to alternative fuel vehicle projects may not exceed incremental cost after all other applicable manufacturer and local/state rebates, tax credits, and cash equivalent incentives are applied. Incremental cost is the difference in cost between the purchase or lease price of the vehicle and/or retrofit and its new conventional vehicle counterpart that meets, but does not exceed 2011 emissions standards.

**Contact Information**

Napa County TFCA Program Manager:

Diana Meehan

625 Burnell Street

Napa, CA 94559

Phone: (707) 259-8327

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

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[www.nvta.ca.gov](http://www.nvta.ca.gov)

Bay Area Air Quality Management District:

Strategic Incentives Division

Karen Schkolnick

Phone: (415) 749-5070

[kschkolnick@baaqmd.gov](mailto:kschkolnick@baaqmd.gov)

## Appendix A

### PROJECT INFORMATION

A. Project Number: 19XX01

*Use consecutive numbers for projects funded, with year, county code, and number, e.g., 19NAP01, 19NAP02 for Napa County. Zero (e.g., 19NAP00) is reserved for County Program Manager TFCA funds allocated for administration costs.*

B. Project Title: \_\_\_\_\_

*Provide a concise, descriptive title for the project (e.g., "Elm Ave. Signal Interconnect" or "Purchase Ten Gasoline-Electric Hybrid Light-Duty Vehicles").*

C. TFCA County Program Manager Funds Allocated: \$ \_\_\_\_\_

D. TFCA Regional Funds Awarded (if applicable):\$ \_\_\_\_\_

E. Total TFCA Funds Allocated (sum of C and D):\$ \_\_\_\_\_

F. Total Project Cost: \$ \_\_\_\_\_

*Indicate the TFCA dollars allocated (C, D and E) and total project cost (D). Data from Line E (Total TFCA Funds) should be used to calculate C-E.*

G. Project Description:

Grantee will use TFCA funds to \_\_\_\_\_. *Include information sufficient to evaluate the eligibility and cost-effectiveness of the project. Ex. of the information needed include*

*but are not limited to: what will be accomplished by whom, how many pieces of equipment are involved, how frequently it is used, the location, the length of roadway segments, the size of target population, etc. Background information should be brief. For shuttle/feeder bus projects, indicate the hours of operation, frequency of service, and rail station and employment areas served.*

H. Final Report Content: Final Report form and final Cost Effectiveness Worksheet

*Reference the appropriate Final Report form that will be completed and submitted after project completion. See <http://www.baaqmd.gov/Divisions/Strategic-Incentives/Funding-Sources/TFCA/County-Program-Manager-Fund.aspx> for a listing of the following forms:*

- ☐ *Form for Ridesharing, Shuttles, Transit Information, Rail/Bus Integration, Smart Growth, and Traffic Calming Projects. (Includes Transit Bus Signal Priority.)*
- ☐ *Form for Clean Air Vehicle and Infrastructure Projects*
- ☐ *Form for Bicycle Projects*
- ☐ *Form for Arterial Management Projects*

I. Attach a completed Cost-effectiveness Worksheet and any other information used to evaluate the proposed project. *For example, for vehicle projects, include the California Air Resources Board Executive Orders for all engines and diesel emission control systems. Note, Cost-effectiveness Worksheets are not needed for TFCA County Program Managers' own administrative costs.*

J. Comments (if any):  
*Add any relevant clarifying information in this section.*



Expenditure Plan Application

21-NAP

FYE 2021

**SUMMARY INFORMATION****EXHIBIT B**County Program Manager Agency Name: Napa Valley Transportation AuthorityAddress: 625 Burnell St., Napa, CA 94559**PART A: NEW TFCA FUNDS**

1. Estimated FYE 2021 DMV revenues (based on projected CY2019 revenues): Line 1: \$208,600
2. Difference between prior-year estimate and actual revenue: Line 2: \$1,517
- a. Actual FYE 2019 DMV revenues (based on CY2018): \$203,717
- b. Estimated FYE 2019 DMV revenues: \$202,200
- ('a' minus 'b' equals Line 2.)*
3. Estimated New Allocation for projects and administration (Sum of Lines 1 and 2): Line 3: \$210,117

**PART B: INTEREST FOR PROGRAMMING AND TFCA FUNDS AVAILABLE FOR REPROGRAMMING**

4. Total available for programming/reprogramming to other projects. Line 4: \$20,092
- a. Amount available from previously funded projects: \$5159
- (Note: Reprogrammed funds originating from pre-2006 projects are not subject to the six-month allocation deadline.)*
- b. Interest income earned on TFCA funds in CY 2019: \$14,933
- ('a' plus 'b' equals Line 4.)*

**PART C: TOTAL AVAILABLE TFCA FUNDS**

5. Total Available TFCA Funds (Sum of Lines 3 and 4) Line 5: \$230,209
- a. Estimated TFCA funds budgeted for administration:<sup>1</sup> \$13,132
- (Note: This amount may not exceed 6.25% of Line 3.)*
- b. Estimated Total TFCA funds available for projects \$217,077
- (Line 5 minus Line 5.a.)*

I certify that, to the best of my knowledge, the information contained in this application is complete and accurate.

Executive Director Signature: \_\_\_\_\_

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

<sup>1</sup> The "Estimated TFCA funds budgeted for administration" amount is listed for informational purposes only. Per California Health and Safety Code Section 44233, County Program Managers must limit their administrative costs to no more than 6.25% of the actual total revenue received from the Air District.





