

Napa Valley Transportation Authority

625 Burnell Street
Napa, CA 94559



Agenda

Wednesday, May 19, 2021
1:00 PM

REFER TO COVID-19 SPECIAL NOTICE

NVTA Board of Directors

*****COVID-19 SPECIAL NOTICE*****

PUBLIC MEETING GUIDELINES FOR PARTICIPATING VIA PHONE/VIDEO CONFERENCING

Consistent with Governor's Executive Orders No. N-25-20 and N-29-20 from the State of California and Napa County's workplace restrictions, the NVTA Board of Directors meeting will be held virtually. To maximize public safety while still maintaining transparency, members of the public are invited to participate at the noticed meeting time via the methods below, barring technical difficulties:

- 1) To join the meeting via Zoom video conference from your PC, Mac, iPad, iPhone or Android: go to <https://zoom.us/join> and enter meeting ID 997 5007 2830
- 2) To join the Zoom meeting by phone: dial 1-669-900-6833, enter meeting ID: 997 5007 2830 If asked for the participant ID or code, press #.
- 3) Watch live on YouTube: <https://www.youtube.com/channel/UCrpiLcW9uRmA0EE6w-eKZyw?app=desktop>

Public Comments: Members of the public may comment on matters within the subject matter of the Board's jurisdiction that are not on the meeting agenda during the general public comment item at the beginning of the meeting. Comments related to a specific item on the agenda must be reserved until the time the agenda item is considered and the Chair invites public comment. (Members of the public are welcome to address the Board, however, under the Brown Act Board members may not deliberate or take action on items not on the agenda, and generally may only listen.)

Instructions for submitting a Public Comment are on the next page.

Members of the public may submit a public comment in writing by emailing info@nvta.ca.gov by 10:00 a.m. on the day of the meeting with PUBLIC COMMENT as the subject line (for comments related to an agenda item, please include the item number). All written comments should be 350 words or less, which corresponds to approximately 3 minutes or less of speaking time. Public comments emailed to info@nvta.ca.gov after 10 a.m. the day of the meeting will be entered into the record but not read out loud. If authors of the written correspondence would like to speak, they are free to do so and should raise their hand and the Chair will call upon them at the appropriate time.

1. To comment during a virtual meeting (Zoom), click the "Raise Your Hand" button (click on the "Participants" tab) to request to speak when Public Comment is being taken on the Agenda item. You must unmute yourself when it is your turn to make your comment for up to 3 minutes. After the allotted time, you will then be re-muted. Instructions for how to "Raise Your Hand" is available at <https://support.zoom.us/hc/en-us/articles/205566129-Raise-Hand-In-Webinar>.

2. To comment by phone, press "*9" to request to speak when Public Comment is being taken on the Agenda item. You must unmute yourself by pressing "*6" when it is your turn to make your comment, for up to 3 minutes. After the allotted time, you will be re-muted.

Instructions on how to join a video conference are available at: <https://support.zoom.us/hc/en-us/articles/201362193-Joining-a-Meeting>

Instructions on how to join a meeting by phone are available at: <https://support.zoom.us/hc/en-us/articles/201362663-Joining-a-meeting-by-phone>

Note: The methods of observing, listening, or providing public comment to the meeting may be altered due to technical difficulties or the meeting may be cancelled, if needed.

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 72 hours prior to the meeting at: <https://nctpa.legistar.com/Calendar.aspx> or by emailing info@nvta.ca.gov to request a copy of the agenda.

Materials distributed to the members of the Board present at the meeting will be available for public inspection after the meeting. 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.

Americans with Disabilities Act (ADA): 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 Laura Sanderlin, NVTA Board Secretary, at (707) 259-8633 during regular business hours, at least 48 hours prior to the time of the meeting.

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

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

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

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

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

9. PRESENTATIONS

9.1 Draft Plan Bay Area 2050 (Matt Maloney)

Recommendation: Information only. Metropolitan Transportation Commission (MTC)/Association of Bay Area Government (ABAG) staff will present Plan Bay Area 2050 to the NVTA Board prior to the draft Plan release anticipated this Spring.

Estimated Time: 1:15 p.m.

10. CONSENT AGENDA ITEMS

10.1 Meeting Minutes of April 21, 2021 (Laura Sanderlin) (Pages 9-12)

Recommendation: Board action will approve the meeting minutes of April 21, 2021.

Estimated Time: 1:45 p.m.

Attachments: [Draft Minutes](#)

10.2 Active Transportation Advisory Committee (ATAC) Member Appointment (Diana Meehan) (Pages 13-19)

Recommendation: Board action will approve the appointment of representative for the City of Napa.

Estimated Time: 1:45 p.m.

Attachments: [Staff Report](#)

10.3 Resolution 21-03, Revised, Requesting Regional Measure 3 (RM3) Letter of No Prejudice (LONP) for State Route 29 Improvements (Antonio Onorato) (pages 20-36)

Recommendation: Board approval of Resolution 21-03, Revised, authorizes the Executive Director to request a Letter of No Prejudice from the Metropolitan Transportation Commission (MTC) for RM3 SR 29 Improvement project funds.

Estimated Time: 1:45 p.m.

Attachments: [Staff Report](#)

10.4 Resolution No. 21-14 Authorizing the Disposal of Bus 628 from NVTA's Fixed Asset Portfolio (Antonio Onorato) (Pages 37-41)

Recommendation: Board action will approve Resolution 21-14 the removal of bus 628 from the fixed asset portfolio of the Vine Transit Fleet as the vehicle is no longer ADA compliant and cannot be used for public transit purposes.

Estimated Time: 1:45 p.m.

Attachments: [Staff Report](#)

10.5 Right of Way Certification for the Napa Valley Vine Trail: St. Helena to Calistoga Project (Rebecca Schenck) (Pages 42-54)

Recommendation: Board action will approve Resolution 21-15 authorizing the Executive Director or Designee to execute the right of way certification for the Napa Valley Vine Trail: St. Helena to Calistoga and submit to Caltrans.

Estimated Time: 1:45 p.m.

Attachments: [Staff Report](#)

11. REGULAR AGENDA ITEMS

11.1 Resolution 21-16 Exception to the Public Employees' Pension Reform Act 180-Day Wait Period and Construction/Project Manager Hourly Rate Adjustment (Laura Sanderlin) (pages 55-59)

Recommendation: Board action will approve (1) Resolution No. 21-16 making an exception to the 180 day CalPERS wait period; and (2) adjustment to the hourly rate of the vacant position of Construction/Project Manager.

Estimated Time: 2:00 p.m.

Attachments: [Staff Report](#)

11.2 Countywide Transportation Plan (CTP): *Advancing Mobility 2045*: Final Plan Adoption (Alberto Esqueda) (Pages 60-86)

Recommendation: That the Napa Valley Transportation Authority (NVTA) Board adopt the final draft of the Countywide Transportation Plan (CTP)--*Advancing Mobility 2045*.

Estimated Time: 2:15 p.m.

Attachments: [Staff Report](#)

11.3 Federal and State Legislative Update (Kate Miller) (Pages 87-100)

Recommendation: That the Napa Valley Transportation Authority (NVTA) Board receive the State Legislative update and approve three board position recommendations on the State Bill Matrix.

Estimated Time: 2:30 p.m.

Attachments: [Staff Report](#)

12. FUTURE AGENDA ITEMS**13. ADJOURNMENT****12.1 Approval of Next Regular Meeting Date of June 16, 2021 at 1:00pm and Adjournment**

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, May 14th.

Laura Sanderlin (e-sign) 5-12-21
Laura M. Sanderlin, NVTA Board Secretary

Glossary of Acronyms

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

Glossary of Acronyms

P3 or PPP	Public-Private Partnership	SOV	Single-Occupant Vehicle
PCC	Paratransit Coordination Council	STA	State Transit Assistance
PCI	Pavement Condition Index	STIC	Small Transit Intensive Cities
PCA	Priority Conservation Area	STIP	State Transportation Improvement Program
PDA	Priority Development Areas	STP	Surface Transportation Program
PIR	Project Initiation Report	TAC	Technical Advisory Committee
PMS	Pavement Management System	TCM	Transportation Control Measure
Prop. 42	Statewide Initiative that requires a portion of gasoline sales tax revenues be designated to transportation purposes	TCRP	Traffic Congestion Relief Program
PSE	Plans, Specifications and Estimates	TDA	Transportation Development Act
PSR	Project Study Report	TDM	Transportation Demand Management Transportation Demand Model
PTA	Public Transportation Account	TE	Transportation Enhancement
RACC	Regional Agency Coordinating Committee	TEA	Transportation Enhancement Activities
RFP	Request for Proposal	TEA 21	Transportation Equity Act for the 21 st Century
RFQ	Request for Qualifications	TFCA	Transportation Fund for Clean Air
RHNA	Regional Housing Needs Allocation	TIGER	Transportation Investments Generation Economic Recovery
RM2	Regional Measure 2 (Bridge Toll)	TIP	Transportation Improvement Program
RM3	Regional Measure 3	TIRCP	Transit and Intercity Rail Capital Program
RMRP	Road Maintenance and Rehabilitation Program	TLC	Transportation for Livable Communities
ROW	Right of Way	TLU	Transportation and Land Use
RTEP	Regional Transit Expansion Program	TMP	Traffic Management Plan
RTIP	Regional Transportation Improvement Program	TMS	Transportation Management System
RTP	Regional Transportation Plan	TNC	Transportation Network Companies
SAFE	Service Authority for Freeways and Expressways	TOAH	Transit Oriented Affordable Housing
SAFETEA-LU	Safe, Accountable, Flexible, and Efficient Transportation Equity Act-A Legacy for Users	TOD	Transit-Oriented Development
SB 375	Sustainable Communities and Climate Protection Act 2008	TOS	Transportation Operations Systems
SB 1	The Road Repair and Accountability Act of 2017	TPA	Transit Priority Area
SCS	Sustainable Community Strategy	TPI	Transit Performance Initiative
SHA	State Highway Account	TPP	Transit Priority Project Areas
SHOPP	State Highway Operation and Protection Program	VHD	Vehicle Hours of Delay
SNTDM	Solano Napa Travel Demand Model	VMT	Vehicle Miles Traveled
SR	State Route		
SRTS	Safe Routes to School		

Napa Valley Transportation Authority

625 Burnell Street
Napa, CA 94559

Meeting Minutes NVTB Board of Directors

Wednesday, April 21, 2021

1:30 PM

REFER TO COVID-19 SPECIAL NOTICE

1. Call to Order

Vice Chair Alessio called the meeting to order at 1:39pm.

2. Roll Call

Leon Garcia
Chris Canning
Paul Dohring
Mark Joseph
John F. Dunbar
Kerri Dorman
Belia Ramos
Geoff Ellsworth
Liz Alessio
Gary Kraus
Scott Sedgley
Doug Weir
Alfredo Pedroza

3. Adoption of the Agenda

Motion MOVED by GARCIA, SECONDED by DORMAN to approve adopting of the agenda. Motion carried by the following vote:

Aye: 21 - Garcia, Canning, Dohring, Joseph, Dunbar, Dorman, Ramos, Alessio, Kraus, and Sedgley

Absent: 3 - Pedroza, and Ellsworth

4. Public Comment

Public comment by Patrick Band.

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

ABAG Update

Director Garcia and Director Ramos provided an update on recent ABAG activities.

MTC Update

Director Miller provided an update on recent MTC activities.

6. Director's Update

Director Miller reported:

- Overview of State Route 37 Townhall Meeting on April 15
- Provided update from Federal Transit Administration and Federal Emergency Management regional vaccine event
- Update on NVTA transit driver vaccinations
- NVTA staff member welcomed new baby

7. PRESENTATIONS

7.1 Proclamation of Appreciation

8. CONSENT AGENDA ITEMS

Motion MOVED by JOSEPH, SECONDED by KRAUS to APPROVE Consent items 8.1-8.3. Motion carried by the following vote:

{Director Dorman abstains from Item 8.1}

Aye: 21 - Garcia, Canning, Dohring, Joseph, Dunbar, Dorman, Ramos, Alessio, Kraus, and Sedgley

Absent: 3 - Pedroza, and Ellsworth

8.1 Meeting Minutes of March 17, 2021 (Laura Sanderlin) (Pages 10-14)

Attachments: [Draft Minutes](#)

8.2 Resolution No. 21-12 Amending Regular Meeting Time of the Napa Valley Transportation Authority (NVTA) Board of Directors for Calendar Year (CY) 2021 (Laura Sanderlin) (Pages 15-20)

Attachments: [Staff Report](#)

8.3 Access and Indemnification Agreement for Parcel 057-250-025-000 (Rebecca Schenck) (Pages 21-33)

Attachments: [Staff Report](#)

9. REGULAR AGENDA ITEMS

9.1 Amendment 6 to Napa Valley Transportation Authority (NVTA) Agreement No. NVTA 12-08 for the Position of Executive Director (Laura Sanderlin) (Pages 34-38)

Attachments: [Staff Report](#)

Motion MOVED by KRAUS, SECONDED by DUNBAR to APPROVE Amendment 6 to the NVTA Agreement No. 12-08. Motion carried by the following vote:

Aye: 22 - Garcia, Canning, Dohring, Joseph, Dunbar, Dorman, Ramos, Ellsworth, Alessio, Kraus, and Sedgley

Absent: 2 - Pedroza

- 9.2** Napa Valley Transportation Authority (NVTA) FY 2020-21 Quarter 2 (Q2) Review and Delegated Authority Matrix (Roxanna Moradi) (Pages 39-49)

Attachments: [Staff Report](#)

- 9.3** First Amendment to Napa Valley Transportation Authority (NVTA) Agreement No. 20-18 with Nossaman, LLC for TIFIA Legal Services (Antonio Onorato) (Pages 50-71)

Attachments: [Staff Report](#)

Motion MOVED by DOHRING, SECONDED by JOSEPH to APPROVE Amendment to NVTA Agreement No. 20-18. Motion carried by the following vote:

Aye: 22 - Garcia, Canning, Dohring, Joseph, Dunbar, Dorman, Ramos, Ellsworth, Alessio, Kraus, and Sedgley

Absent: 2 - Pedroza

- 9.4** Vine Transit Update (Rebecca Schenck) (Pages 72-79)

Attachments: [Staff Report](#)

- 9.5** Amendment No. 4 to Purchase Order 20-2013 for On-Demand Software to serve the City of Napa (Rebecca Schenck) (Pages 80-107)

Attachments: [Staff Report](#)

Public comment made by Justin Hole.

Motion MOVED by GARCIA, SECONDED by JOSEPH to APPROVE Amendment 4 to Purchase Order 20-2013. Motion carried by the following vote:

Aye: 22 - Garcia, Canning, Dohring, Joseph, Dunbar, Dorman, Ramos, Ellsworth, Alessio, Kraus, and Sedgley

Absent: 2 - Pedroza

- 9.6** Federal Surface Transportation Reauthorization Project Requests (Kate Miller) (Pages 108-111)

Attachments: [Staff Report](#)

Motion MOVED by DUNBAR, SECONDED by GARCIA to APPROVE the Federal Surface Transportation Reauthorization Project Requests. Motion carried by the following vote:

Aye: 22 - Garcia, Canning, Dohring, Joseph, Dunbar, Dorman, Ramos, Ellsworth, Alessio, Kraus, and Sedgley

Absent: 2 - Pedroza

9.7 Coronavirus Response and Relief Supplemental Appropriations Act of 2021 - Regional Transportation Improvement Program Funds (Kate Miller) (Pages 112-123)

Attachments: [Staff Report](#)

Motion MOVED by JOSEPH, SECONDED by DUNBAR to APPROVE Resolution 21-13. Motion carried by the following vote:

Aye: 22 - Garcia, Canning, Dohring, Joseph, Dunbar, Dorman, Ramos, Ellsworth, Alessio, Kraus, and Sedgley

Absent: 2 - Pedroza

9.8 Federal and State Legislative Update (Kate Miller) (Pages 124-136)

Attachments: [Staff Report](#)

{Director Dorman departed the meeting}

Motion MOVED by GARCIA, SECONDED by JOSEPH to APPROVE support position on three bills included in the State bill matrix. Motion carried by the following vote:

Aye: 21 - Garcia, Canning, Dohring, Joseph, Dunbar, Ramos, Ellsworth, Alessio, Kraus, and Sedgley

Absent: 3 - Pedroza, and Dorman

10. FUTURE AGENDA ITEMS

None

11. ADJOURNMENT

Vice Chair Alessio adjourned the meeting at 3:05pm.

11.1 Approval of Next Regular Meeting Date of May 19, 2021 and Adjournment

Laura M. Sanderlin, NVTA Board Secretary



NAPA VALLEY TRANSPORTATION AUTHORITY COVER MEMO

SUBJECT

Active Transportation Advisory Committee (ATAC) Member Appointment

STAFF RECOMMENDATION

That the Napa Valley Transportation Authority (NVTA) Board approve the appointment of Michael Rabinowitz representing the City of Napa.