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## NAPA VALLEY TRANSPORTATION AUTHORITY Board Agenda Letter

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**TO:** Board of Directors  
**FROM:** Kate Miller, Executive Director  
**REPORT BY:** Diana Meehan, Senior Program Planner/Administrator  
(707) 259-8327 / Email: [dmeehan@nvta.ca.gov](mailto:dmeehan@nvta.ca.gov)  
**SUBJECT:** V-Commute Program and Ride Amigos Platform Update

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### **RECOMMENDATION**

Information only

### **COMMITTEE RECOMMENDATION**

None

### **OTHER OPTIONS FOR CONSIDERATION**

None

### **EXECUTIVE SUMMARY**

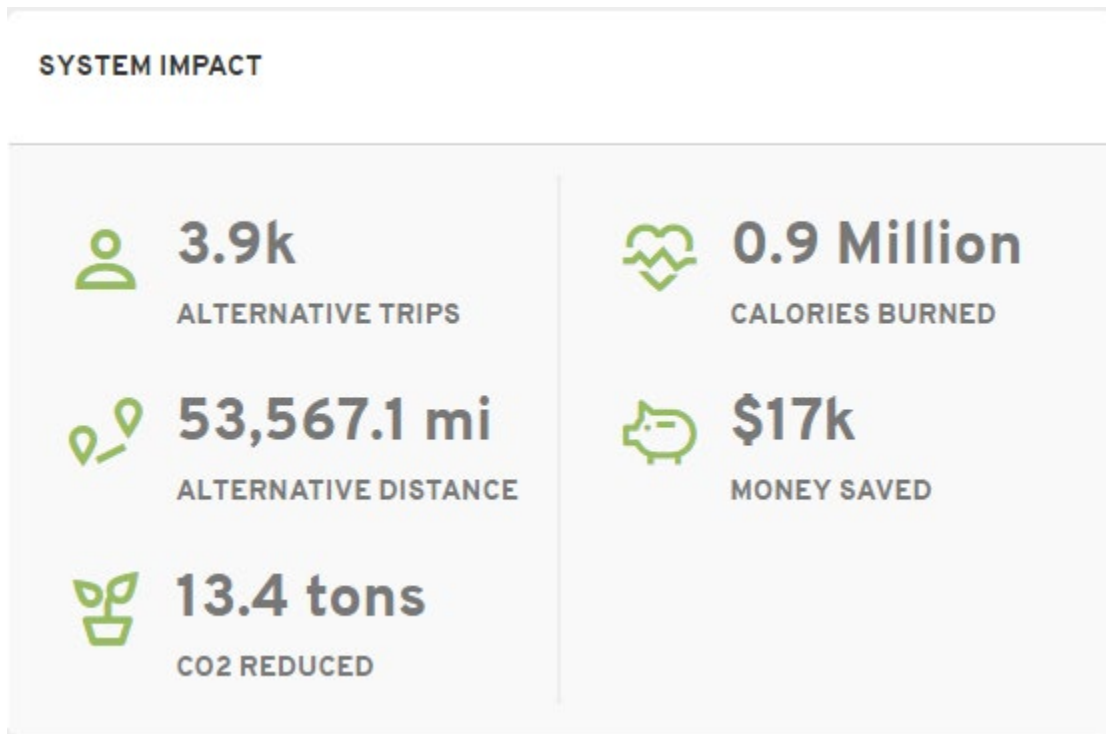
Ride Amigos is a cloud-based commuter platform designed to support sustainable transportation initiatives and Travel Demand Management Programs (TDM). The platform offers a multitude of capabilities including, but not limited to:

- Trip Planning and Ride Matching
  - Carpool
  - Vanpool
  - Transit
  - Biking and Walking
- TDM Solutions
  - Incentives
  - Commute Challenges/Gamification
  - Guaranteed Ride Home
- Data Analytics
  - Trip logging App (Commute Tracker)

- Admin Portal
- Reporting
- Commute Verification
- Employee Mapping

Since the launch of the program in April 2019, there are 129 users and 20 registered networks. System impacts to date are in Figure 1 below:

**FIGURE 1: System Impacts (April 2019-February 2020)**



### **PROCEDURAL REQUIREMENTS**

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

### **FISCAL IMPACT**

Is there a Fiscal Impact? No

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

Strategic Goal 3-*Use taxpayer dollars efficiently* by providing basic Travel Demand Management (TDM) tools to large employers in Napa County using technology, which

provides the same services historically offered, using fewer resources. The total cost of the program to date – contract and incentives - \$58,776.

Strategic Goal 5-*Minimize energy and other resources required to move people and goods* by encouraging, incentivizing and promoting sustainable transportation options, such as carpool/vanpool, transit, biking and walking to reduce congestion and decrease emissions caused by mobile sources.

## **BACKGROUND AND DISCUSSION**

NVTA contracted with Ride Amigos in November 2018 to create the V-Commute program, formerly known as Napa/Solano Commuter Information (SNCI). Staff worked with Solano Transportation Authority (STA) staff to transition the program. The V-Commute program was introduced in April 2019 during the annual Commute Challenge, a 90-day incentive-based program that encourages employees to use alternative commute modes to work such as transit, carpools walking or biking.

NVTA has historically partnered with the Solano Transportation Authority (STA) under the SNCI program to offer commuter options and Travel Demand Management (TDM) in Napa and Solano counties. Previous funding under the Regional 511.org program for SNCI has been phased out by MTC.

To maintain and enhance its TDM programs, NVTA contracted with Ride Amigos. The Ride Amigos TDM software platform is designed to support a comprehensive range of proven commuter management techniques and strategies to make transportation options more accessible and appealing to a broader base of users in Napa Valley. The idea behind this recognizes that even when commuters ride-share occasionally, it incrementally reduces traffic congestion improving commute times for everyone.

The V-Commute platform uses technology to help users identify ride-sharing companions in neighborhoods or near/at places of employment for regular or occasional carpooling. This technology is capable of searching for all available transportation options, such as bike/scooter share, transit or Uber/Lyft to assist users in choosing the most suitable option for a particular trip.

The platform can also assist large employers with their parking and transportation benefit distribution by incentivizing employees to take alternative transportation. The NVTA contract with Ride Amigos has a limited budget and provides basic TDM services and oversight (Attachment 1), with the option for employers to upgrade to more advanced licenses for additional support and benefits.

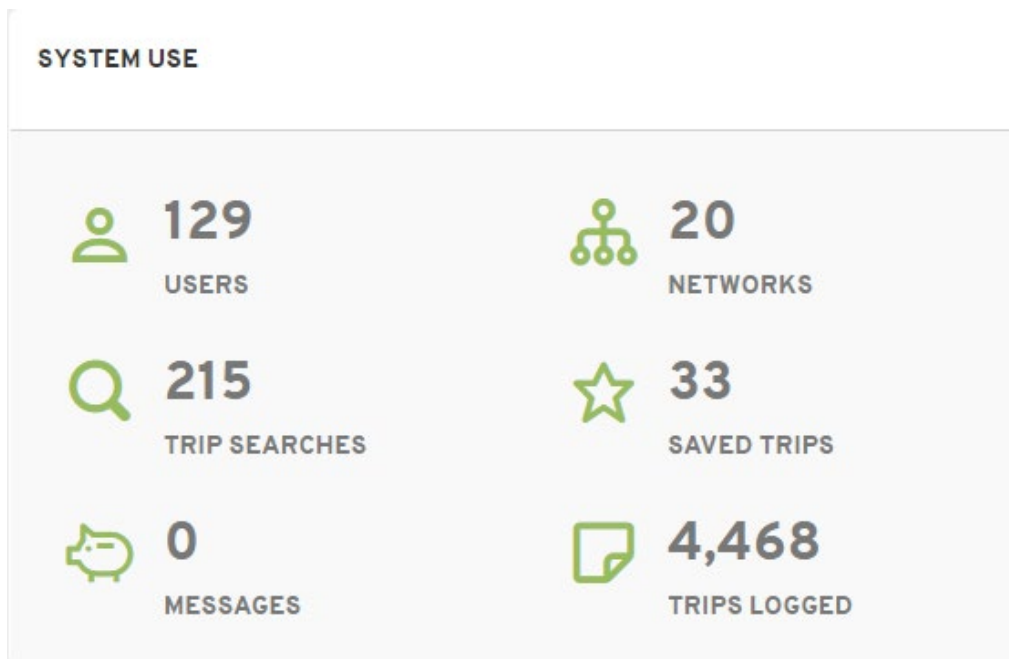
NVTA staff have been instructed to direct Napa County's two largest employment base employers - Wineries and Hospitality - to the Napa Forward program managed by MTC which was officially launched this past January. The remaining employer base has shown

a great deal of promise. These include large Napa County employers in the following sectors:

1. Government
2. Education
3. Healthcare
4. Large retailers

Staff has reached out to transportation coordinators and administrative staff in the sectors above and are currently working with Ride Amigos to create a training webinar to boost registration into the program. Current system use statistics are in Figure 2 below:

**Figure 2: V-Commute System Use**



Next steps:

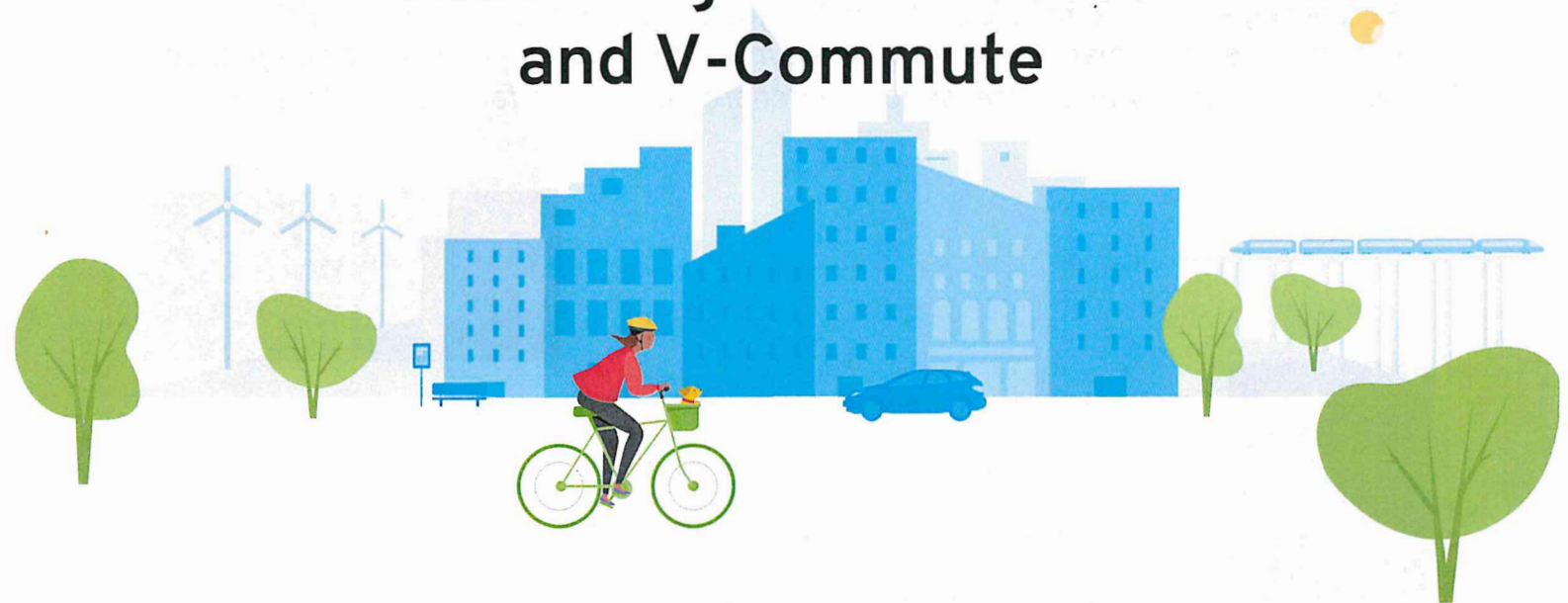
1. Register large employers for webinar training
2. Distribute updated program collateral to large employers and local display racks to promote program participation
3. Commute Challenge promotions-April-June and September-December

For additional V-Commute program information visit: <https://vcommute.org/>

### **SUPPORTING DOCUMENTS**

Attachment: (1) Ride Amigos Connected and V-Commute

# RideAmigos Connected and V-Commute



## Connect your employees to all the benefits of V-Commute

V-Commute powered by RideAmigos is a hub for commuter benefits and programs that reduce parking strain, drive wellness and talent retention, and support your sustainability initiatives.