EXECUTIVE SUMMARY

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

This appointment would fill a position representing the City of Napa, on the Active Transportation Advisory Committee for a three-year term.

FISCAL IMPACT

None



NAPA VALLEY TRANSPORTATION AUTHORITY

Board Agenda Memo

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

RECOMMENDATION

That the Napa Valley Transportation Authority (NVTA) Board approve the appointment of Michael Rabinowitz, to the Active Transportation Advisory Committee for a three-year term representing the City of Napa.

COMMITTEE RECOMMENDATION

None

BACKGROUND

The City of Napa has four representatives on the NVTA Active Transportation Advisory Committee (ATAC). One member term expired in March 2021, and a recruitment was opened by the City of Napa seeking a representative. The City received four (4) applications for the position. A City of Napa nomination committee interviewed applicants and recommended that Michael Rabinowitz serve as representative on the ATAC for a three-year term. The Napa City Council approved Mr. Rabinowitz's' appointment at its April 20 meeting.

Mr. Rabinowitz is a 2-year resident of the City of Napa, works as a transportation planner and is an avid cyclist who is enthusiastic about making cycling more accessible in Napa and the County. Mr. Rabinowitz's' application is included as Attachment 1.

ATAC still has four (4) additional openings including members representing the City of St. Helena (1), the Town of Yountville (1), and the County of Napa (2). NVTA staff is actively recruiting to fill these openings.

ALTERNATIVES

The Board could decide not to approve this appointment, which would leave an additional vacancy on the ATAC.

STRATEGIC GOALS MET BY THIS PROPOSAL

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

The NVTA ATAC committee advises the Board on matters pertaining to the active transportation needs of the community and supports efforts towards sustainable transportation goals in the Valley.

ATTACHMENTS

(1) Michael Rabinowitz Application (redacted)

Profile

Submit Date: Mar 09, 2021

Michael

First Name

Rabinowitz

Last Name

Email Address

Street Address

Suite or Apt

Napa

City

CA

State

94559

Postal Code

Mailing Address (if different than Resident Address above)

Primary Phone

Alternate Phone

Length of Residence in the City of Napa:

1 year, 5 months

Length of Residence in the County of Napa:

1 year, 5 months

Registered to vote in the City of Napa?

☒ Yes ☐ No

Employer

Transportation Planner

Job Title

Ethnicity *

☒ Caucasian/Non-Hispanic

Interests & Experiences

Which Boards would you like to apply for?

Napa Valley Transportation Authority (NVTa) Active Transportation Advisory Committee (ATAC) :
Submitted

Upload a Resume

Community Service Experience:

N/A

Education:

City University of New York, Hunter College- Master's of Urban Planning. December 2015 The George Washington University- Bachelor of Arts, Geography. May 2011

Other relevant experience or expertise:

Thanks to my undergraduate and graduate studies, as well as my professional career, I am very familiar with the transportation planning process. I am also an avid cyclist and love cycling in Napa. I have found the City and County to be very hospitable towards cyclists and I want to work towards making cycling even more popular and accessible.

Additional Questions

What is your understanding of the role and responsibility of this board?

This role's primary responsibility is to represent the City of Napa while advocating for cycling and pedestrian funding and projects to the NVTB board. This can include reviewing plans, reviewing existing bike/ped facilities, reviewing roadway projects to make sure they meet Complete Streets standards and promoting bike/ped projects.

Have you ever attended a meeting of this board? If so, how many?

No

What duties of this board are most interesting to you?

I'm most interested in actively promoting bicycle and pedestrian capital projects, as well as reviewing roadway plans to make sure they are adequately accommodating for cyclists and pedestrians. About 46% of all vehicle trips are less than three miles; I'm excited to be an advocate for making it easier for people to switch to get out of their cars and onto a bike for these trips.

What activities of this board are least interesting to you?

Honestly, there really aren't any activities on this board that I don't find interesting. I'm detail oriented and I'm interested in the minutiae of planning processes.

What programs or projects would you like to see improved or implemented?

I'd like to see more painted bike lanes and a bikeshare program. Painted lanes help delineate road space so that drivers are primed to expect cyclists on the roadway. I think a bikeshare program would promote cycling for both locals and tourists, which would help reduce congestion, especially during peak tourist season.

How would you approach improving these project(s) or program(s)?

I would work with my committee members to find funding sources within NVTA and work with NVTA staff to advocate for the implementation of these projects.

Are you involved in any organizations or activities that may result in a conflict of interest if you are appointed to this board?

I work for a private planning firm, so the only conflict of interested would be if my firm won a bid from NVTA. If that happened I would recuse myself from all matters related to that project.

Please list two local references and their phone numbers:

Allie Bremer ([REDACTED]) Emily Abramson ([REDACTED])

How did you learn of this vacancy?

☒ Internet

Michael Seth Rabinowitz

Professional Experience

October 2019 – Present

Transportation Planner

- Guided work for two stages of a nationwide parking master plan for the nation of Qatar
- Wrote several chapters and appendices for the long term plan for a state DOT's long term plan
- Analyzed data and wrote reports for a study for regional bus-on-shoulder operations in the Bay Area

New Jersey Transit

February 2016 – October 2019

Senior Facilities Planner

- Project Manager for annual inventory of parking facilities serving the NJ TRANSIT system
- Conducted feasibility analyses for potential infill rail stations
- Analyzed existing rail station sites for Transit Oriented Development viability

Meatpacking Improvement Association

June 2014 – January 2016

Planning Associate

- Responsible for all customized streetscape furniture in a 20 block area in the Meatpacking District
- Conducted and managed staff for a district-wide pedestrian traffic survey

New York City Transit

June 2014 – August 2014

College Aide – Subway Operations Improvement

- Analyzed a line segment of the system with subway simulation software to study adjusted operations during platform closures
- Examined interlocking operations at several locations to optimize train routing and scheduling

United States Attorney's Office - Southern District of New York

December 2011 – July 2013

Paralegal Specialist

- Provided litigation support for mortgage, healthcare, and disability benefits fraud criminal cases

Education

Hunter College, New York, NY

December 2015

Masters of Urban Planning

Related Courses: Public Transit Planning, Introduction to Transportation Planning, Land Use Planning, Site Planning, Geographic Information Systems, Methods of Planning Analysis, Environmental Reviews

George Washington University, Washington, D. C.

May 2011

Bachelor of Arts: Geography Major

Related Courses: Transportation and Communication, Land Use and Transportation Planning

Relevant Skills

Programs: Adobe Creative Suite, ArcGIS, SPSS, MS Word, Excel, PowerPoint, Access

Languages: Fluent in Spanish



NAPA VALLEY TRANSPORTATION AUTHORITY COVER MEMO

SUBJECT

Resolution 21-03, Revised, Requesting Regional Measure 3 (RM3) Letter of No Prejudice (LONP) for State Route 29 Improvements

STAFF RECOMMENDATION

That the Napa Valley Transportation Authority (NVTA) Board approve Resolution 21-03, Revised, (Attachment 1), authorizing the Executive Director to submit a request for Letter of No Prejudice (LONP) to the Metropolitan Transportation Commission (MTC) for RM3 SR 29 Improvement Project funds.

EXECUTIVE SUMMARY

An error was identified in the original resolution showing \$29 million LONP request. The revised resolution corrects the amount to \$20 million.

FISCAL IMPACT

This action does not have a near term fiscal impact, but if the RM 3 litigation is settled in MTC's favor and MTC awards NVTA funding for the proposed projects, the LONP would allow NVTA to be reimbursed with RM 3 funds without prejudice of starting eligible SR 29 projects prior to award which would reduce the fiscal impacts to NVTA. It should be emphasized that the LONP does not guarantee that expenses incurred on projects will be reimbursed.



NAPA VALLEY TRANSPORTATION AUTHORITY

Board Agenda Memo

TO: NVTA Board of Directors
FROM: Kate Miller, Executive Director
REPORT BY: Antonio Onorato, Director - Administration, Finance and Policy
(707) 259-8779 / Email: aonorato@nvta.ca.gov
SUBJECT: Resolution 21-03, Revised, Requesting Regional Measure 3 (RM 3) Letter of No Prejudice (LONP) for State Route 29 Improvements

RECOMMENDATION

That the Napa Valley Transportation Authority (NVTA) Board approve Resolution 21-03, Revised, (Attachment 1) authorizing the Executive Director to request a Letter of No Prejudice (LONP) from the Metropolitan Transportation Commission (MTC) for RM3 SR 29 Improvement Project funds.

COMMITTEE RECOMMENDATION

None

BACKGROUND

The NVTA Board of Director's approved Resolution 21-03 at its January 20, 2021 meeting. An error was discovered in the original resolution. The revised resolution corrects the amount to \$20 million.

Attachment 2 is the Initial Project Report (IPR) which includes the project description, performance schedule(s) and proposed budget(s).

ALTERNATIVES

The Board could decide not to approve the revised resolution which would prohibit the agency being reimbursement by RM 3 funds for advancing project improvements.

STRATEGIC GOALS MET BY THIS PROPOSAL

Goal 3: Use taxpayer dollars efficiently.

The use of other funds to advance projects until RM 3 funds are available will reduce the overall projects costs and impacts to agency revenues.

ATTACHMENT

- 1) Resolution 21-03, Revised
- 2) Initial Project Report for SR29 Improvements

RESOLUTION No. 21-03, REVISED

**A RESOLUTION OF THE
NAPA VALLEY TRANSPORTATION AUTHORITY (NVTA)
AUTHORIZING THE EXECUTIVE DIRECTOR TO REQUEST A LETTER OF NO
PREJUDICE FROM THE METROPOLITAN TRANSPORTATION COMMISSION
(MTC) FOR UP TO \$20,000,000 OF REGIONAL MEASURE 3 FUNDS FOR
ALLOCATION OF REGIONAL MEASURE 3 BRIDGE TOLL FUNDS FOR THE SR-29
IMPROVEMENT PROJECT**

WHEREAS, SB 595 (Chapter 650, Statutes 2017), commonly referred as Regional Measure 3, identified projects eligible to receive funding under the Regional Measure 3 Expenditure Plan; and

WHEREAS, the Metropolitan Transportation Commission (MTC) is responsible for funding projects eligible for Regional Measure 3 funds, pursuant to Streets and Highways Code Section 30914.7(a) and (c); and

WHEREAS, MTC has established a process whereby eligible transportation project sponsors may submit allocation requests for Regional Measure 3 funding; and

WHEREAS, Letter of No Prejudice (LONP) requests to MTC must be submitted consistent with procedures and conditions as outlined in Regional Measure 3 Policies and Procedures (MTC Resolution No. 4404); and

WHEREAS, the Napa Valley Transportation Authority (NVTA) is an eligible sponsor of transportation project(s) in the Regional Measure 3 Expenditure Plan; and

WHEREAS, the Regional Measure 3 LONP request, attached hereto in the Initial Project Report and LONP Request Form, and incorporated herein as though set forth at length, lists the project, purpose, schedule, budget, expenditure and cash flow plan for which NVTA is requesting that MTC issue an allocation and LONP for Regional Measure 3 funds;

WHEREAS, the SR-29 Improvements is an eligible project for consideration in the Regional Measure 3 Expenditure Plan, as identified in California Streets and Highways Code Section 30914.7(a); and

WHEREAS, Soscol Junction is an eligible sub-project eligible for consideration in the Regional Measure 3 Expenditure Plan, as identified in California Streets and Highways Code Section 30914.7(a); and

WHEREAS, the Regional Measure 3 LONP request, attached hereto in the Initial Project Report (IPR) and LONP Request Form, and incorporated herein as though set

forth at length, lists the project, purpose, schedule, budget, expenditure and cash flow plan for which NVTa is requesting that MTC issue an LONP for RM3 funds;

NOW, THEREFORE, BE IT RESOLVED, by the Board of Directors of the Napa Valley Transportation Authority that NVTa authorizes its Executive Director to execute and submit a request for a LONP from MTC for RM3 funds in the amount of \$20,000,000, for the SR-29 Improvements project, purposes and amounts included in the project application attached to this resolution;

BE IT FURTHER RESOLVED that NVTa agrees to comply with all terms and conditions of the fund transfer agreement; and

BE IT FURTHER RESOLVED, that NVTa and its agents shall comply with the provisions of the Metropolitan Transportation Commission's Regional Measure 3 Policies and Procedures; and

BE IT FURTHER RESOLVED, that NVTa will only be eligible for reimbursement for this scope of work from RM3 funds following an allocation by MTC, for expenses incurred following the date of the LONP approval; and

BE IT FURTHER RESOLVED, that NVTa certifies that the project is consistent with the Regional Transportation Plan (RTP); and

BE IT FURTHER RESOLVED, that the year of funding for any design, right-of-way and/or construction phases has taken into consideration the time necessary to obtain environmental clearance and permitting approval for the project; and

BE IT FURTHER RESOLVED, that NVTa approves the LONP request and updated Initial Project Report, attached to this resolution; and

BE IT FURTHER RESOLVED, that NVTa approves the cash flow plan, attached to this resolution; and be it further

BE IT FURTHER RESOLVED, that NVTa is an eligible sponsor of projects in the Regional Measure 3 Expenditure Plan, in accordance with California Streets and Highways Code 30914.7(a); and

BE IT FURTHER RESOLVED, that NVTa is authorized to submit an application for an LONP request for RM3 funds for the SR-29 Improvements Project; and

BE IT FURTHER RESOLVED, that the Executive Director is hereby delegated the authority to make non-substantive changes or minor amendments to the LONP request or IPR as it is deemed appropriate.

Passed and adopted this 19th day of May, 2021.

Alfredo Pedroza, NVTA Chair

Ayes:

Nays:

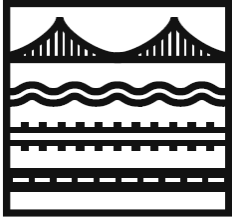
Absent:

ATTEST:

Laura M. Sanderlin, NVTA Board Secretary

APPROVED:

DeeAnne Gillick, NVTA Legal Counsel



Regional Measure 3

Initial Project Report

SB 595 Project Information

Project Number	27
Project Title	State Route 29
Project Funding Amount	\$20,000,000

I. Overall Project Information

a. Project Sponsor / Co-sponsor(s) / Implementing Agency

Sponsor: Napa Valley Transportation Authority

Implementing Agency: Caltrans

b. Project Purpose

Annually commuters endure 1.365 million hours of delay at the Soscol Junction intersection. SR 29's existing highway configuration cannot accommodate the current traffic volumes which are projected to grow in the coming years. Coupled with population growth in Solano and Sonoma counties, State Route 29 (SR 29) and State Route 221 (SR 221) have become major interregional highways serving residents, visitors, workers and freight. SR 29 serves 5,500 pass-through trips a day traveling from Solano to Sonoma Counties. It is also a feeder corridor to I-80 and SR 37 and improvements would significantly reduce congestion on the connecting bridge corridors. Further, SR 29 supports Vine Transit operations to the San Francisco Bay Ferry terminal in Vallejo, Bay Area Rapid Transit (BART), and Amtrak's Capital Corridor train— all of which reduce congestion on the state owned bridges.

Regional Measure 3 funds will be used to improve the operations and safety along SR 29 between American Canyon Road to the south and the Carneros Highway (SR 12/SR121) to the north. The project includes improvements to several intersections and will accommodate multimodal users, improve safety, reduce greenhouse gas emissions, and compliment aesthetic features to the southern gateway of the County of Napa.

c. Detailed Project Description

SR 29 is a four-lane, divided rural throughway that traverses Napa Valley in the north south direction between the limits of Interstate 80 (southern limit), and SR 20 in Upper Lake (northern limit). As a major rural highway, SR 29 provides circulation between the cities of American Canyon, Napa, St. Helena, Calistoga and the Town of Yountville. It also provides access to Oakville and Rutherford which are



Regional Measure 3 Initial Project Report

noteworthy destinations within Napa Valley's renowned Wine Country. SR 29 also serves as a major east/west corridor for the four North Bay counties. The SR 29 project will provide congestion relief, economic growth, multimodal operational and safety improvements to the stretch of SR 29 between American Canyon Road to the south and SR 12 (Carneros Highway) to the north.

Improvements Include:

a) Soscot Junction – SR 29/SR221/Soscot Ferry Road

Intersection and operational improvements at SR 29/SR 221/ Soscot Ferry Road to include removal of the traffic signal and construction of a grade separated SR 29 which will provide free flow north-south movement on SR 29 via elevated structure; SR 221 will remain at-grade; two roundabouts will accommodate turning movements north and south of SR 29 at SR 221 and Soscot Ferry Road. The project will also improve bicycle and pedestrian movements at this intersection by providing 1,200 linear feet of class I facilities around the intersection.