### With RideAmigos Connected to V-Commute you can:

- Give employees a **single, secure app** for all your commute program offerings
- Engage teams with programs that **influence smarter commute choices**
- Offer a **trusted network** of available carpool matches for your employees
- Connect to popular transportation apps - Waze Carpool, Strava, & more
- Join **V-Commute programs** like guaranteed rides, commuter incentives & challenges
- Show employees their impact and recognize progress



### Need even more? Stay connected when you upgrade:

- Offer **premium commuter programs** like parking cash-out, digital rewards, subsidies and more.
- Generate **detailed reports** and maps to track performance
- And much more – see reverse for details

Contact us to  
get started:  
[sales@rideamigos.com](mailto:sales@rideamigos.com)



## RideAmigos Connected is a benefit of your V-Commute membership!

*Partnering with V-Commute and RideAmigos gives you access to powerful commuter engagement tools. If you need more control, you may also be eligible to upgrade to an Advanced license to supercharge programs for your workplace.*

		Basic Included with your V-Commute Membership!	Advanced Upgrade and stay connected to V-Commute!
Engage Commuters	Connect employees to local or regional programs	✓	✓
	Carpool and vanpool matching for your employees	✓	✓
	Basic email marketing to drive awareness	✓	✓
	Mobile app for trip planning, tracking and rewards	✓	✓
	Create your own corporate branded experience		✓
	Enable Single Sign-On for your organization		✓
Influence Smart Choices	Configurable challenges and points programs	✓	✓
	Offer local or regional challenges (or run your own)	✓	✓
	Integrate with payroll and benefits systems		✓
	Configurable parking cash-out programs		✓
	Automated emails for incentives and points programs		✓
	CommuteRewards™ automated rewards program		✓
Learn and Measure Results	Dashboard with basic impact stats	✓	✓
	Access to e-learning in the RideAmigos Academy	✓	✓
	Advanced dashboard with program analytics		✓
	RideAmigos direct support & training		✓
	Full user management		✓





## NAPA VALLEY TRANSPORTATION AUTHORITY Board Agenda Letter

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**TO:** Board of Directors  
**FROM:** Kate Miller, Executive Director  
**REPORT BY:** Antonio Onorato, Director of Administration, Finance, and Policy  
(707) 259-8779 / Email: [aonorato@nvta.ca.gov](mailto:aonorato@nvta.ca.gov)  
**SUBJECT:** Disposal of Obsolete Inventory

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### **RECOMMENDATION**

That the Napa Valley Transportation Authority (NVTA) Board approve the disposal of obsolete parts inventory according to NVTA policy (Attachment 1).

### **COMMITTEE RECOMMENDATION**

None

### **EXECUTIVE SUMMARY**

Transdev Services has identified obsolete inventory parts with a value of \$177,941 that can no longer be used for Vine Transit's current bus fleet. NVTA staff recommends disposing the inventory based on Federal Transit Administration guidance and NVTA Financial Management policy for asset disposal.

### **PROCEDURAL REQUIREMENTS**

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

### **FISCAL IMPACT**

Is there a Fiscal Impact? Yes. There will be an accounting charge of \$177,941 for the decrease in inventory assets. A budget adjustment will be necessary.

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**CEQA REQUIREMENTS**

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

**STRATEGIC GOALS MET BY THIS PROPOSAL**

Not applicable – this is an accounting function that requires a formal action to dispose of assets. The parts were purchased for vehicles that have since been retired and can no longer be used.

**BACKGROUND AND DISCUSSION**

NVRTA Agreement 10-01 with Transdev Services (Veolia Transportation at the time) established management and oversight of the transit inventory parts to the contractor with a value of \$348,889. Since then, NVRTA began modernizing the Vine Transit fleet adding new vehicles and disposing buses that had outlived their useful and serviceable lives, and no longer on NVRTA's transit assets list. This has rendered several inventory parts intended for vehicles procured in the 1980's, 1995, and New Flyer gas/electric hybrids obsolete and unusable. Transdev employees have identified inventory parts (Attachment 1) that should be disposed.

Transdev will attempt to seek a buyer for the parts, but due to the age for the types of vehicles the parts were intended for, that may not be possible. Moreover, shipping the parts is likely to cost more than the value, making disposal more likely.

**SUPPORTING DOCUMENTS**

Attachment: (1) Obsolete Parts Disposal Listing

## Obsolete Inventory List

### N-29 TO N-80

150	2000	N/F C40LF
151	2000	N/F C40LF
152	2000	N/F C40LF
153	2000	N/F C40LF

**TOTAL \$33,574.96**

### S-8

106	1982	GMC RTS
109	1985	GMC RTS
111	1985	GMC RTS
112	1986	GMC RTS
113	1986	GMC RTS
114	1986	GMC RTS

**TOTAL \$715.56**

### OBSOL1

106	1982	GMC RTS
109	1985	GMC RTS
111	1985	GMC RTS
112	1986	GMC RTS
113	1986	GMC RTS
114	1986	GMC RTS

**TOTAL \$ 43,596.51**

### OBSOL

106	1982	GMC RTS
109	1985	GMC RTS
111	1985	GMC RTS
112	1986	GMC RTS
113	1986	GMC RTS
114	1986	GMC RTS

**TOTAL \$60,426.33**

### F-1 TO F-16

106	1982	GMC RTS
109	1985	GMC RTS
111	1985	GMC RTS
112	1986	GMC RTS
113	1986	GMC RTS
114	1986	GMC RTS

**TOTAL \$ 5,740.26**

S-13 TO S-19

127	1995	Gillig/Phantom
128	1995	Gillig/Phantom
129	1995	Gillig/Phantom
130	1995	Gillig/Phantom
131	1995	Gillig/Phantom
132	1996	Gillig/Phantom

**TOTAL \$6,129.31**

E-039 TO E-054

154	2009	GE35LFR
155	2009	GE35LFR
156	2009	GE35LFR
157	2009	GE35LFR
158	2010	GE35LFR
159	2010	GE35LFR
160	2010	GE35LFR
161	2010	GE35LFR

**TOTAL \$ 27,757.76**

**GRAND TOTAL \$ 177,940.69**



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

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**TO:** Board of Directors  
**FROM:** Kate Miller, Executive Director  
**REPORT BY:** Karrie Sanderlin, Program Manager-Administration and Human Resources  
(707) 259-8633 / Email: [ksanderlin@nvta.ca.gov](mailto:ksanderlin@nvta.ca.gov)  
**SUBJECT:** Program Manager-Public Transit Manager/Principal  
Program Planner-Administrator Position

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### **RECOMMENDATION**

That the Napa Valley Transportation Authority (NVTA) Board authorize the Executive Director to reinstate the Program Manager-Public Transit Position.

### **OTHER OPTIONS FOR CONSIDERATION**

Alternative option #1: That the board reject the proposed changes and retain the existing Principal Program Planner/Administrator position to oversee the Vine Transit system.

### **COMMITTEE RECOMMENDATION**

None

### **EXECUTIVE SUMMARY**

Reinstating the Program Manager-Public Transit position is being proposed to increase the pool of eligible applicants to oversee the Vine Transit system.

### **PROCEDURAL REQUIREMENTS**

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

### **FISCAL IMPACT**

Is there a Fiscal Impact? Yes, the maximum additional salary difference between the two salaries is roughly \$11,000 per year.

Consequences if not approved: Reinstatement of the Program Manager-Public Transit position will not occur and the applicant pool will be significantly smaller or non-existent.

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

Goal 3 – Use taxpayer dollars efficiently. Proposed changes to the organizational chart will increase salary potential and therefore draw more experienced candidates to apply for the open position. More experienced employees will better serve the community more effectively and efficiently.

### **CEQA REQUIREMENTS**

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

### **BACKGROUND AND DISCUSSION**

At the September 18, 2019, the Board approved changing Program Manager-Public Transit position on the organizational chart to a Principal Program Planner/Administrator–Public Transit to reflect the agency’s operations at the time.

The Principal Program Planner/Administration-Public Transit position has been vacant since January 1, 2020. Recruitment for the position was open for five weeks and only one qualified applicant applied by the closing date.

To draw more quality applicants, staff increased the salary on the job listing which resulted in eight (8) additional applicants. Of the applications received, four applicants have transit-related experience but no previous management experience. Staff is recommending authorizing the executive director to reinstate the Program Manager-Transit Manager Position to increase the salary. The position will only be reinstated should the successful applicant’s experience warrant the additional salary level, and staff will amend the organizational chart accordingly. If the successful applicant’s experience does not warrant a management-level salary, the position will be filled at the Principal Program Planner/Administrator level with the opportunity to be promoted to a Program Manager-Public Manager at a future date.

Including the Executive Director, NVTA has fifteen full time employees. The reorganization proposal will not add any additional positions.

### **SUPPORTING DOCUMENTS**

None



## NAPA VALLEY TRANSPORTATION AUTHORITY Board Agenda Letter

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

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### **RECOMMENDATION**

That the Napa Valley Transportation Authority (NVRTA) Board receive the State Legislative update prepared by Platinum Advisors (Attachment 1) and approve board position recommendations for bills on the State Bill Matrix (Attachment 2).

### **OTHER OPTIONS FOR CONSIDERATION**

The board could reject the proposed recommendations and adopt other positions, or take no action and request that staff remove the legislation from the bill matrix.

### **COMMITTEE RECOMMENDATION**

None

### **EXECUTIVE SUMMARY**

Attached is the State legislative update (Attachment 1), and State Bill Matrix (Attachment 2). Staff is proposing that the board take the following positions on the following two bills:

- AB 1839 (Bonta) – This is currently a spot bill for the “Green New Deal for California” – recommended position – watch.
- AB 2012 (Chu) – This bill would mandate that public transit providers provide free transit passes to individuals 65 and above – recommended position – oppose unless amended. This would cost the agency \$64,000 annually and would not allow the agency to meet the Transportation Development Act statutory farebox requirements which would compromise \$7 million annually in operating revenues.

### **PROCEDURAL REQUIREMENTS**

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

### **FISCAL IMPACT**

Is there a Fiscal Impact? No

### **SUPPORTING DOCUMENTS**

Attachments: (1) January 31, 2020 State Legislative Update (Platinum Advisors)  
(2) January 31, 2020 State Bill Matrix (Platinum Advisors)





January 31, 2020

TO: Kate Miller, Executive Director  
Napa Valley Transportation Authority

FR: Steve Wallaach  
Platinum Advisors

**RE: Legislative Update**

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**CTC & Caltrans:** At this week's meeting of the California Transportation Commission (CTC) a new chair, vice chair, and executive director were announced. Commissioner Paul Van Konynenburg was elected the next chair of the Commission, and Commissioner Hilary Norton was named vice chair. With the retirement of the CTC's current Executive Director, Susan Bransen, the Commission announced the Mitch Weiss, the current Chief Deputy Director, will be the next Executive Director of the CTC. Mr. Weiss starts his new role today, January 31<sup>st</sup>.