Project Status – The environmental document was certified in February 2020; the project is currently in design at 65% plans complete with anticipated 100% design by spring 2021. The agency is currently working on PS&E which is scheduled to be completed in spring 2021. The project is on schedule to start construction in summer 2022.

b) Carneros – SR 29/SR121/SR12

Channelization of north SR 29 free-flow through movement; traffic turning left from SR 12 onto SR 29 merges via slip lane; free right hand turn from south SR 29 onto westbound SR 121.

Project Status – preliminary design work has been completed; next step is to move into Caltrans PEER process

c) Airport – SR 29/SR12/Jameson & Airport Blvd Phase I

Intersection improvements include lengthening of northbound and southbound left-hand turn lanes on SR 29; additional queue lane on southbound SR 29 (HOV peak period queue jumps); free right hand turn lanes from Airport to southbound SR 29, from SR 12 onto northbound SR 29, from SR 29 to eastbound SR 12-Jamieson; and from south SR 29 onto Airport Blvd. Signal improvements and connectivity between the signal at Airport SR29/SR12 and the SR 12/Kelly Road Signal.

Project Status – preliminary design work to qualify for Caltrans PEER review process

d) Airport – SR 29/SR 12/Jameson & Airport Blvd Phase II

The intersection of SR 29 & Airport Blvd/SR 12 would be transformed from an at-grade signalized intersection into a grade-separate roundabout interchange. It is still to be determined if SR 29 would be improved to either an overcrossing structure or depressed (sunk into the ground) design. The Airport Boulevard / SR 12 roadway would become a double roundabout "dogbone" with a single westbound lane and two eastbound lanes. Roundabouts are also proposed at Airport Boulevard & Devlin Road, and SR 29 & North/South Kelly Road.

Project Status – need to complete preliminary design work and environmental document



e) American Canyon Multimodal and Operational Improvements

Project would include transit, bicycle and pedestrian infrastructure on SR 29 from Napa Junction Road to American Canyon Road. Work to include signal operational improvements and adaptive technology, possible intersection operational improvements (roundabouts) removal of traffic signals, queue jumps, auxiliary lanes, etc; street beautification and pedestrian refuge; signage and wayfinding improvements.

Project Status – CMCP completed on the corridor in May 2020 and Project Initiation Documents (PID) work to be completed by spring 2021.

d. Impediments to Project Completion

Funding shortfalls for all projects:

- a) Soscol Junction – recipient of SCCP funds for construction in FY 21-22, may need \$5 million in RM 3 funding to backfill developer fees if they do not come to fruition by the time the project is ready for construction - we are working with the County of Napa to advance those funds which will significantly mitigate any risk.*
- b) Carneros – Preliminary design is funded, other phases need funding*
- c) Airport Phase I – Needs funding*
- d) Airport Phase II – Needs funding*
- e) American Canyon – some developer fees identified, PID is funded by NVTa/American Canyon, other phases need funding. Caltrans has \$20 million SHOPP funds programmed for rehabilitation of SR 29 in American Canyon in a future cycle and the project is an excellent candidate for the new SHOPP Active Transportation Program.*

Significant foreseeable environmental impacts/issues - no significant issues:

- a) Soscol Junction – environmental phase complete*
- b) Carneros – none at this time, within Caltrans ROW*
- c) Airport Phase I – within Caltrans ROW*
- d) Airport Phase II - TBD*
- e) American Canyon – TBD*

Community or political opposition – no significant issues:

- a) Soscol Junction – none, environmental phase complete*
- b) Carneros – none at this time*
- c) Airport Phase I – none at this time*
- d) Airport Phase II – none at this time*
- e) American Canyon – community had anticipated widening project through American Canyon – PID and Comprehensive Multimodal Corridor Plan (CMCP) to address cost/benefit analysis – updated traffic modeling and microsimulation to be completed to show revised four lane operations with intersection/multi-modal improvements and reduced speeds. The City was sued under CEQA for their Downtown Specific Plan which entailed a 6 lane road. The City amended its plan to be consistent with the four lane multi-modal improvement included in NVTa's CMCP as settlement to the lawsuit.*

Relevant prior project funding and implementation experience of sponsor/implementing agency

- a) Soscol Junction – Currently has \$34.864 million in STIP programmed to PAED, PS&E and CON – implementing agency varies depending on funding phase between Caltrans and NVTa*



Regional Measure 3 Initial Project Report

- b) Carneros – no prior funding; NVTa to be project sponsor and implementing agency for design. NVTa to be project sponsor and Caltrans to be implementing agency for construction phase*
- c) Airport Phase I – no prior funding; NVTa to be project sponsor and implementing agency for design. NVTa to be project sponsor and Caltrans to be implementing agency for construction phase*
- d) Airport Phase II – no prior funding; NVTa to be project sponsor and implementing agency for design. NVTa to be project sponsor and Caltrans to be implementing agency for construction phase*
- e) American Canyon – no prior funding; NVTa to be project sponsor and implementing agency for design. NVTa to be project sponsor and Caltrans to be implementing agency for construction phase*

Required public or private partnerships

- a) Soscol Junction – NVTa/Caltrans*
- b) Carneros – NVTa/Caltrans*
- c) Airport Phase I – NVTa/Caltrans*
- d) Airport Phase II – NVTa/Caltrans*
- e) American Canyon – NVTa/Caltrans/American Canyon*

Right of way constraints

- a) Soscol Junction – none at this time*
- b) Carneros – none at this time*
- c) Airport Phase I – none at this time*
- d) Airport Phase II – none at this time*
- e) American Canyon – depending on design could be ROW constraints with private property along the corridor*

Timeliness of delivery of related transportation projects

Soscol Junction, Carneros and Airport should move concurrently or in close succession

Availability and timeliness of other required funding

- a) Soscol Junction – How much RM 3 funding NVTa will request for Soscol Junction will be dependent on how much local development fees are secured between now and 2022*
- b) Carneros – none*
- c) Airport Phase I – none*
- d) Airport Phase II – none*
- e) American Canyon – Developer fees from Watson Ranch development*

Ability to use/access other funding within required deadlines

- a) Soscol Junction – Should know by fall 2021 how much RM 3 is needed*
- b) Carneros – none*
- c) Airport Phase I – none*
- d) Airport Phase II – none*
- e) American Canyon – Dependent on developer funds and securing other matching funds*



Regional Measure 3 Initial Project Report

Legal impediments and any pending or threatened litigation.

None at this time

- e. Operability** *(describe entities responsible for operating and maintaining project once completed/implemented)*

Caltrans would be responsible for operating and maintaining projects on the State Highway

- f. Project Graphic(s)** *(include below or attach)*

Attached

f) Project Phase Description and Status

- a. Environmental/Planning**

Does NEPA apply? Yes ☒ No ☐

- a) Soscot Junction – completed February 2020
- b) Carneros - estimated completion by July 2021
- c) Airport Phase I – estimated completion by December 2021
- d) Airport Phase II – estimated completion by October 2022
- e) American Canyon – estimated completion by March 2022

- b. Design**

- a) Soscot Junction – estimated completion by June 2021
- b) Carneros – estimated completion by December 2021
- c) Airport Phase I – estimated completion by March 2022
- d) Airport Phase II – estimated completion October 2023
- e) American Canyon – estimated completion by December 2022

- c. Right-of-Way Activities / Acquisition**

- a) Soscot Junction – estimated completion March 2022
- b) Carneros – estimated completion June 2022
- c) Airport Phase I – estimated completion June 2022
- d) Airport Phase II – estimated completion March 2024
- e) American Canyon – estimated completion June 2023

- d. Construction / Vehicle Acquisition / Operating**

- a) Soscot Junction – estimated completion October 2024
- b) Carneros – estimated completion October 2022
- c) Airport Phase I – estimated completion October 2022
- d) Airport Phase II – estimated completion October 2025
- e) American Canyon – estimated completion October 2024



g) Project Schedule

h) Soscol Junction

Phase-Milestone	Planned	
	Start Date	Completion Date
Environmental Studies, Preliminary Eng. (ENV / PE / PA&ED)	2003	February 2020
Final Design - Plans, Specs. & Estimates (PS&E)	March 2020	June 2021
Right-of-Way Activities /Acquisition (R/W)	July 2021	May 2022
Construction (Begin – Open for Use) / Acquisition (CON)	June 2022	October 2024

Carneros

Phase-Milestone	Planned	
	Start Date	Completion Date
Environmental Studies, Preliminary Eng. (ENV / PE / PA&ED)	January 2021	July 2021
Final Design - Plans, Specs. & Estimates (PS&E)	July 2021	December 2021
Right-of-Way Activities /Acquisition (R/W)	December 2021	June 2022
Construction (Begin – Open for Use) / Acquisition (CON)	June 2022	October 2022

Airport Phase I

Phase-Milestone	Planned	
	Start Date	Completion Date
Environmental Studies, Preliminary Eng. (ENV / PE / PA&ED)	July 2021	December 2021
Final Design - Plans, Specs. & Estimates (PS&E)	December 2021	March 2022
Right-of-Way Activities /Acquisition (R/W)	March 2022	June 2022
Construction (Begin – Open for Use) / Acquisition (CON)	June 2022	October 2022



Airport Phase II

Phase-Milestone	Planned	
	Start Date	Completion Date
Environmental Studies, Preliminary Eng. (ENV / PE / PA&ED)	March 2021	October 2022
Final Design - Plans, Specs. & Estimates (PS&E)	October 2022	October 2023
Right-of-Way Activities /Acquisition (R/W)	October 2023	March 2024
Construction (Begin – Open for Use) / Acquisition (CON)	June 2024	October 2025

American Canyon

Phase-Milestone	Planned	
	Start Date	Completion Date
Environmental Studies, Preliminary Eng. (ENV / PE / PA&ED)	March 2021	March 2022
Final Design - Plans, Specs. & Estimates (PS&E)	March 2022	March 2023
Right-of-Way Activities /Acquisition (R/W)	January 2023	June 2023
Construction (Begin – Open for Use) / Acquisition (CON)	June 2023	October 2024



i) Project Budget

Soscol Junction

Capital Project	Total Amount - Escalated to Year of Expenditure (YOE)- (Thousands)
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	6,100
Design - Plans, Specifications and Estimates (PS&E)	5,045
Right-of-Way Activities /Acquisition (R/W)	300
Construction / Rolling Stock Acquisition (CON)	52,555
Total Project Budget (in thousands)	64,000

Carneros

Capital Project	Total Amount - Escalated to Year of Expenditure (YOE)- (Thousands)
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	350
Design - Plans, Specifications and Estimates (PS&E)	370
Right-of-Way Activities /Acquisition (R/W)	100
Construction / Rolling Stock Acquisition (CON)	2,180
Total Project Budget (in thousands)	3,000



Airport Phase I

Capital Project	Total Amount - Escalated to Year of Expenditure (YOE)- (Thousands)
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	350
Design - Plans, Specifications and Estimates (PS&E)	350
Right-of-Way Activities /Acquisition (R/W)	300
Construction / Rolling Stock Acquisition (CON)	2,000
Total Project Budget (in thousands)	3,000

Airport Phase II

Capital Project	Total Amount - Escalated to Year of Expenditure (YOE)- (Thousands)
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	4,000
Design - Plans, Specifications and Estimates (PS&E)	3,000
Right-of-Way Activities /Acquisition (R/W)	500
Construction / Rolling Stock Acquisition (CON)	50,000
Total Project Budget (in thousands)	57,500

American Canyon

Capital Project	Total Amount - Escalated to Year of Expenditure (YOE)- (Thousands)
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	3,000
Design - Plans, Specifications and Estimates (PS&E)	2,500
Right-of-Way Activities /Acquisition (R/W)	1,000
Construction / Rolling Stock Acquisition (CON)	20,000
Total Project Budget (in thousands)	26,500



Operating	Total Amount - Escalated to Year of Expenditure (YOE)- (Thousands)
Annual Operating Budget	

j) Project Funding

Excel Attachment Included ☒

k) Planned RM3 Funding Requests in Next 12 Months

\$5,000,000 for Soscol Junction

\$500,000 for Carneros Improvements



I) Contact/Preparation Information

Contact for Project Sponsor

Name: Danielle Schmitz

Title: Director, Capital Development and Planning

Phone: (707) 259-5968

Email: dschmitz@nvta.ca.gov

Mailing Address: 625 Burnell Street
Napa, CA 94559

Person Preparing Initial Project Report (if different from above)

Name:

Title:

Phone:

Email:

Mailing Address:



NAPA VALLEY TRANSPORTATION AUTHORITY COVER MEMO

SUBJECT

Resolution 21-14 Authorizing the Disposal of Bus 628 from NVTA's Fixed Asset Portfolio

STAFF RECOMMENDATION

That the Napa Valley Transportation Authority (NVTA) Board approve Resolution 21-14 approving the removal of bus 628 from the fixed asset portfolio of the Vine Transit Fleet as the vehicle is no longer ADA compliant and cannot be used for public transit purposes.

EXECUTIVE SUMMARY

Vine Transit Bus 628 (VIN 1FDXE45SX4HB26614) was placed in service in 2004. After a 7-year useful life, it is no longer ADA compliant because the wheelchair lift manufacturer has ceased operations and replacement parts are unavailable. Consequently, the bus cannot be used for public transit services. Staff is seeking Board approval to remove the vehicle from the agency's fixed asset list.

FISCAL IMPACT

Is there a fiscal impact? No. The asset has been fully depreciated.



NAPA VALLEY TRANSPORTATION AUTHORITY Board Agenda Memo

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
SUBJECT: Resolution 21-14 Authorizing the Disposal of Bus 628 from NVTA's Fixed Asset Portfolio

RECOMMENDATION

That the Napa Valley Transportation Authority (NVTA) Board approve Resolution 21-14 approving the removal of bus 628 from the fixed asset portfolio of the Vine Transit Fleet as the vehicle is no longer ADA compliant and cannot be used for public transit purposes.

COMMITTEE RECOMMENDATION

None

BACKGROUND AND DISCUSSION

Bus 628 was purchased for \$59,406 and placed in service in 2004. The vehicle had a seven-year useful life. Transportation Development Act (TDA) was used to pay 100% of the bus with no federal interest. The Agency has since fully depreciated the vehicle. The fair market value of the vehicle is \$0 with no federal interest.

ALTERNATIVES

NVTA may choose to retain the non-performing asset. However, retaining the vehicle would entail extra costs to maintain or replace the lift which does not make fiscal sense given the age of the vehicle.

STRATEGIC GOALS MET BY THIS PROPOSAL

Goal 3: Use taxpayer dollars efficiently.

Reducing costs by disposing of non-performing assets frees up agency resources to purchase another vehicle that is ADA compliant.

ATTACHMENTS

(1) Resolution 21-14

RESOLUTION No. 21-14

**A RESOLUTION OF THE
NAPA VALLEY TRANSPORTATION AUTHORITY (NVTA)
AUTHORIZING THE DISPOSAL OF VEHICLE 628
WITH NO FEDERAL INTEREST**

WHEREAS, the Napa Valley Transportation Authority (NVTA) is the designated public transit services provider within Napa County, and

WHEREAS, bus 628, VIN 1FDXE45SX4HB26614 was purchased and placed into service in 2004 with a seven year useful life that has been fully depreciated; and

WHEREAS, bus 628 was funded with Transportation Development Act funds with no federal interest; and

WHEREAS, bus 628 cannot be used in the public transit fleet as it is no longer ADA compliant; and

WHEREAS, it is staff's recommendation to declare the asset as impaired and non-performing; and

WHEREAS, disposal of grant funded property must comply with NVTA Financial Management Policies;

///

///

NOW, THEREFORE, BE IT RESOLVED, that the Napa Valley Transportation and Authority declares that the designated non-performing asset may be properly disposed according to NVTa policy.

Passed and Adopted the 19th day of May, 2021.

Alfredo Pedroza, NVTa Chair

Ayes:

Nays:

Absent:

ATTEST:

Laura Sanderlin, NVTa Board Secretary

APPROVED:

DeeAnne Gillick, NVTa Legal Counsel



NAPA VALLEY TRANSPORTATION AUTHORITY COVER MEMO

SUBJECT

Right of Way Certification for the Napa Valley Vine Trail: St. Helena to Calistoga Project

STAFF RECOMMENDATION

That the Napa Valley Transportation Authority (NVRTA) Board approve Resolution 21-15 Authorizing the Executive Director or Designee to Execute the Right of Way Certification for the Napa Valley Vine Trail: St. Helena to Calistoga and submit it to Caltrans

EXECUTIVE SUMMARY

All of the right of way needed for the Napa Valley Vine Trail: St Helena to Calistoga has been or will be acquired in accordance with applicable policy and procedure covering the acquisition of real property. Napa Valley Transportation Authority has submitted drafts of all of the necessary documentation to Caltrans. The Right of Way Certification needs to be executed by the Executive Director for final approval. A Right of Way Certification is required prior to the construction of the Project.

FISCAL IMPACT

Is there a fiscal impact? No. There is no fee associated with Right of Way Certifications



NAPA VALLEY TRANSPORTATION AUTHORITY Board Agenda Memo

TO: Board of Directors
FROM: Kate Miller, Executive Director
REPORT BY: Rebecca Schenck, Program Manager – Public Transit
(707) 259-8636/ Email: rschenck@nvta.ca.gov
SUBJECT: Resolution 21-15 Authorizing the Executive Director or Designee to Execute the Right of Way Certification for the Napa Valley Vine Trail: St. Helena to Calistoga Project

RECOMMENDATION

That the Napa Valley Transportation Authority (NVTA) Board approve Resolution 21-15 Authorizing the Executive Director or Designee to Execute the Right of Way Certification for the Napa Valley Vine Trail: St. Helena to Calistoga and submit it to Caltrans

COMMITTEE RECOMMENDATION

None

BACKGROUND AND DISCUSSION

NVTA along with Napa County, City of St. Helena, City of Calistoga, and the Napa Valley Vine Trail Coalition have been working for many years to secure the right of way for the construction of the Napa Valley Vine Trail: St Helena to Calistoga Project. To date, the following steps have been taken:

- The Napa County Board of Supervisors and St Helena City Council have taken action and executed all of the necessary easement documents
- The City of Calistoga has executed the Right of Entry Short Form
- NVTA executed all of the Temporary Construction Easements
- NVTA executed the Right of Entry to State Parks
- NVTA and Napa County executed the Right of Entry for CAL FIRE
- NVTA has sent out all necessary *Notice to Owners* to relevant utilities

All of the documentation listed above has been reviewed by Caltrans staff and Caltrans is prepared to execute the Right of Entry Certification upon execution and submission by NVRTA.

ALTERNATIVES

- 1) Delay the adoption of Resolution No. 21-15 until a later date. This alternative would delay the Project schedule and could compromise \$6.1 million in Active Transportation Program funds.
- 2) Decide not to adopt Resolution No. 21-15. This alternative would result in the Project not moving forward at this time and result in delays and would likely result in losing the Active Transportation Program grant funds.

STRATEGIC GOALS MET BY THIS PROPOSAL

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

The Vine Trail is a critical project that supports alternative transportation for individuals who may not have the income or the ability to drive an automobile.

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

This segment of the Vine Trail will allow bikers and walkers to safely navigate from St. Helena to Calistoga on a Class I bike path separated from automobile traffic.

ATTACHMENTS

- (1) Resolution No. 21-15
- (2) Draft Right of Way Certification

RESOLUTION No. 21-15

**A RESOLUTION OF THE
NAPA VALLEY TRANSPORTATION AUTHORITY (NVTa)
AUTHORIZING THE EXECUTIVE DIRECTOR TO EXECUTE A RIGHT OF WAY
CERTIFICATION FOR THE NAPA VALLEY VINE TRAIL: ST HELENA TO
CALISTOGA PROJECT FOR THE CALIFORNIA DEPARTMENT OF
TRANSPORTATION**

WHEREAS, the Napa Valley Transportation Authority (NVTa) is eligible to receive Federal and/or State funding for certain transportation projects, through the California Department of Transportation; and

WHEREAS, Right of Way Certifications are needed to be executed with the California Department of Transportation before such funds could be claimed; and

WHEREAS, the Napa Valley Transportation Authority wishes to delegate authorization to execute the Right of Way Certification for the Napa Valley Vine Trail: St Helena to Calistoga and any amendments thereto to the Executive Director or designee: and

NOW THEREFORE BE IT RESOLVED, that the NVTa Board hereby authorizes the Executive Director or designee to execute a Right of Way Certification for the Napa Valley Vine Trail: St Helena to Calistoga and any amendments thereto with the California Department of Transportation.

Passed and Adopted the 19th day of May 2021.

Alfredo Pedroza, NVTa Chair

Ayes:

Nays:

Absent:

ATTEST:

Laura Sanderlin, NVTa Board Secretary

APPROVED:

DeeAnne Gillick, NVTa Legal Counsel

RIGHT OF WAY CERTIFICATION

EXHIBIT

17-EX-18 (REV 4/2021)

EA# 2Q260

**NAPA VALLEY TRANSPORTATION
AUTHORITY**

Date:	<u>5-11-2021</u>
Dist.-Co.-Rte.-P.M.:	<u>04-NAP-29 4-37-22</u>
EA (Design Phase No.):	<u>2Q260</u>
Const. Fed.-Aid No.: ¹	<u>ATPL 6510</u> <u>(003)</u>
Right of Way Fed.-Aid No.: ¹	<u></u>

Subject: Right of Way Certification No. 1 for the project 0418000447 NVTa is constructing two segments of a Class I bicycle/pedestrian trail from Pratt Avenue in the City of St. Helena to the intersection of Lincoln Avenue and Fair Way Avenue in the City of Calistoga. The St. Helena to Calistoga segment, is an approximately 6.8-mile trail within Caltrans' right of way (ROW), public property, Bothe-Napa Valley State Park (BNVSP), and easements to be granted from private property owners. The St. Helena to Calistoga segment begins in St. Helena at the intersection of Pratt Avenue and SR 29 at postmile (PM) 29.244 and extends to the north end where it would terminate at Dunawear Lane east of SR 29 near the city limit of Calistoga (PM 35.308). The second segment, called the Fair Way Path Extension, comprises a 0.6-mile trail that extends north from Washington Avenue to the intersection of Fair Way and Lincoln Avenue in Calistoga (PM 36.45 to 37.22).

Project Milestones:

RW Certification Date: 5-19-21 (T) **Ready to List:** 5-25-21 (T) **Advertise:** 5-26-2021 (T)

Bid Opening: 6-25-21 (T) **Award:** 7-21-2021 (T) **Begin Construction:** 9-1-2021 (T)

- 1. STATUS OF REQUIRED RIGHT OF WAY:** Right of way has been or will be acquired in accordance with applicable policy and procedure covering the acquisition of real property. Napa Valley Transportation Authority has, or will have legal and physical possession and right to enter on all lands as follows:

RIGHT OF WAY CERTIFICATION (Cont.)

EXHIBIT
17-EX-18 (REV 4/2021)
EA# 2Q260

A. Total number of parcels required: 28

1. Parcels acquired (escrow closed or Final Order of Condemnation recorded): 23

Parcel No.	Owner	Project R/W Required³ (per appraisal map)	Excess (Yes/No)	Close of Escrow Date/Final Order of Condemnation Date
022-100-007	Ahern Frances L Etal Tr	Permanent Easement and Temporary Construction Easement *	No	4-2-21
022-100-030	DeConinck Vineyards	Permanent Easement and Temporary Construction Easement*	No	4-2-21
022-130-014	Ahern Albert Micharl in Tr Etal	Permanent Easement and Temporary Construction Easement*	No	4-2-21
020-150-050	Realty Income Properties 2 LLC	Permanent Easement and Temporary Construction Easement*	No	3-30-21
009-010-026	Treasury Wine Estates Americas Company	Permanent Easement and Temporary Construction Easement*	No	4-2-21*
009-010-022	C. Mondavi and Sons Inc	Permanent Easement and Temporary Construction Easement*	No	4-2-21
022-200-016	C. Mondavi and Sons Inc	Permanent Easement and Temporary Construction Easement*	No	4-2-21

RIGHT OF WAY CERTIFICATION (Cont.)EXHIBIT
17-EX-18 (REV 4/2021)
EA# 2Q260

020-180-046	Silver Oak Winery Cellars LLC	Permanent Easement and Temporary Construction Easement*	No	4-2-21
020-320-015	PD Properties LLC	Permanent Easement and Temporary Construction Easement*	No	4-2-21
022-010-034	Vineyard 29 LLC	Permanent Easement and Temporary Construction Easement*	No	4-2-21
022-010-025	Panek James P & Cynthia M Tr	Permanent Easement and Temporary Construction Easement*	No	4-2-21
022-010-017	3414 Mill Creek LLC	Permanent Easement and Temporary Construction Easement*	No	4-2-21
022-240-013	Turley William Laurence & Suzanne Chambers Tr	Permanent Easement and Temporary Construction Easement*	No	4-2-21
022-100-008	New Vavin Inc	Permanent Easement and Temporary Construction Easement*	No	4-2-21
022-100-026	New Vavin Inc	Permanent Easement and Temporary Construction Easement*	No	4-2-21
022-100-027	New Vavin Inc	Permanent Easement and Temporary Construction Easement*	No	4-2-21

RIGHT OF WAY CERTIFICATION (Cont.)

EXHIBIT
17-EX-18 (REV 4/2021)
EA# 2Q260

022-100-010	Sutter Home Winery Inc	Permanent Easement and Temporary Construction Easement*	No	4-2-21
022-130-023	Jackson Family Investments III LLC	Permanent Easement and Temporary Construction Easement*	No	4-2-21
022-130-024	Jackson Family Investments III LLC	Permanent Easement and Temporary Construction Easement*	No	4-2-21
022-220-028	Jackson Family Investments III LLC	Permanent Easement and Temporary Construction Easement*	No	4-2-21
022-220-025	Vineyard 29 LLC	Permanent Easement and Temporary Construction Easement*	No	4-2-21
022-200-002	Vineyard 29 LLC	Permanent Easement and Temporary Construction Easement*	No	4-2-21
022-200-008	Markham Vineyards	Permanent Easement and Temporary Construction Easement*	No	4-2-21

*TCE begins May 12, 2021 expires May 12, 2023

RIGHT OF WAY CERTIFICATION (Cont.)

EXHIBIT
17-EX-18 (REV 4/2021)
EA# 2Q260

7. Parcels covered by other acquisition documents as follows: 5¹⁴

Parcel No. or Location P.M.	Owner	Project R/W Required ³ (per appraisal map)	Document Type	Effective Date of Contract ⁴	Expiration Date	Date Funds Deposited into Escrow
020-150-045	City of Calistoga	Temporary Construction Easement	Right of Entry	4/8/2021	Notice of Completion	4/8/2021 (donation)
011-260-002	City of Calistoga	Temporary Construction Easement	Right of Entry	4/8/2021	Notice of Completion	4/8/2021 (donation)
011-211-014	City of Calistoga	Temporary Construction Easement	Right of Entry	4/8/2021	Notice of Completion	4/8/2021 (donation)
011-340-012	City of Calistoga	Temporary Construction Easement	Right of Entry	4/8/2021	Notice of Completion	4/8/2021 (donation)
011-211-013	City of Calistoga	Temporary Construction Easement	Right of Entry	4/8/2021	Notice of Completion	4/8/2021 (donation)

B. Construction Permits, other required permits: 3¹⁵

Location (P.M.)	Owner	Document Type	Effective Date of Contract ⁴	Expiration Date
29.244 to 35.308	Caltrans	Encroachment Permit	Pending	Pending
32.6 to 33.5	State of California (Dept. of Park and Recreation)	Right of Entry Permit	6/30/2021	9/30/2022
33.6 to 32.5	State of California (CALFIRE)	Permit to Enter and Construct	3/1/2022	9/30/2022

2. STATUS OF AFFECTED RAILROAD OPERATING FACILITIES:

None affected.

3. MATERIAL/DISPOSAL SITE(S):

None required.

4. STATUS OF REQUIRED UTILITY RELOCATIONS:

All utility work has been or will be completed in accordance with applicable policy and procedure covering the adjustment of utility facilities. All utility notices have been issued and arrangements have been made with the owners of all conflicting utility encroachments remaining within the right of way, so that adequate control of the project right of way will be achieved. If applicable, federal participation has been determined.

All necessary arrangements have been made for remaining utility work to be completed as required for proper coordination with project construction. The special provisions in the contract provide for the coordination (see schedule below).

- ☒ Project specific utility agreement(s) is (are) fully executed and are in compliance with Buy America.
- ☐ Project is not covered by a NEPA document and Buy America requirements do not apply.

(AND WHEN APPLICABLE)

The following utilities are located within the project's right of way, but require no relocations:

Company	Facility Type
PG&E	Underground Gas

The following utilities are in conflict with the project and require relocations as follows:

R/W Notice No. and Date	Company	Type of Facility	Liability % (Owner = O) (Local Public Agency = LPA)	Agreement Date ¹⁶	Federal Participation (Yes ¹⁷ /No)	Relocation schedule Start & End dates and bid items. (Also list bid item info to be listed)

RIGHT OF WAY CERTIFICATION (Cont.)

EXHIBIT
17-EX-18 (REV 4/2021)
EA# 2Q260

						directly below)¹⁸
2174.1 5/4/21	PG&E	O/H Elect	100% Owner	N/A	Yes	April 1, 2021 to June 30, 2021
2174.1 5/4/21	AT&T	O/H Teleco m	100% Owner	N/A	Yes	April 1, 2021 to June 30, 2021

List each (applicable) bid item here or state no bid items:¹⁹

Bid Item No.	Owner & Facility Type	Liability % (Owner = O) (Local Public Agency = LPA)	Federal Participation (Yes/No)
N/A			

5. RIGHT OF WAY CLEARANCE:

There are no improvements or obstructions located within the limits of this project.

6. AIRSPACE AGREEMENTS:

There are no airspace lease properties within the limits of this project.

7. COMPLIANCE WITH RELOCATION ASSISTANCE PROGRAM REQUIREMENTS

Compliance is not required as there are no displacements on this project.

8. COOPERATIVE AGREEMENTS:

Agency	Agreement No. or Document No.	Date MM-DD-YY
Caltrans	04-2749	11-22-20
City of Calistoga	19-10/842	9-17-19
City of St Helena	19-19	10-7-19
Napa County	19-12/190311B	7-7-19

9. ENVIRONMENTAL MITIGATION

No environmental mitigation parcels are required for this project.

10. INDEMNIFICATION

The Napa Valley Transportation Authority agrees to indemnify, defend, and hold harmless the Department of Transportation (Caltrans) from any and all liability which may result in the event the right of way for this project is not clear as certified. The Napa Valley Transportation Authority shall pay, from additional funds secured outside of funding programmed for this project, any costs which arise out of delays to the construction of the project because utility facilities have not been removed or relocated, or because rights of way have not been made available to Napa Valley Transportation Authority for the orderly performance of the project work.

11. CERTIFICATION

"I hereby certify the right of way on this project as conforming to 23 CFR 635.309 (c)(1) or (c)(2)²² and 49 CFR Part 24. The project may be advertised with contract award being made at any time."

**NAPA VALLEY TRANSPORTATION AUTHORITY AUTHORIZED
SIGNATURE**

**NOTE: Certification
must be signed by
person authorized by
current resolution of
City or County Board of
Supervisors.**

By: Kate Miller

Title: Executive Director, Napa Valley Transportation
Authority

Date: _____

Accepted by:

RIGHT OF WAY CERTIFICATION (Cont.)

EXHIBIT
17-EX-18 (REV 4/2021)
EA# 2Q260

CALTRANS AUTHORIZED SIGNATURE

By: **Michael O'Callaghan**

Title: **District Branch Chief**

Date: _____



NAPA VALLEY TRANSPORTATION AUTHORITY COVER MEMO

SUBJECT

Resolution 21-16 Exception to the Public Employees' Pension Reform Act (PEPRA) 180 Day Wait Period and Construction/Project Manager Hourly Rate Adjustment

STAFF RECOMMENDATION

That the Napa Valley Transportation Authority (NVTA) Board approve:

- 1) Resolution 21-16 making an exception to the 180 day CalPERS wait period; and
- 2) Adjustment to the hourly rate for the Construction /Project Manager position.

EXECUTIVE SUMMARY

The Napa Valley Transportation Authority (NVTA) has sought to fill the vacant Construction/Project Manager position since December 2020. One applicant has been deemed highly qualified for the position. The applicant is currently CalPERS-retired from the California Department of Transportation (Caltrans) in December 2020 and applying as a retired annuitant. A board resolution must be filed with CalPERS when a retired annuitant is hired to fill a critically needed position prior to 180 days to meet the Public Employees' Pension Reform Act (PEPRA).

The salary adjustment is being proposed at the candidate's request in an amount that is commensurate with market rates given the candidate's experience and expertise. In addition, NVTA will not be providing any benefits to the candidate as these are being provided as part of the candidate's CalPERS retirement.

FISCAL IMPACT

Is there a Fiscal Impact? Yes. There would be a \$92,821 reduction in the annual administrative budget.



NAPA VALLEY TRANSPORTATION AUTHORITY

Board Agenda Memo

TO: Board of Directors
FROM: Kate Miller, Executive Director
REPORT BY: Laura Sanderlin, Board Secretary/Office Manager
(707) 259-8633 / Email: lsanderlin@nvta.ca.gov
SUBJECT: Resolution 21-16 Exception to the Public Employees' Pension Reform Act 180-Day Wait Period and Construction/Project Manager Hourly Rate Adjustment

RECOMMENDATION

That the Napa Valley Transportation Authority (NVRTA) Board approve:
1) Resolution 21-16 making an exception to the 180 day CalPERS wait period; and
2) Adjustment to the hourly rate for the Construction /Project Manager position.