In addition, there have been several staff changes at Caltrans. With the retirement of Steve Takigawa, Deputy Director of Maintenance & Operations, Jeanne Scherer, Chief Legal Counsel, and Clark Paulsen, Division Chief of Budget, Director Omishakin has brought in new faces and created new positions. This includes naming Rachel Carpenter to the new created position of Chief Safety Officer, Jeanie Ward-Waller as the Deputy Director of Planning & Modal Programs, and Mike Keever as Chief Engineer and Director of Project Delivery.

**Budget:** Both the Senate and Assembly Budget Committees met last week to hear an overview of the governor's proposed 2020-21 budget from the Department of Finance and the Legislative Analyst's Office. Legislators seemed generally pleased with the administration's first pass, however there were a few themes that will clearly be more thoroughly vetted throughout the budget process. These items include homelessness policy and funding; early childhood education and K-12 funding levels; the reduction in funding proposed for the AB 617 program (Chapter 136, Statutes of 2017), which reduces air pollution exposure in communities most impacted by air pollution; and questions about whether some of Newsom's new departments or reorganizations are necessary.

Unlike last year, homelessness and housing will be debated in both the Senate and Assembly Budget Subcommittees on State Administration and the Senate and Assembly Budget Subcommittees on Health and Human Services. This is because the governor's proposal for \$750 million for a new Access to Housing and Services Fund would be

funneled through the Department of Social Services and not through the Business, Consumer Services, and Housing Agency as it was in 2018-19 for the Homeless Emergency Aid Program and in 2019-20 for the Homeless Housing, Assistance and Prevention program. The Senate Budget Committee will hold an informational hearing on housing and homelessness on February 27.

***Homelessness Executive Order & Public Transit:*** With the governor's release of his 2020-21 budget proposal, homelessness tours around the state, and his task force on homelessness releasing their recommendations, Sacramento lawmakers have much to evaluate in terms of homelessness policy and funding before June. In addition, earlier this month Governor Newsom issued Executive Order N-23-20 relating to the homeless crisis facing the state.

The Executive Order directs several state agencies to act on a wide range of issues including directing Caltrans to develop a model lease agreement for cities and counties to use when leasing Caltrans property for emergency shelter services, and directing the Department of General Services to utilize state owned tents and trailers for housing.

The Order calls for the creation of a multi-agency strike team that will be coordinated by the Homeless Coordinating and Financing Council. These strike teams are intended to provide technical assistance to and support to cities, counties, and *public transit districts*. In addition, the Order urges cities, counties, public transit districts and others to examine their own ability to provide shelter on a short-term emergency basis by utilizing any vacant or surplus property.

Governor Newsom included public transit in this order because transit in many ways is on the front line of the homeless crisis. There are no specific actions transit agencies are required to take, but the Order encourages public transit agencies to be part of the partnership at the local level as these action plans are developed and implemented.

***Governor's Proposed Budget:*** In another 3-hour marathon presentation, Governor Newsom unveiled his spending plan for 2020-21 that tops \$222 billion in total spending. In addition, the plan provides \$21 billion in total reserves, which includes \$18 billion Rainy Day Fund, \$900 million for Safety Net Services, \$487 million in public school reserves, and \$1.6 billion for Special Fund for Economic Uncertainty.

While the Legislative Analyst LAO in December estimated a budget surplus of nearly \$7 billion, the Governor's budget forecast assumes a \$5.6 billion surplus. This additional revenue is primarily dedicated to one-time expenditures, with a large chunk being placed in reserves. The main policy/spending proposals contained in the budget include funding to provide Medi-Cal to everyone over 65 regardless of immigration status, \$900 million to help train and support teachers at California's high poverty schools, \$1.4 billion for homeless and housing programs, and a \$4.7 billion Climate Resiliency Bond to be placed on the November ballot.

**Transportation Funding:** The Budget Summary does not include a transportation chapter – so no substantive changes are proposed. However, transportation funding is referenced under infrastructure investments, which reiterates the SB 1 funding estimate of \$5.4 billion annually for transportation infrastructure. The revenue estimates section of the Budget Summary stated that gasoline will be taxed at a rate of 50.3 cents per gallon, up from 47.3 cent in 2019-20, and diesel fuel will be taxed at a rate of 38.2 cent per gallon in 2020-21, up from 36 cents in 2019-20.

**Transit Funding:** The budget estimates that the State Transit Assistance (STA) program will have \$804 million available for allocation in 2020-21. In addition, Low Carbon Transit Operations Program (LCTOP) will allocate about \$125 million to transit operators based on the STA formula. The SB 1 operating fund allocation to intercity and commuter rail operators will total \$44.5 million in the budget year.

**Climate Catalyst:** Governor Newsom is proposing to expand the role of the State Infrastructure Bank to administer the new Climate Catalyst Fund. This will be a revolving loan program that will provide low interest loans for projects that meet the state's climate and equity goals. This proposal would receive a total of \$1 billion that would be appropriated over the next 4 years.

**Workforce Training:** The cap and trade expenditure plan includes \$33 million for workforce training for pre-apprenticeship programs and expanding the High Road Training Partnership. Governor Newsom proposes to maintain this funding commitment to provide a total of \$165 million in workforce training over 5 years.

**Better Jobs:** The budget proposes to create the Department of Better Jobs & Higher Wages. This is an effort to consolidate the various workforce and job training programs that are now found in various departments. The new department would oversee the administration of the Workforce Development Board, Employment Training Panel, Workforce Services Branch, Labor Market Information Division, and the Division of Apprenticeship Standards.