COMMITTEE RECOMMENDATION

Not applicable

BACKGROUND

The Napa Valley Transportation Authority (NVRTA) has sought to fill the Construction/Project Manager position since December 2020. NVRTA received several applications but only one applicant has been deemed qualified for the position. The applicant is a California Department of Transportation retiree receiving CalPERS benefits. The candidate receives full benefits from his Caltrans' retirement program, therefore NVRTA would not have to fund benefits. In addition, the agency will realize an additional cost savings because the Public Employees' Pension Reform Act (PEPRA) limits retired annuitants to 960 hours per fiscal year.

Table 1 below compares the gross annual salary if the agency were to fill the position with a non-annuitant full time employee within the existing pay scale and benefit level with the proposed annual cost of hiring the retired annuitant at the increased hourly wage, no benefits, and 960 hours annually.

Table 1: Salary Cost Comparison

Position	Annual Salary	Benefits	Total Annual Cost
Annual Non-Annuitant Employee	\$124,056	\$33,699	\$157,755
Annual Annuitant Employee	\$64,934	\$0	\$64,934
Difference (Savings)	\$59,122	\$33,699	\$92,821

It should be noted that an annual full time permanent construction/project manager is desirable and the agency will continue to pursue filling this position with a permanent non-annuitant employee in the future, but the timing of a number of large construction projects necessitates that staff pursue an alternative construction management arrangement in the interim and use project-funded construction managers from consulting firms to backfill the anticipated workload. Staff acknowledges that this is an additional and currently unknown cost to the projects but the construction escalation costs associated with delaying projects would far exceed any anticipated cost to hire additional consulting help.

In order for a retired annuitant to become an employee of NVTA and retain current CalPERS retirement benefits, the position being filled must be of a limited duration and the retired person has skills needed to perform the work of limited duration. This position was intended to be a temporary hire for the limited duration of two years pending significant construction projects undertaken by NVTA, such as the Vine Trail construction and bus maintenance facility. The appointment of the retired annuitant cannot be for a two-year term. If appointed, the retired annuitant will only be able to serve in this interim position for a period of one fiscal year. Furthermore, as the applicant retired within the past 180 days, in order for NVTA to fill the temporary position the Board must certify that the appointment is necessary to fill a critically needed position before 180 days has passed since the applicant's retirement. It is critically necessary that this temporary position is filled by NVTA as the pending construction projects are preparing for construction and public bidding procedures. Bidding will commence in June and construction of these projects will be immediately thereafter. It is critical for the performance of these projects that the needed construction manager position is filled immediately.

ALTERNATIVES

The Board could decide not to approve Resolution No. 21-16 and NVTA would be out of compliance with PEPR. In addition, the Board could decide not to increase the hourly amount of this position and the construction/project manager position will remain listed until filled. This could delay some construction projects indefinitely.

STRATEGIC GOALS MET BY THIS PROPOSAL

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

This goal is being met by hiring a much needed Construction Manager for large upcoming projects that will benefit the community.

Goal 3: Use taxpayer dollars efficiently

The proposal would result in an overall reduction in net costs.

ATTACHMENTS

- 1) Resolution 21-16

RESOLUTION No. 21-14

A RESOLUTION OF THE NAPA VALLEY TRANSPORTATION AUTHORITY (NVTA) FOR EXCEPTION TO THE 180 DAY CALPERS WAIT PERIOD GC Sections 75.2256 & 21224

WHEREAS, in compliance with Government Code section 7522.56 the Board of Directors of the Napa Valley Transportation Authority (NVTA) must provide CalPERS this certification resolution when hiring a retiree before 180 days has passed since his or her retirement date; and

WHEREAS, Farhad Farazmand is currently in CalPERS retirement as of December 28, 2020 and has applied to work for Napa Valley Transportation Authority (NVTA) as a retired annuitant in the temporary position of Construction/Project Manager; and

WHEREAS, section 7522.56 requires that post-retirement employment commence no earlier than 180 days after the retirement date, which is December 28, 2020, without this certification resolution; and

WHEREAS, section 7522.56 provides that this exception to the 180-day wait period shall not apply if the retiree accepts any retirement-related incentive; and

WHEREAS, Farhad Farazmand has the specialized skills needed to provide the construction manager services needed and the need is for a limited duration, due to the pending unique large new construction projects by the Napa Valley Transportation Authority; and

WHEREAS, filling this position immediately is critically needed as the unique large construction projects including the Vine Trail, bus maintenance facility, and Imola Park and Ride, are designed, and public bidding for these projects will occur starting in June of 2021 and throughout the summer with construction commencing shortly thereafter and within fiscal year 2021-22; and

WHEREAS, the Board of Directors hereby authorizes the appointment of Farhad Farazmand as an extra help limited duration retired annuitant to perform the duties of the Construction/Project Manager for the Napa Valley Transportation Authority under Government Code section 21224, effective May 29, 2021, and

WHEREAS, no matters, issues, terms or conditions related to this employment and appointment have been or will be placed on a consent calendar; and

WHEREAS, the employment shall be limited to 960 hours per fiscal year; and

WHEREAS, the compensation paid to retirees cannot be less than the minimum nor exceed the maximum monthly base salary paid to other employees performing comparable duties, divided by 173.333 to equal the hourly rate; and

WHEREAS, the maximum base salary for this position is hourly rate of \$67.64 and the minimum base salary for this position is hourly equivalent is \$57.36; and

WHEREAS, the hourly rate paid to Farhad Farazmand will be \$67.64; and

WHEREAS, Farhad Farazmand has not and will not receive any other benefit, incentive, compensation in lieu of benefit or other form of compensation in addition to this hourly pay rate; and

THEREFORE, BE IT RESOLVED THAT the Board of Directors hereby certifies the limited duration nature of the appointment of Farhad Farazmand whose appointment is necessary to fill the critically needed position of Construction/Project Manager for the Napa Valley Transportation and Authority by May 29, 2021 for the provision of services related to upcoming projects.

Passed and Adopted the 19th day of May 2021.

Alfredo Pedroza, NVTA Chair

Ayes:

Nays:

Absent:

ATTEST:

Laura M. Sanderlin, NVTA Board Secretary

APPROVED:

DeeAnne Gillick, NVTA Legal Counsel



NAPA VALLEY TRANSPORTATION AUTHORITY COVER MEMO

SUBJECT

Countywide Transportation Plan – *Advancing Mobility 2045*: Final Plan Adoption

STAFF RECOMMENDATION

That the Napa Valley Transportation Authority (NVRTA) Board adopt the Final Draft of the Countywide Transportation Plan (CTP)—*Advancing Mobility 2045*.

EXECUTIVE SUMMARY

The NVRTA Board released the CTP Public Draft at its March 17, 2021 meeting for community input. Staff hosted two online engagement events to provide a plan overview and answer the public's questions. A Spanish Zoom and Facebook Live webinar were held on April 7, 2021 at 5:00 PM and an English Question and Answer (Q&A) session was hosted on April 8, 2021 at 5:30 PM. NVRTA staff provided a webpage to access plan information including a video with a plan overview. The public was also invited to provide comments on an online interactive copy of the document accessible via www.NVRTATransportationPlan.org.

One-hundred-three (103) entries were posted during the comment period between March 23, 2021 and April 23, 2021. Some comments requested that certain projects be re-characterized or have greater emphasis. There were many comments about the proposed transit projects and a few comments requesting clarification about various elements of the plan. NVRTA has responded to the comments in a matrix format (Attachment 2). Staff presented the final plan to the Technical Advisory Committee at its May 6, 2021 meeting and recommended that the NVRTA Board of Directors adopt the Final Countywide Transportation Plan.

FISCAL IMPACT

None



NAPA VALLEY TRANSPORTATION AUTHORITY

Board Agenda Memo

TO: NVTA Board of Directors
FROM: Kate Miller, Executive Director
REPORT BY: Alberto Esqueda, Senior Planner/Program Administrator
(707) 259-5976 / Email: aesqueda@nvta.ca.gov
SUBJECT: Countywide Transportation Plan – *Advancing Mobility 2045*: Final Plan Adoption

RECOMMENDATION

That the Napa Valley Transportation Authority (NVTA) Board adopt the Final Draft of the Countywide Transportation Plan (CTP)—*Advancing Mobility 2045*.

COMMITTEE RECOMMENDATION

At its May 6, 2021 meeting, the Technical Advisory Committee (TAC) recommended that the NVTA Board of Directors adopt the Final Countywide Transportation Plan.

BACKGROUND

The Board previously received the information outlined below in the March 17, 2021 CTP Public Draft Release memorandum. At the March 17, 2021 meeting staff presented an overview of the plan sections which covered the plan's goals and objectives, performance measures and targets, model scenarios, projected revenues by source, project costs, and projected need. In total, staff has made seven presentations to the Board on various elements of the Plan over the past two years.

NVTA staff have been working on the CTP: *Advancing Mobility 2045* since the summer of 2019. This Plan is a vision for the future transportation network in Napa County and includes all projects and programs identified to be delivered for the next 25 years. The Plan aligns its future 25-year transportation project list with anticipated revenues to meet the Plan's vision, goals and objectives.

NVTA is required by the Metropolitan Transportation Commission (MTC) to follow the new guidelines for CTPs. The guidelines require Countywide Transportation Agencies (CTAs) to include performance goals and measures in their CTPs. NVTA is also responding to comments made by the Napa County Civil Grand Jury which recommended that NVTA include performance metrics and targets in its long-term planning. Therefore, for the first time, performance metrics and targets have been included in the Plan.

Plan Public Outreach

During the course of *Advancing Mobility 2045* development, NVTA staff employed numerous public engagement strategies to understand community needs and priorities. This required that the agency shift engagement strategies to respond to the COVID-19 Pandemic in March 2020. The Plan's online platform allowed the public to safely engage with staff to identify what the community both needs and wants to improve transportation in Napa. NVTA also developed a video to concisely explain the Plan for community members who may not have the time or motivation to read the entire document. This video allows the public to understand the plan and provide feedback.

In addition to the CTP video, staff held two virtual Zoom events, one in English and one in Spanish, to describe the Plan and answer questions about the Plan. The events were broadcasted through NVTA's and the County of Napa's Facebook Live channels to reach a wider audience. For those unable to participate in the virtual events, NVTA engaged the public using digital tools for the Draft Plan by providing an interactive commenting platform. The online comment platform was open to the public between March 23 and April 23, 2021 and 103 comments were submitted through the online platform. NVTA has provided responses to the comments in a response matrix (Attachment 2).

Plan Goals, Measures, and Targets

Staff evaluated performance metrics used by NVTA's Bay Area counterparts as well as the identified needs in the current CTP and outreach conducted in fall 2019 and winter 2020, before the COVID-19 Pandemic. The outreach was instrumental for developing a short list of proposed performance metrics to analyze progress towards meeting the goals and objectives in the CTP. These performance metrics provide NVTA a means to assess performance changes of the transportation system over the life of the plan. The NVTA Board approved the performance metrics and targets in January 2020.

The adopted goals and objectives act as the Plan's framework and are the foundation of the project evaluation criteria. Jurisdictions submitted over 100 projects totaling \$1.5 billion for inclusion in the Plan. The projected revenue is an estimated \$704 million dollars, leaving a shortfall of approximately \$754 million dollars over the 25-year planning horizon. Figure 1 illustrates the projected revenues against project submittals.

Projected Revenues and Project Costs

Figure 1. Transportation Revenues and Projected Need

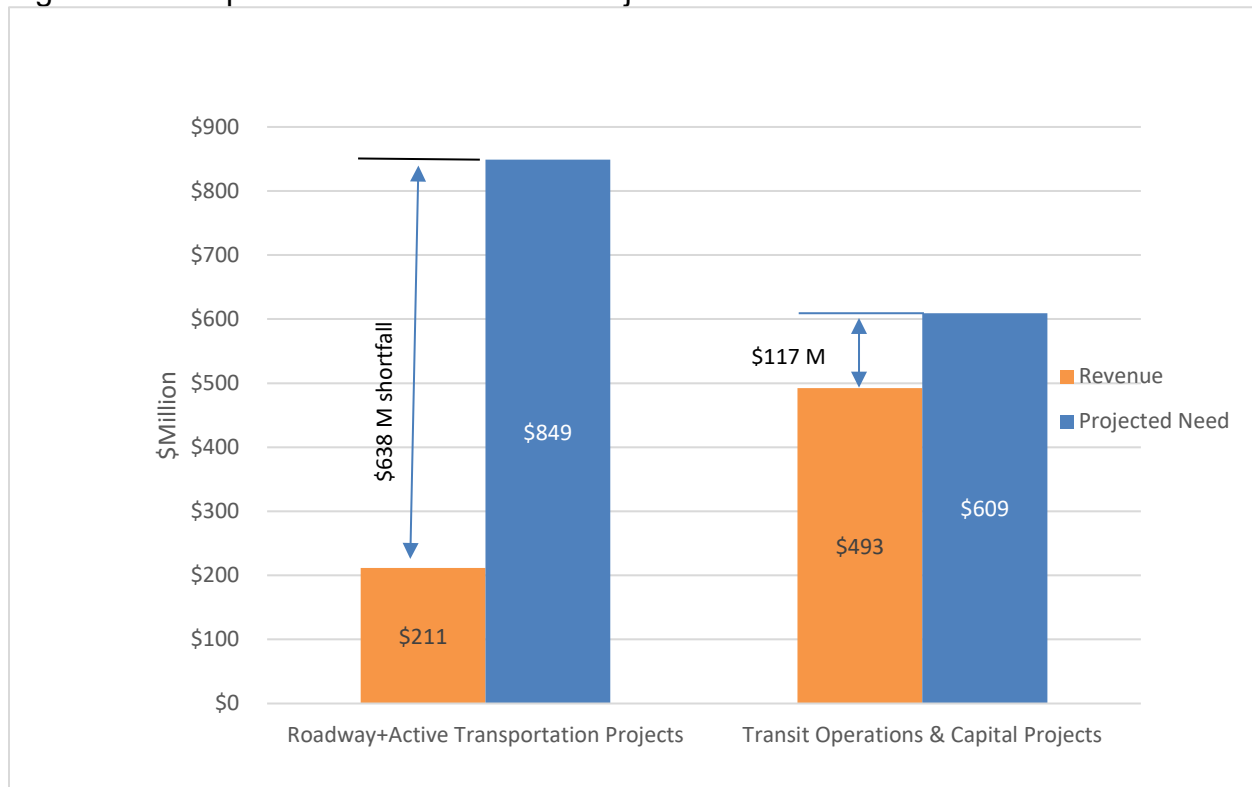


Figure 2 shows the revenues by source. It should be noted that NVTa and Napa County's jurisdictions receive a number of funding sources. The Plan provides greater detail of the funding sources. For simplicity, Figure 2 shows the revenues by Federal, State, Regional and local sources.

Figure 2. Total Revenues by Source

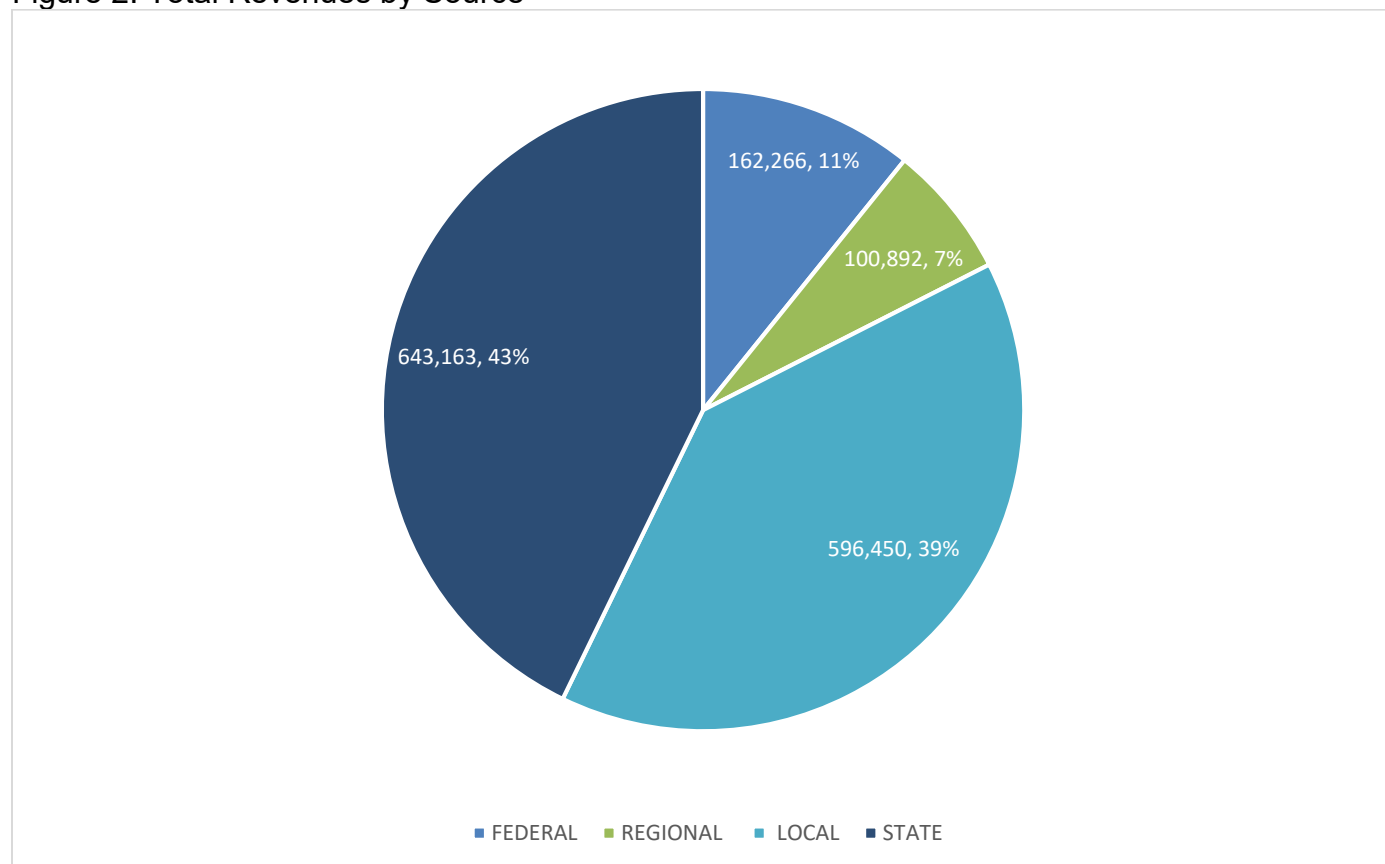
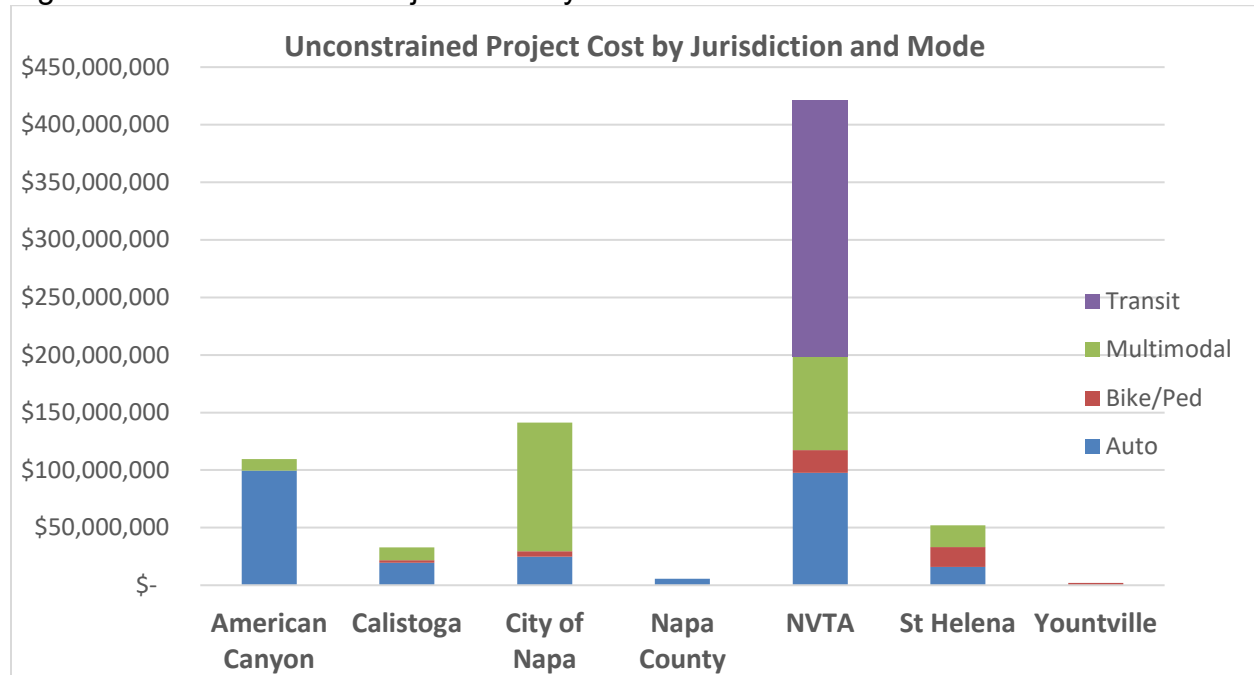


Figure 3 shows the total cost of projects by jurisdiction and by mode. NVTAs totals reflect both transit and highway improvements which is why it is so much greater than the other agencies. Also, programs, such as Senate Bill 1 Local Streets and Roads and Measure T are captured in the plan as programs and not projects and therefore are not included in the project costs in shown in Figure 3.

Figure 3. Unconstrained Project Cost by Jurisdiction and Mode



Activity Based Modeling and Plan Priorities

The Plan also identifies four potential future transportation scenarios. The scenarios were run through NVTAs Activity-Based Model to understand which scenario results best meets the plans long range goals. The model is not granular enough to be able model individual projects so projects were grouped by mode in order to model them and to demonstrate how various groupings improve outcomes specifically associated with reducing single occupancy vehicle mode. Four different scenarios were analyzed:

- Scenario 1. Basic Plan Projects (Basic Plan) - This scenario includes all the projects in the draft Plan that can be modeled *except* express bus frequencies of 30 minutes.
- Scenario 2. Investment Plan with Improved Express Bus Service (Proposed Plan) - This scenario includes all the projects in the draft plan that can be modeled including express bus frequencies of 30 minutes and Enhanced Express Bus Route Frequency. Under this scenario, regional Route 10 and Route 11 buses

would run every 30 minutes during the morning and afternoon commute peak periods (currently these routes run approximately every hour).

- Scenario 3. Investment Plan with Enhanced Express Bus Service and Free Local Transit (Transit +) - This scenario includes all the projects in the draft plan that can be modeled. It also includes running regional bus routes 10 and 11 every 15 minutes and providing free fares on local bus service.
- Scenario 4. Investment Plan with SR – 29 Capacity Expansion (Lanes +) - This scenario includes all the projects in the draft Plan that can be modeled *except* express bus frequency to 30 minutes. This scenario also includes a project to widen SR-29 from 2 lanes to 3 lanes in each direction between American Canyon Road and South Kelly Road.

The key findings from project modeling found Scenario 2 (the Proposed Plan) investments in active transportation in combination with key transit enhancement projects have the potential to significantly increase the share of trips made by bicycling and walking. These shifts will move transportation in Napa County towards a more sustainable and healthy future. The model also forecasted that enhanced transit service will not only retain transit's share of overall travel, but will result in a significant number of new transit trips that shift from the auto modes. Concentrated in the long-distance commute market, these new transit trips (above and beyond those expected due to population growth) have the greatest potential to reduce VMT and person hours of delay in Napa County.

Plan Sections

The Plan includes 6 sections. The sections help build the story for the Valley's transportation system by prescribing a direction to optimize mobility over the next 25 years, and considers its impact on climate change and options for introducing emerging technologies to improve performance and efficiencies. It also delves into Napa Valley's changing demographics and economics to plan for needed infrastructure that will best serve the community in the future. The Plan includes the following sections:

- Executive Summary
- Foundation – This section sets the stage of what is a Countywide Transportation Plan, how it is implemented and how the public is engaged on the Plan.
- Vision – This section reviews current conditions of Napa County and sets goals and objectives for the future through performance metrics as well as targets.
- Napa Valley Today – This section describes Napa Valley's characteristics today, how we live, work, and travel and highlights current transportation and travel conditions and provides an outlook on changing demographics in the future.

-
- Napa Valley Tomorrow – This section explores transportation challenges and strategies, from climate change to rapidly changing technology, sustainability, travel demand management and health and safety.
 - Investing in the Future – This section reviews project needs and evaluations, travel forecasting and modeling scenarios, and current and future transportation revenues and forecasts.

ALTERNATIVES

The Board may choose not to adopt the Final CTP and request additional changes but this is likely to result in additional cost implications.

STRATEGIC GOALS MET BY THIS PROPOSAL

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

A key purpose of the plan is to prioritize projects for inclusion in MTC's Play Bay Area which will qualify projects to move forward and receive funding.

Goal 5 – Minimize the energy and other resources required to move people and goods

The plan seeks to encourage modal shifts from auto-dependency to other modes as a means to improve air quality and reduce traffic congestion. In this endeavor, the plan includes a number of bicycle and pedestrian projects and proposes a modeling scenario that would encourage greater bike, pedestrian, and transit mode shares.

ATTACHMENT

- (1) Draft Countywide Transportation Plan: *Advancing Mobility 2045* – due to file size, the link below is being provided. *(Please note: a window may pop up requesting that you sign in or register, that is not required – click on the "X" in the upper right hand corner to close the window and then the document will be accessible)*
http://bit.ly/Draft_NVTA_CTP
- (2) CTP Comment Response Matrix
- (3) CTP Outreach and Committee Meetings Matrix
- (4) Napa County Bicycle Coalition Comment Letter
- (5) Response to Napa County Bicycle Coalition Comment Letter
- (6) Napa Valley Vine Trail Comment Letter (responses in Attachment 2)

Countywide Transportation Plan Comment Response Matrix

ATTACHMENT 2
AGENDA ITEM 11.2
MAY 19, 2021

Comment No.	User name	Type	Comment	NVTA Response	Date posted
1	Julie Spencer		Testing the comment system	No response needed	04/15/2021 - 8:58am
2	Maureen Trippe	Question	Has anyone researched the 15 Minute City? If 60% of trips are 5 miles or less, this looks like an idea worth researching. Fewer cars in the city, more green spaces, more walking, biking. "https://www.15minutecity.com/"	We have not, but appreciate the comment. Many Napa County jurisdictions are smaller, very walkable communities. Overall, Napa County has a higher walking mode share than many cities and counties in the Bay Area	04/23/2021 - 9:13pm
3	Maureen Trippe	Question	If 60% of trips in Napa County are 5 miles or less, there are indeed opportunities to increase bicycling and walking. Where is the bicycle plan?	This figure is correct. The NVTA Countywide Bicycle Plan can be found here: https://www.nvta.ca.gov/napa-countywide-bicycle-plan	04/23/2021 - 9:11pm
4	Rob Bregoff	Question	Why is there not an included goal that talks about state-mandated VMT and GHG -reduction targets in AB-32, SB-375, SB-391, SB-743, and Plan Bay Area?	NVTA is not specifically subject to meeting AB 32, SB 375, or SB 391 requirements, however, the agency recognizes the importance of reducing transportation sector emissions and has set a target to reduce greenhouse gas emissions by 19% per capita in Napa County from the 2015 levels. SB 743 is project specific and is therefore not relevant to the long range transportation planning process. Also, page 34, the objectives of Goal #5 "Minimize the energy and other resources required to move people and good" explicitly address SB 375, reducing Green House Gases and Vehicle Miles Traveled.	04/22/2021 - 10:55am
5	Maureen Trippe	Suggestion	There is no mention of traffic calming in any element of the plan. System Safety (Goal #2) is important not only for transportation vehicles, but for all of the vehicles, pedestrians and cyclists with whom they interact. Traffic calming is a critical issue that must be addressed by Public Works, the Police Department and NVTA. It needs a holistic approach instead of fragmented goals from various agencies.	Page 32 under the objective of Page 93, under the Active Transportation	04/23/2021 - 9:04pm
6	Alex Crown	Suggestion	Please describe the index and how it works.	The Truck Travel Time Reliability Index is a measure of the variability or reliability of truck travel times along National Highway Network segments. The data set used does not include any data for truck travel on local streets. See page 56 of the appendix http://bit.ly/NVTACTPAppendix	03/26/2021 - 5:22pm
7	Alex Crown	Question	What can be done to increase pedestrian safety at intersections?	There are few general concepts to increase pedestrian safety at intersections, such as increasing pedestrian visibility and shorten crossings by extending curbs (bulb-outs), using leading pedestrian intervals (LPI) at signalized intersections which allow pedestrians to begin crossing before the vehicle phase begins. Some local examples include the City of Napa adding Rectangular Rapid Flashing Beacons (RRFB) and implementing high visibility crosswalks. *optional comment: Additional information on pedestrian safety and controls best practices can be found in Appendix D of the NVTA Countywide Pedestrian Plan here: https://www.nvta.ca.gov/sites/default/files/NCPMP_Final_web.pdf	03/26/2021 - 5:23pm
8	Rob Bregoff	Question	Explain how the county transportation plan could uses other modes to reduce delay. How will the county facilitate transit, active transport movement rather than increasing capacity on roadways?	There are a number of projects listed in the plan that seek to improve transit frequency and extend service hours, increase bicycle and pedestrian facilities to facilitate and encourage the use of alternative transportation modes.	04/22/2021 - 11:04am
9	Alex Crown	Question	Please define transit. Do you mean a transit station?	Yes, in this instance transit refers to any bus stop or transit station.	03/26/2021 - 5:10pm
10	Rob Bregoff	Question	How does this graphic represent equity? Equity does not equal disability, as graphic suggests.	Comment noted.	04/22/2021 - 10:57am
11	Alex Crown	Question	What makes a job "accessible" by transit?	A job is considered accessible by transit if it can be reached from a bus stop within 60 minute of travel time on transit. See page 69 of the appendix http://bit.ly/NVTACTPAppendix	03/26/2021 - 5:26pm

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12	Alex Crown	Question	Is this 4.1 metric tons attributed solely to transit and travel?	Yes, this is solely transportation related and is derived from fuel sales (the methodology will likely need to be adjusted going forward to account for electric vehicles). See also page 48 for more information on this performance metric. Note that this statistic is taken from MTC's Vital Signs and more information can be found at https://www.vitalsigns.mtc.ca.gov/greenhouse-gas-emissions .	03/26/2021 - 5:27pm
13	Philip Sales	Suggestion	In 2020, the Napa Valley Vine Trail in 2020 had over 522,000 uses, equivalent to 5% of single occupancy vehicle traffic on the Soscol Avenue and SR29 corridor. The Draft Plan projects VINE ridership as a potential for reductions in VMT, but nothing is discussed re the benefit of the Vine Trail. I am disappointed as NVRTA staff have access to four years' worth of the Vine Trail's Eco-Counter data collected daily from automatic bicycle and pedestrian counters.	The reason we used VINE ridership as a VMT reduction alternative is because we can quantify VMT from Vine Data. However, we cannot quantify VMT from Vine Trail counter data. The Vine Trail's Eco-Counters only counts pedestrians and bicycles, but it does not provide any other information about a trip such as how long the trip was, where did they start and end the trip. We cannot estimate how many Vehicle Miles Traveled will be reduced if we do not know the length of the trip. Vine transit passenger data provides passengers' boarding and alighting data, which in turn provides a trip's length.	04/21/2021 - 6:45pm
14	Alex Crown	Suggestion	Please describe this index	The Truck Travel Time Reliability Index is a measure of the variability or reliability of truck travel times along National Highway Network segments. Truck Travel Time Reliability (TTTR) is simply the travel time reliability calculated for truck traffic. TTTR is the ratio of the longer travel times (95th percentile) to a "normal" travel time (50th percentile). The TTTRs of a highway corridor's segments are then used to create the TTTR Index for the entire corridor using a weighted aggregate calculation for the worst performing times of each segment. A higher TTTR Index denotes a less reliable highway. A TTTR Index of 1 represents free flow conditions. See page 56 of the appendix http://bit.ly/NVTACTPAppendix	03/26/2021 - 5:29pm
15	Alex Crown	Suggestion	Please describe this index and how it works	PCI is a numerical rating of the pavement condition based on the type and severity of distresses observed on the pavement surface. The PCI value of the pavement condition is represented by a numerical index between 0 and 100, where 0 is the worst possible condition and 100 is the best possible condition. See page 80 of the appendix http://bit.ly/NVTACTPAppendix	03/26/2021 - 5:25pm
16	Philip Sales	Suggestion	The 2015 Active Transportation Program grant application required the Vine Trail to use a Caltrans Cost/Benefit calculator which provided expected savings from the project. Although this "calculator" was for a specific section of the Vine Trail, using it for the entire project shows that the Vine Trail will reduce the need for gasoline by 74,127 gallons/year and reduce greenhouse gases by 738 tons/year. This in 2016 dollars was \$263,000/annually.	Comment noted. While we appreciate the estimated cost savings benefits of Class I facilities generated by using this tool for funding application purposes. This estimated figure is difficult to quantify and almost impossible to verify for actual benefit since the origin and destination of Vine Trail trips are unknown. If a trip distance cannot be determined, these figures cannot be verified.	04/21/2021 - 6:56pm
17	Rob Bregoff	Question	Is there no plan to increase transit coverage or routing to increase job access? I would expect that the county would program a study to discover how transit would better serve workers (and tourists).	Travel behavior of workers and tourist was studied in 2018 as part of the Travel Behavior study https://www.nvta.ca.gov/travel-behavior-study . It shows how jobs in the unincorporated County are very spread out. Its hard to serve these areas with transit due to the low density. NVRTA offers carpool and vanpool options for areas outside of the incorporated jurisdictions that are served by transit through its V Commute Programs https://vcommute.org .	04/22/2021 - 11:01am