**Cap & Trade Funding:** While revenues are up in other areas of the budget, things are not so rosy with the cap & trade program. The current year budget (2019-20) includes about \$1.2 billion in cap & trade expenditures, including \$535 million for CARB's Low Carbon Transportation programs. The proposed 2020-21 budget allocates only \$965 million, and cuts CARB's share by \$135 million for a total of \$400 million. This leaves only \$150 million for Clean Trucks, Buses, and Freight Equipment funding. Demand for Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP) rebates for zero emission trucks and buses far outstrips this amount. While the May Revise may increase the amount of auction revenue available, it will require a concerted effort to increase funding for HVIP and a stronger effort to create a dedicated HVIP for public transit operators.

**Climate Resiliency Bond:** Legislation was already in the works to place a "climate" bond on the ballot in November. Governor Newsom adds his support to this effort by proposing

in his budget a proposal for a \$4.75 billion bond. The proposal earmarks 80% funds for immediate or near-term risks and the balance for long-term needs. This bond act would fund a range of projects from drinking water and flood management to wildfire prevention and sea level rise.

The bond proposal does not provide any funding to address the infrastructure needs for zero emission charging/fueling public transit operators must install to comply with Innovative Clean Transit mandate. However, there is a growing discussion about adding funds to the bond proposal for zero emission infrastructure funding.

## **LEGISLATION**

**More Free Transit Passes:** NVRTA Board adopted an Oppose Unless Amended position on AB 1350 (Gonzalez) at its January meeting. AB 1350 would mandate transit operators to provide free transit passes to youth 18 years of age or younger. This week Assemblyman Kansen Chu introduced AB 2012 to also require transit operators to provide free transit passes to anyone 65 years old and over. AB 2012 is structured identical to AB 1350 in that if a public transit operator wants to receive State Transit Assistance (STA), Transportation Development Act (TDA) or Low Carbon Transit Operations Program funds then it shall provide free transit passes.

**Green New Deal:** Assemblyman Rob Bonta introduced AB 1839 which proposes a Green New Deal for California. This measure would establish a policy framework of principles and goals to address negative climate change impacts and inequity. One of the elements of the New Deal includes increasing affordable housing and public transportation by doubling their current availability by 2030. AB 1839 would create the California Green New Deal Council, which would consist of specified agency secretaries. This Council will develop and submit a report to the Legislature on recommendations and policies to achieve the specified goals. However, amendments are expected to provide greater details on implementing Green New Deal goals.

**Housing:** There have been numerous housing related bills introduced last year, and more to come this year. One of the more controversial proposals has been SB 50 (Wiener), which was held in the Senate Appropriations Committee last year. However, SB 50 was amended this month to provide a little more flexibility. Even with the amendments, Senator Portantino, who chairs the Senate Appropriations Committee still did not support the bill.

Facing a questionable fate in Senate Appropriations, Senate Pro Tem Toni Atkins took the unusual move to withdraw SB 50 from Senate Appropriations and refer it to the Senate Rules Committee. Senate Rules then referred the bill to the Senate Floor.

This week SB 50 failed on the Senate Floor – twice. Up against the House of Origin deadline, Senator Wiener presented the bill on 29<sup>th</sup> where it fell three votes short of the 21 votes needed. He tried again the next day with no change. The votes did not follow any political ideology, but the viewpoint of their districts. While SB 50 has reached its

end, the issue of promoting housing development will continue. Before adjourning for the week, President Pro Tem Toni Atkins made it clear that compromise from all sides will be required because as she stated a housing production bill will pass this year.

Senator Wiener has already introduced two spot bills on housing.



January 31, 2020

*The following matrix has been updated to remove all measures that were chaptered, vetoed, died during the 2019 session. Those measures marked as DEAD in the matrix below failed to meet the House of Origin hearing deadlines. The House of Origin deadline is January 31<sup>st</sup>. All dead bills will be removed from future updates.*

## Action Items

Bills	Subject	Status	Proposed - Position
<b><u>AB 1839</u></b> <b><u>(Bonta D)</u></b> Climate change: California Green New Deal.	AB 1839 proposes a Green New Deal for California.  As currently drafted, this measure would establish a policy framework of principles and goals to address negative climate change impacts and inequity. One of the elements of the New Deal include increasing affordable housing and public transportation by doubling their current availability by 2030. AB 1839 would create the California Green New Deal Council, which would consist of specified agency secretaries. This Council will develop and submit a report to the Legislature on recommendations and policies to achieve the specified goals.  However, the current version is a general outline of future content. Amendments are expected that provide more details on how the goals of the Green New Deal will achieved.	ASSEMBLY PRINT	Recommended Position: Watch
<b><u>AB 2012</u></b> <b><u>(Chu D)</u></b> Free senior transit passes: eligibility for state funding.	AB 2012 by Assemblyman Kansen Chu was introduced on January 28 <sup>th</sup> . Similar to AB 1350, this bill would mandate all public transit operators to provide free transit passes to individuals aged 65 and over if the operators want to remain eligible to receive STA, TDA and LCTOP funds.	ASSEMBLY PRINT	Recommended Position: Oppose Unless Amended

<b><u>AB 2012</u></b> <b>(Chu D)</b> <b>(Continued)</b>	To be consistent with the action on AB 1350, an Oppose Unless Amended position is also recommended on AB 2012.		
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## **Existing Positions**