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18	Rob Bregoff	Question	Does the county have a freight priority network?	To NVTAs knowledge, the County does not have a freight priority network. However, there are facilities within Napa County that are on the STAA terminal access network (SR-29 and SR-121) and CA 65' legal facilities. See the CA Truck Map published by Caltrans for more information (https://dot.ca.gov/programs/traffic-operations/legal-truck-access/truck-network-map). Also, the City of Napa (and possibly other jurisdictions) designates truck routes for vehicles over 3 tons (these are listed in their municipal code). only one element of Napa's highway (Soscol Junction) is on the freight network. Given the minimal arterials in Napa, no specific freight priority network has been established.	04/22/2021 - 11:08am
19	jeff farmer	Suggestion	Many of the bus stops are not sheltered from the sun and weather. Some don't even have seats. Not very inviting.	Suggestion noted. NVTAs does have a bus stop plan that prioritizes bus stops for new shelters and benches based upon route ridership and location. NVTAs will be installing 15 new shelters in the summer of 2021.	04/08/2021 - 3:22pm
20	jeff farmer	Suggestion	I speaking of the ones in St. Helena only.	This comment is related to the comment above. See response above	04/08/2021 - 3:23pm
21	Rob Bregoff	Question	How will these reductions be achieved?	The projects listed will contribute toward reductions, 63% of projects listed are meet the sustainability goal. The majority of the projects listed, 65, are categorized as transit, bicycle/pedestrian and multimodal projects.	04/22/2021 - 11:06am
22	Mark Joseph	Question	Don't understand the American Canyon figure of 37k. There's only 21k residents in town!	This figure refers to the number of jobs accessible within one hour of the City of American Canyon using Vine Transit.	04/08/2021 - 5:24pm
23	Rob Bregoff	Question	Do you have data that support this statement? Don't all Bay Area counties experience similar congestion delays?	Data on Bay Area Counties' Congestion can be found at https://www.vitalsigns.mtc.ca.gov/	04/22/2021 - 11:13am
24	Alex Crown	Question	Do you know the average distance per trip for inta-Napa county trips?	No response needed, participant found information in the plan.	03/26/2021 - 5:35pm
25	Alex Crown		nm, found it on the left.	Comment related to comment above. See above.	03/26/2021 - 5:35pm
26	Rob Bregoff	Question	Are these in-county trips broken down by time and destination?	To a certain extent these findings are based on mobile device data with over 25 million data samples and 736,000 mobile devices. Detailed information can be found in NVTAs Travel Behavior Study https://www.nvta.ca.gov/travel-behavior-study	04/22/2021 - 11:19am
27	Rob Bregoff	Question	Does Napa have a bike share program? does it include electric assist bicycles?	There are currently no bike share programs in Napa County. It has been investigated but requires additional feasibility study. Some private companies and bike shops provide bike rentals and many hotels loan out bicycles to guests.	04/22/2021 - 11:22am
28	Rob Bregoff	Suggestion	Electric-assist bicycles and scooters can increase the commute range. These newer technology modes should be included in active transport discussions.	Noted-Shared Mobility devices have been discussed with jurisdiction staff and will remain a part of the conversation.	04/22/2021 - 11:22am
29	Rob Bregoff	Question	It's surprising that NVTAs has not studied the potential to facilitate the movement of tourists both within the county, and from San Francisco and Oakland. Considering the congestion and financial impacts of tourism in the county, they should be considered as part of the vine system. Why is there an O/D survey for tourists, a winery/hospitality map with transit accessibility. I'd like to see a list of wineries sorted by number of visits daily/annually.	NVTAs has studied travel patterns and 67 % of all traffic is generated by residents traveling within Napa County, 40% of trips generated in Napa County start and end in the City of Napa, 54% of trips from other counties start and end in Solano County and 20% of inter county trips start and end in Sonoma county. Detailed information including winery visitor data can be found in NVTAs Travel Behavior Study at https://www.nvta.ca.gov/travel-behavior-study	04/22/2021 - 11:32am
30	Philip Sales	Suggestion	The completion of the Vine Trail will create increased opportunities for walking and cycling. It is projected in the Greenway Study that usership will exceed 3 million annually. Since the Vine Trail has exceeded over 522,000 in 2020, it is clearly on its way. Completion of the Vine Trail should be a specific priority.	Comment noted. Prioritizing projects is not part of this plan, projects are evaluated and vetted by the public so that all projects have an equal opportunity to compete for funding as it become available.	04/21/2021 - 9:52pm

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31	Rob Bregoff	Question	Speed is the #1 factor in traffic fatalities and injuries, followed by alcohol and distracted driving. How does this plan address these factors with regard to road safety for all users?	Page 107-110 explains Vision Zero and actions needed to implement. NVTa will work with jurisdictions to develop a countywide Vision Zero plan. The goal is to reduce severe injuries and fatalities on all roadways to zero using safe systems approach strategies.	04/22/2021 - 12:01pm
32	Alex Crown	Question	As BESS has limited capacity, will liquid fuel based generators be considered for resiliency as well?	For the New Maintenance Facility there will be a diesel generator that will provide 72 hours of emergency power to the facility. As for the a liquid fuel generator for electric bus charging, that has not been planned to date. With only five electric buses in the fleet for FY 21/22, NVTa is still planning to rely on its fleet of diesel, gasoline and CNG buses for emergency evacuations in the immediate future. At the point where the fleet becomes majority battery electric, NVTa will relook at all of the fuel and technology options available.	03/26/2021 - 5:41pm
33	Rob Bregoff	Question	many riders perceive alcohol as a factor in Napa County and are reluctant to ride because of fear of impaired drivers. Can alcohol impaired injury/fatality stats be included, comparing Napa to other state counties by collision/100K population?	NVTa will analyze this data in detail in the Vision Zero plan. However, the Office of Traffic Safety provides this data which is easily accessible to the public.	04/22/2021 - 11:58am
34	Philip Sales	Suggestion	The completion of the Vine Trail will create increased opportunities for walking and cycling. It is projected in the Greenway Study that usership will exceed 3 million annually. Since the Vine Trail has exceeded over 522,000 in 2020, it is clearly on its way. Completion of the Vine Trail should be a specific priority.	Comment noted. Prioritizing projects is not part of this plan, projects are evaluated and vetted by the public so that all projects have an equal opportunity to compete for funding as it become available.	04/21/2021 - 10:03pm
35	Philip Sales	Suggestion	There is a difference between leisure and health. With gyms and parks closed during COVID, the Vine Trail became the de facto workout for many people with an increased use of 46% in one year.	Comment noted	04/21/2021 - 10:05pm
36	jeff farmer	Suggestion	Several traffic lights - all in St. Helena - do not recognize bicycles. One must wait for a car/truck to trigger them. These are all along Main st/hwy 29. I don't know how widespread this is in the county. There should be a way for bikes to make themselves known without side-stepping to the pedestrian button (that is dangerous).	Suggestion noted. Jurisdictional concern, will inform and work with the City of St. Helena	04/08/2021 - 3:27pm
37	Philip Sales	Suggestion	We have photos of better trail markers on the Vine Trail.	Comment noted.	04/21/2021 - 10:07pm
38	Rob Bregoff	Question	Where is equity discussed?	Equity is mentioned throughout the document, but primarily on page 36 and in the Communities of Concern section on page 56. NVTa develops a Community Based Transportation Plan (CBTP) focused on equity and community needs, the CTP only draws from a few elements from the CBTP. Detailed information on equity and the CBTP can be found at https://www.nvta.ca.gov/CBTP	04/22/2021 - 12:06pm
39	Philip Sales	Suggestion	I would like to point out that it is very difficult to find this plan on line to make comments. As I am going through this document, I do not see many other contributors. I know that with COVID it has been difficult but I do not think this has been readily available to the general public.	Comment noted. NVTa has been working on the CTP for two years and there have been ample opportunities over the course of those two years to provide comments on the elements of the Plan. Staff has presented at over 30 public events, in person and virtually, to solicit feedback from the public.	04/21/2021 - 10:10pm

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40	Philip Sales	Suggestion	In August 2020 the Vine Trail Coalition conducted counts of pedestrians and cyclists on SR 29 in Oakville (Parisi Traffic Engineering). We compared this data with data from our bike and pedestrian counter on the existing Vine Trail, three miles to the south. The results show that over eight times the number of cyclists and pedestrians were using the Vine Trail compared with the road shoulder of SR29. People feel safer on separated shared use paths.	Comment noted.	04/21/2021 - 10:58pm
41	Rob Bregoff	Question	Can this inset be moved up so not to block the eastern part of the county?	Yes, will address and move the inset.	04/22/2021 - 12:13pm
42	Rob Bregoff	Question	Wouldn't this and the following map be more informative if they were directional?	This would be useful to map but we felt it would not be as legible. The maps show the worst delay index between the northbound and southbound directions for each segment. Detailed segment measurements by direction and time period can be found in the delay index tech memo in the Appendix. See page 48 in the Appendix http://bit.ly/NVTACTPAppendix	04/22/2021 - 12:16pm
43	Maureen Trippe	Suggestion	Under the Economic Stability Goal: Truck travel time measured by historical truck speed -- this is wrong. Is this the same type of 85% percentile rule used for cars or is there a commercial percentile rule? The problem is that trucks need to go slower, not faster. There is plenty of construction downtown. Landscape trucks hauling open trailers speed through residential neighborhoods well beyond the 25 mph limit. It is wrong to allow these vehicles to travel at high speeds. Moving them faster is not the solution.	The Truck Travel Time Reliability Index is a measure of the variability or reliability of truck travel times along National Highway Network segments. The data set used does not include any data for truck travel on local streets.	04/23/2021 - 9:07pm
44	Rob Bregoffent. Select a bubble to view comments. 40NAPA	Question	Can you show transit service within 1/2 mile of households? What percentage of total jobs do these numbers represent?	Figure 11 shows isochrones (i.e. temporal reach) from the city centers. Transit service within 1/2 mile of households is more akin to the performance metric of percent households within 1/4 mile of a transit stop. A quarter mile is typically considered the distance most people will walk to a stop and the industry standard.	04/22/2021 - 12:25pm
45	Rob Bregoffent. Select a bubble to view comments. 40NAPA	Question	Can you add a job location density vs. transit coverage map?	This is essentially how the calculation was performed, the team overlaid a job density map over transit coverage. Such a map is shown in the jobs accessibility tech memo in the Appendix for Yountville. See page 69 in the Appendix http://bit.ly/NVTACTPAppendix	04/22/2021 - 12:29pm
46	Rob Bregoffent. Select a bubble to view comments. 40NAPA	Question	This map is confusing. What do bubbles represent? 60 minutes from where?	The information is detailed in on page 46 and 47. The color-coded legend on the map on page 47 describes what the map represents, which is the area you can reach within 60 minutes on transit from each of the city centers in Napa County.	04/22/2021 - 12:27pm
47	Philip Sales	Suggestion	There is already local data to support the construction of shared use paths and their impact on cycling and walking. In 2020 the Vine Trail increased use by 46%. Our bike and pedestrian counters counted over 522,000 uses in 2020.	Comment noted.	04/21/2021 - 11:03pm

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48	Philip Sales		The public agencies need to include Class I bike paths in their Pavement Condition Index calculations each year. Asphalt overlay and seal coats for bike paths need to be planned for in a proactive way.	NVTA is actively working with jurisdictions on this item.	04/21/2021 - 11:08pm
49	Rob Bregoffent. Select a bubble to view comments. 40NAPA	Question	Why are communities of concern not listed in American Canyon?	Refer to page 56, the City of American Canyon does not have any areas that meet the Communities of Concern threshold.	04/22/2021 - 5:21pm
50	Rob Bregoffent. Select a bubble to view comments. 40NAPA	Question	Doesn't Napa currently have on-demand transit for disabled and seniors?	Yes, NVTA current does have on-demand service (VineGo), which serves the disabled and it has on-demand service for everyone in American Canyon, Yountville, St Helena and Calistoga. I think these Project Examples are meant to extend the hours, and maybe make parts of the on-demand serve instituted in the City of Napa due to COVID permanent.	04/22/2021 - 5:34pm
51	Alex Crown	Suggestion	What about crossing guards, akin to the wine train?	Suggestion noted. Jurisdictional concern, will inform and work with the City of Napa.	03/26/2021 - 5:52pm
52	Rob Bregoffent. Select a bubble to view comments. 40NAPA	Question	Has making transit faster been studied, especially for congested areas? Allowing transit to skirt congestion would make it more attractive.	Yes, NVTA did an express bus study https://www.nvta.ca.gov/vine-transit-express-bus-corridor-study . It recommends things like bus queue jumps (allow a bus lane for buses to go ahead of cars at key intersections), transit signal priority and more direct routes.	04/22/2021 - 5:41pm
53	Rob Bregoffent. Select a bubble to view comments. 40NAPA	Suggestion	Consider purchasing low-floor transit vehicles in the future.	We are buying low floor vehicles depending on application - for instance, all of our new cut-always are low floor. They do work better on most routes but especially where sidewalks are located for even boarding and alighting. This is something to consider for express routes with minimal stops where curbs can be uniform, but does not work well on routes with many stops with varying curb heights or no curb at all.	04/22/2021 - 5:36pm
54	Rob Bregoffent. Select a bubble to view comments. 40NAPA	Suggestion	Improve the design on transit stops to provide shade, shelter, and seating. Additionally, transit riders appreciate having "next bus"-type arrival screens at major transit stops, as well as wayfinding maps.	NVTA has a stop plan which prioritizes the types of amenities at stops. Shelters are provided at areas with a concentration of vulnerable populations and overall use.	04/22/2021 - 5:33pm
55	Julia Orr	Question	Are there any plans to expand the availability of Vine Go and the routes to more rural areas of Napa County?	No current plans for expansion of VineGo beyond the current 3/4 of a miles around the fixed route system. Riders in more rural areas can get rides if they can get to the service area.	04/09/2021 - 11:58am
56	Rob Bregoffent. Select a bubble to view comments. 40NAPA		Make sure all intersections have crosswalks on all legs, and that there are median pedestrian refuge islands on wide streets.	Suggestion noted. Jurisdictional concern, will inform and work with the jurisdictions.	04/22/2021 - 5:30pm
57	Rob Bregoffent. Select a bubble to view comments. 40NAPA		Are the longer Vine routes based on origin-destination studies? There are no routes outside the county besides Fairfield, Vallejo, and El Cerrito Del Norte BART. What about routes to Sonoma and Novato SMART train?	There was a Route 25 to Sonoma Plaza until Dec. 2018, but the ridership was very low. In the express bus study https://www.nvta.ca.gov/vine-transit-express-bus-corridor-study (page 65) NVTA looked at going to Petaluma SMART station instead as a potential alternative.	04/22/2021 - 5:39pm
58	ENT	Suggestion	Visibility in the City of Napa is simply horrid! I lived in LA for most of my life and in that city cars are not allowed to park within 1.5 car spaces from an intersection. Here it seems that on every corner a big truck is parked right up the corners (even in cross walks). Cars - especially large ones - block visibility.	Suggestion noted. Jurisdictional concern, will inform and work with the City of Napa.	03/30/2021 - 7:09pm
59	Julia Orr	Question	Can you expand on your plans to expand transportation to hospitals? Are there any plans to expand your service to St Helena Hospital?	No plans to expand ADA service to St Helena Hospital at this time.	04/09/2021 - 11:56am
60	Julia Orr	Question	oh i just read you are so never mind!	No response needed, see above.	04/09/2021 - 12:02pm
61	ENT	Suggestion	People park in front of ADA corners ALL OF THE TIME. Enforcement is ZERO in my neighborhood (and probably others as well).	Suggestion noted. Jurisdictional concern, will inform and work with the jurisdictions.	03/30/2021 - 7:10pm
62	Rob Bregoffent. Select a bubble to view comments. 40NAPA	Question	Will Vine be running smaller vehicles on hospital routes until a need for full-sized buses is established?	The bus would used would probably be similar in size to the St. Helena shuttle (28ft). However, the size of the bus has a very minor impact on operating costs, the main operating cost is the driver, and that is the same no matter the bus size.	04/22/2021 - 5:54pm
63	Rob Bregoffent. Select a bubble to view comments. 40NAPA	Question	Will this route originate at an existing Vine stop in SH? Will arrivals/departures be coordinated to reduce rider wait times?	It could either leave from the St. Helena Post Office or be part of the service area of the current St. Helena shuttle	04/22/2021 - 5:48pm
64	Julia Orr	Question	How will you plan this service in terms of frequency? did you work with the medical facilities to determine need?	Fixed Route service frequency is a product a current ridership, changes in land use and demographics, and funding availability. ADA service is based on ride requests from eligible riders.	04/19/2021 - 10:01am