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

<p><b><u>AB 659</u></b>  <b><u>(Mullin D)</u></b>  Transportation: emerging transportation technologies: California Smart City Challenge Grant Program.</p>	<p>AB 659 requires the California Transportation Commission (CTC) to form a working group, consisting of local governments and transportation entities that would develop the guidelines and selection criteria for the Smart City Challenge Grants. The bill envisions funding projects that use intelligent transportation systems and applications that would reduce congestion, enhance mobility, safety, and spurring innovation. The bill does not currently identify or appropriate funds for this program.</p>	<p>DEAD</p>	<p>WATCH</p>
<p><b><u>AB 847</u></b>  <b><u>(Grayson D)</u></b>  Transportation finance: priorities: housing.</p>	<p>As introduced, AB 847 would create a funding incentive for cities and counties to produce housing by reallocating non-Article 19 transportation funds and provide bonuses for certain funding programs.</p> <p>However, the bill was gutted and amended to now create a new competitive grant program. This bill does not provide a funding source, but it directs the Department of Housing and Community Development to create a grant program that would offset up to 100% of any local transportation impact fees imposed on a housing project that includes at least 20% affordable units.</p>	<p>DEAD</p>	<p>WATCH</p>
<p><b><u>AB 1350</u></b>  <b><u>(Gonzalez D)</u></b>  Youth Transit Pass Pilot Program.</p>	<p>AB 1350 (Gonzalez) was introduced last year with the intent of creating a funding program to provide free student bus passes. However, AB 1350 was amended earlier this month to replace the grant program with a mandate on transit operators. As drafted, if a public transit operator wants to receive State Transit Assistance (STA), Transportation Development Act (TDA) or Low Carbon Transit Operations Program</p>	<p>Senate Desk</p>	<p>OPPOSE unless amended</p>



<p><b><u>AB 1350</u></b>  <b><u>(Gonzalez D)</u></b>  <b><i>(Continued)</i></b></p>	<p>funds then it shall provide free buses to persons 18 years of age and under. While the bill states that these free passes will be counted as a full fare for purposes of farebox calculations, this would still create a significant fiscal impact on transit operators.</p> <p>While the author intends to address the fiscal impact of this bill, on behalf of NVTa we intend to work with the author to include a stable long-term funding source that is sufficient to address the cost impact.</p>		
<p><b><u>AB 1402</u></b>  <b><u>(Petrie-Norris D)</u></b>  Active Transportation Program.</p>	<p>AB 1402 was not heard in the Assembly Committee on Transportation and is now a two-year bill.</p> <p>This bill would revise the allocation process for Active Transportation Program (ATP) Funds. AB 1402 is substantively similar to the changes made to the ATP in SB 152 (Beall), but the bills are structured a little differently.</p>	DEAD	SUPPORT
<p><b><u>AB 1568</u></b>  <b><u>(McCarty D)</u></b>  General plans: housing element: production report: withholding of transportation funds</p>	<p>AB 1568 was held by the Appropriations Committee and is now a 2-year bill.</p> <p>This bill would, if on or before January 1, 2025, a city or county is found to be out of compliance with existing housing element requirements then that city or county would be prohibited from applying for state grants. This prohibition would not apply to grants protected under Article 19 of the Constitution, which covers most transportation funds, or if the grant would assist the city or county in complying with housing element laws.</p> <p>As introduced this bill would have withheld SB 1 local streets and roads funds from a city or county</p>	DEAD	OPPOSE

<b><u>AB 1568</u></b> <b><u>(McCarty D)</u></b> <b><i>(Continued)</i></b>	that is found to be out of compliance with existing housing element laws.		
<b><u>ACA 1</u></b> <b><u>(Aguiar-Curry D)</u></b> Local government financing: affordable housing and public infrastructure: voter approval.	<p>ACA 1 failed passage on the Assembly Floor. Reconsideration was granted, and another attempt is possible, but the measure was 8 votes short of the 54 needed for passage. A few Democrat members voted No, and several others abstained. Given the stigma that this measure erodes Prop 13 protections makes it unlikely it will secure the needed support to move to the Senate.</p> <p>ACA 1 would lower the voter threshold for property tax increases, parcel taxes and sales taxes to 55% if the funds are used for affordable housing and infrastructure projects. This includes capital improvements to transit and streets and highways. However, ACA 1 does not allow for the 55% local measure to use the tax revenue for transit operations.</p>	<p>ASSEMBLY FLOOR</p> <p>Failed Passage – Reconsideration Granted</p>	SUPPORT
<b><u>SB 50</u></b> <b><u>(Wiener D)</u></b> Planning and zoning: housing development: equitable communities incentive.	SB 50 would require local governments to provide a specified “equitable communities incentive” to developers that construct residential developments in “jobs-rich” and “transit-rich” areas, which may include certain exceptions to specified requirements for zoning, density, parking, height restrictions, and floor area ratios.	DEAD	WATCH
<b><u>SB 152</u></b> <b><u>(Beall D)</u></b> Active Transportation Program.	This bill would implement some of the findings made by the Legislative Analyst’s Office (LAO) regarding the administration of the ATP. The goal is to streamline the administrative process for awarding ATP funds. The bill includes the following changes:	DEAD	SUPPORT

<p><b><u>SB 152</u></b>  <b>(Beall D)</b>  <b>(Continued)</b></p>	<ul style="list-style-type: none"> <li>• Modified the distribution formula to increase from 40% to 75% that is allocated to metropolitan planning organizations (MPO), increase the rural county share from 10% to 15%, and reduce the statewide pot that is administered by the CTC from 50% to 10%.</li> <li>• Shift greater administrative control for the regional share to the MPOs.</li> <li>• Increase reporting requirements from the MPOs to the CTC.</li> </ul>		
<p><b><u>SB 336</u></b>  <b>(Dodd D)</b>  Transportation:  fully-automated  transit vehicles.</p>	<p>SB 336 aims to address safety and customer service issues by requiring at least one public transit employee to be present on any fully automated transit vehicle. The public transit employee shall be trained in passenger safety, communications, emergency preparedness, and assisting the disabled and elderly.</p> <p>SB 336 would also require any transit operator that deploys an autonomous vehicle to submit a report to the legislature on that deployment by March 31<sup>st</sup>, 2025. SB 336 would sunset on January 1, 2025.</p>	<p>ASSEMBLY  TRANSP – Two-Year  Bill</p>	<p>SUPPORT</p>