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65	Julia Orr	Question	Was the route to St Helena Hospital planned with statistics provided by the hospital? How are you planning the frequency of this service.	The prior service to the St Helena Hospital was on-demand. So riders could request rides Monday through Saturday during St Helena Shuttle hours which were approximately 7am to 7pm.	04/19/2021 - 10:00am
66	Rob Bregoffent. Select a bubble to view comments. 40NAPA		Couldn't this route terminate at the SR SMART depot after stopping at hospitals? Wouldn't this work as a general transit route from SR to Calistoga? Can Vine routes be coordinated for departures and arrivals to make these more viable?	That's an option, further study would be necessary former Vine routes that went to Santa Rosa (Route 11 in 2009) had very low ridership and more recent attempts by the private sector to offer bus service between theses two cities was unsuccessful. There does not seem to be one area in Santa Rose that is major ride generator. Yes, the route schedules can be coordinated.	04/22/2021 - 5:51pm
67	Rob Bregoffent. Select a bubble to view comments. 40NAPA	Suggestion	Hospitality should be included in this list	Hospitality is included in the Accommodation and Food Services sector.	04/22/2021 - 5:55pm
68	Rob Bregoffent. Select a bubble to view comments. 40NAPA	Suggestion	Previous paragraph: "Nearly half" and here "40%" of labor force. Please be consistent and specific.	Previous paragraph states that agriculture, wine, and tourism (3 sectors) account for almost 50%. This paragraph states that wine and tourism (2 sectors) account for nearly 40% so the two statements are not inconsistent. Propose revising second statement to, "The wine and tourism industries alone account for...".	04/22/2021 - 5:58pm
69	Rob Bregoffent. Select a bubble to view comments. 40NAPA	Suggestion	Please cite year and data source, trends.	Data source is cited in the footnote.	04/22/2021 - 6:01pm
70	Rob Bregoffent. Select a bubble to view comments. 40NAPA		Nevermind. Saw the footnote	No response needed, see above.	04/22/2021 - 6:02pm
71	Rob Bregoffent. Select a bubble to view comments. 40NAPA	Suggestion	move the footnote # to the end of the paragraph.	Suggestion noted. Will modify.	04/22/2021 - 6:03pm
72	Kate Miller	Suggestion	Page 68 - "education" and health services	Suggestion noted. Will modify.	04/08/2021 - 8:17am
73	Kate Miller	Suggestion	Page 68 "Farming" instead of Total Farm	Suggestion noted. Will modify.	04/08/2021 - 8:19am
74	ENT	Suggestion	I would love for there to be some way to get to Bel Aire Plaza on bike or foot but the intersections up there are so dangerous - even if you are in a cross walk and you have the right of way, you that drivers would drive right through you if they could.	Suggestion noted. Jurisdictional concern, will inform and work with the City of Napa.	03/30/2021 - 7:16pm
75	Rob Bregoffent. Select a bubble to view comments. 40NAPA	Suggestion	Agree. Why do planned bike lanes stop at Jefferson? Bike network would be more effective if the lanes reached Trancas Park and Ride, and the Vine Trail.	Suggestion noted. Jurisdictional concern, will inform and work with the City of Napa.	04/22/2021 - 6:53pm
76	Rob Bregoffent. Select a bubble to view comments. 40NAPA	Suggestion	Map isn't useful. A map of northern California would be more informative. Tourism trips from other cities, especially SF and Oak/Berk, would be helpful.	The purpose of this map is to show the reach of the Napa Valley tourism across the country. Detailed tourism information and maps can be found in NVTa's Travel Behavior Study: https://www.nvta.ca.gov/travel-behavior-study	04/22/2021 - 6:57pm
77	Maureen Trippe	Question	When was the 6% work from home estimate created (pre-or-post pandemic)?	This figure was pre-pandemic. To maintain data consistency and avoid multi-year data collection, most data sources in the plan are from 2018.	04/23/2021 - 9:21pm
78	Alex Crown	Suggestion	I'd say trips of up to 4 miles (each way) are candidates for conversion to bicycle. Hills impact one's willingness to ride as does prevailing wind speeds and direction, yet our entire city is easily accessed via bike. Unless one is using highway 29, the increased amount of time taken to bike to a destination can be marginal and often negated due to better roadway accessibility.	Comment noted.	03/26/2021 - 6:19pm
79	Rob Bregoffent. Select a bubble to view comments. 40NAPA	Suggestion	Electric-assist bicycles are a rapidly growing bicycle market share and can increase the bike-commute shed size. This is worth consideration in bike planning.	Noted-Once a lower-stress network of facilities can be built, and funding programs or incentives to assist with purchases of e-bikes, e-biking as a commute option may become more feasible.	04/22/2021 - 7:02pm
80	Philip Sales	Suggestion	People prefer Class I shared use paths. In August 2020, the Vine Trail Coalition contracted with Parisi Traffic Engineering to conduct counts of pedestrians and cyclists on SR 29 in Oakville just south of the Oakville Grade. This section of SR29 has wide shoulders. We compared this data with data from the bike and pedestrian counter on the existing Vine Trail, three miles to the south. The results show that over eight times the number of cyclists and pedestrians were using the Vine Trail compared with the road shoulder of SR29.	Comment noted.	04/23/2021 - 4:38pm

Countywide Transportation Plan Comment Response Matrix

81	Rob Bregoffent. Select a bubble to view comments. 40NAPA	Suggestion	A robust on-line ridesharing/carpooling program could allow commuters to used the unused capacity inside cars. It's much more efficient and greener than expanding roadway capacity for SOVs	NVTA's Vcommute program is exactly that. Visit Vcommute.org to learn more	04/22/2021 - 7:11pm
82	Rob Bregoffent. Select a bubble to view comments. 40NAPA	Question	Why isn't parking availability and pricing included in this TDM?	Suggestion noted. Jurisdictional concern, will inform and work with the jurisdictions.	04/22/2021 - 7:09pm
83	Rob Bregoffent. Select a bubble to view comments. 40NAPA	Suggestion	Any expansion of SR 29 that isn't dedicated bus/HOV lanes will increase corridor VMT. It would greatly reduce travel time if express buses from upvalley aren't forced to stop at the Napa Transit Center.	Comment noted. A Park and Ride lot at the interchange of SR-29 and Imola Avenue in the City of Napa is under development to have express buses bypass the Soscol Gateway Transit Center. Also, tolling on constrained highways is not likely and NVTA is working with other transit operators and MTC on bus shoulder running and increasing transit funding to make transit more convenient for longer commutes.	04/22/2021 - 7:18pm
84	Maureen Trippe	Question	Is NVTA working actively with Vision Zero? To what extent? What are the goals and expected outcomes?	Page 107-110 explains Vision Zero and actions needed to implement. NVTA will work with jurisdictions to develop a countywide Vision Zero plan. The goal is to reduce severe injuries and fatalities on all roadways to zero using safe systems approach strategies.	04/23/2021 - 9:12pm
85	Alex Crown	Suggestion	Survival is a low bar. What about lifelong consequences incurred by the pedestrian/cyclist surviving the collision?	NVTA will work with jurisdictions to develop a Countywide Vision Zero Plan. The goal is to reduce severe injuries and fatalities on all roadways to zero using safe systems approach strategies. These concerns will be studied in the Vision Zero Plan.	03/26/2021 - 7:03pm
86	Rob Bregoffent. Select a bubble to view comments. 40NAPA	Suggestion	Don't skip mentioning PM, which have known health detriments. Exposure to PM is an equity issue since people of color are more likely to live nearer to highways and freeways which are major PM contributors. Diesel Trucks are the other major PM source.	Comment noted. Particulate Matter (PM) is noted on page 112.	04/22/2021 - 7:32pm
87	Rob Bregoffent. Select a bubble to view comments. 40NAPA	Question	Equity issues are not interchangeable with disability issues. These should be addressed as 2 distinct issues. How does the author of this document not know this?	Comment noted. This figure came from the analysis conducted on project submitted by the jurisdictions.	04/22/2021 - 7:44pm
88	Rob Bregoffent. Select a bubble to view comments. 40NAPA	Question	Won't bike/ped facilities be included in this project?	Bicycle and pedestrian projects are listed starting on page 132.	04/22/2021 - 7:47pm
89	Ken DeJarnette/Jeni Kandel	Suggestion	No. 34: This proposed extension has been on the plan since 1998 and should be removed. If the issue is to improve traffic flow on California as was suggested in 2007, the benefit provided by the extension seems tenuous (as is indicated by the project ratings in the document). Improvements on California like the new traffic circles and the access to Hwy 29 for through traffic from Trancas (where California ends) to First Street and beyond seem more than adequate. Plus, the Solano extension would need to be substantially rethought. Pushing more through traffic onto Solano would cause its own set of traffic flow issues, including impeding the heavily used Lincoln/Solano on-ramp to South Hwy 29. Lastly, the Solano extension is also not the most efficient way to address bike routes given it would be far more cost effective to improve the existing route from Coffield Avenue across the Napa Creek to First Street. Also, the cost estimate is woefully inadequate. In the draft Napa plan it is estimated to cost \$7+ million (versus \$3.5 million in this plan), both of which are underestimating the cost (just the eminent domain cost are between \$4-\$5 million based on today's market). Absent a compelling reason that can be articulated to us, which hasn't been done, we think it's time to remove the proposed extension.	Suggestion noted. Jurisdictions select projects submitted to the plan. NVTA will inform the City of Napa.	04/06/2021 - 3:32pm
90	Rob Bregoffent. Select a bubble to view comments. 40NAPA	Question	Ditto Roundabout. Roundabout would be safer style of intersection.	Suggestion noted. Jurisdictions select projects submitted to the plan. NVTA will inform the City of Calistoga.	04/22/2021 - 7:53pm
91	Rob Bregoffent. Select a bubble to view comments. 40NAPA	Question	Roundabout considered?	Suggestion noted. Jurisdictions select projects submitted to the plan. NVTA will inform the City of Calistoga.	04/22/2021 - 7:53pm

Countywide Transportation Plan Comment Response Matrix

92	Rob Bregoffent. Select a bubble to view comments. 40NAPA	Question	was a roundabout study conducted for this intersection?	Suggestion noted. Jurisdictions select projects submitted to the plan. NVTa will inform the City of Calistoga.	04/22/2021 - 7:52pm
93	Rob Bregoffent. Select a bubble to view comments. 40NAPA	Question	Will historic Stone bridge walls be preserved?	This is project-specific question that will be addressed when the project scope is developed, however while it is always the objective to preserve historical structures, it is frequently not possible or feasible to do so.	04/22/2021 - 8:01pm
94	Maureen Trippe	Suggestion	There is data that proves speeding is increased when roads are wide. Narrow streets slow things down. I'm disappointed to see suggestions to widen Soscol to 6 lanes between Magnolia and Silverado trails.	Suggestion noted. Jurisdictions select projects submitted to the plan. NVTa will inform the City of Napa. The plan includes a Vision Zero goal and traffic calming is part of that effort. Specific traffic calming will be part of a Vision Zero plan to be completed over the next few years.	04/23/2021 - 9:05pm
95	ENT	Suggestion	I'm disappointed that there are no suggestions for calming traffic on Old Sonoma Road (right now it's like freeway lanes but on a residential street with very poor visibility).	Suggestion noted. Jurisdictional concern, will inform and work with the City of Napa. The plan includes a Vision Zero goal and traffic calming is part of that effort. Specific traffic calming will be part of a Vision Zero plan to be completed over the next few years.	03/30/2021 - 7:26pm
96	ENT	Suggestion	How about sound walls? Especially from First Street to Imola.	Suggestion noted. The plan is to address overall transportation vision in Napa and sound walls are more related to neighborhood improvements. However, NVTa will inform and actively work with the City of Napa and Caltrans to pursue this improvement.	03/30/2021 - 7:24pm
97	Maureen Trippe	Suggestion	I would insist that the neighbors in the Fuller Park area be invited to a discussion about any proposals to new signals along Jefferson at Laurel and Jefferson and Old Sonoma Road. Both Jefferson and Old Sonoma Road are speedways and they have been commonly cited as safety concerns by residents.	Suggestion noted. Jurisdictional concern, jurisdictions select projects submitted to the plan. NVTa will inform and work with the City of Napa	04/23/2021 - 9:06pm
98	Rob Bregoffent. Select a bubble to view comments. 40NAPA	Question	How will this improve equity and sustainability? What sort of bike lanes will fit? This is capacity expansion, which will increase VMT	One of the objectives under the Equity goal is to provide affordable transportation solutions to ensure access to jobs, education, goods and services for all members of the community.	04/22/2021 - 8:06pm
99	Philip Sales	Suggestion	The Vine Trail project needs to be split into three distinct projects. 1. American Canyon to Napa 2. Yountville to St Helena 3. St Helena	The purpose of listing projects in the Plan is to ensure project can be eligible to receive federal funding once a project is ready for construction. Project details and scope will be developed as each project is ready for construction.	04/23/2021 - 5:13pm
100	Philip Sales	Suggestion	The underpass project was not recommended by the City of Napa BPAC to be included in the Bicycle Plan update, for cost and practicality. An alternative solution is an at grade crossing with refuge islands crosswalk and improved signalization.	Suggestion noted. Jurisdictional concern, will inform and work with the City of Napa	04/23/2021 - 5:09pm
101	Rob Bregoffent. Select a bubble to view comments. 40NAPA		ICE requires a roundabout analysis for intersection construction. What plans to protect bikes/peds from ramp-style interchange features?	Intersections on State Highways require ICE analysis, which does evaluates design safety for all modes, including bicycles and pedestrians. However, these questions are more appropriately addressed as part of project specific planning efforts.	04/22/2021 - 8:10pm
102	Philip Sales	Suggestion	This description is too vague. There are three distinct sections of the Vine Trail that need to be enumerated and not lumped together.	The purpose of listing projects in the Plan is to ensure project can be eligible to receive federal funding once a project is ready for construction. Project details and scope will be developed as each project is ready for construction.	04/21/2021 - 11:12pm
103	Philip Sales	Suggestion	There needs to be a paragraph recognizing the role of philanthropy and the support of the Vintners and Visit Napa Valley. Napa Valley Vine Trail Coalition has raised over \$12 million through philanthropy in pledges and funding to plan and construct the Vine Trail. This is not a small amount of money and should be recognized as part of Napa County's local effort.	The purpose of the Countywide Transportation Plan is to focus on the transportation future of all transportation modes in Napa County. The CTP does not focus on the specific efforts or details of any particular project, but rather looks toward the future. The funding section focuses on funding sources based on known fund distribution formulas which allows NVTa to forecast revenues. Since philanthropic funding is variable and unknown, it is not included in the forecasting of this plan.	04/23/2021 - 5:18pm

Date	Group/Location	Subject
May 15 2019	Board	CTP Work Authorization
July 7 2019	Board	Goals and Performance Measures
July 11 2019	TAC	Goals and Performance Measures
July 24 2019	CAC	Goals and Performance Measures
September 5 2019	TAC	Goals and Performance Measures
September 18 2019	Board	CTP Kick-off at Transportation Summit
October 3 2019	TAC	Goals and Performance Measures
October 16 2019	Napa Farmers Market	Public Feedback on Needs, Goals and Performance
October 23 2019	Board	Goals and Objectives
November 7 2019	TAC	Project List
November 21 2019	Board Ad-hoc	Goals and Objectives
December 11 2019	American Canyon Senior Center	Public Feedback on Needs, Goals and Performance Measures
December 17 2019	American Canyon Boys & Girls Club	Public Feedback on Needs, Goals and Performance Measures
December 19 2010	Up Valley Family Center	Public Feedback on Needs, Goals and Performance Measures
January 8 2020	CAC	Goals and Objectives
January 9 2020	TAC	Goals and Objectives
January 13 2020	City of Napa Senior Center	Public Feedback on Needs, Goals and Performance Measures
January 15 2020	Board	Establishing Goals, Objectives and Performance Measures
January 16 2020	St. Helena Carnegie Building	Public Feedback on Needs, Goals and Performance Measures
March 4 2020	CAC	Project List, Project Evaluation Criteria, Goals and Objectives, Performance Measures
March 5 2020	TAC	Project Evaluation Criteria and Project List
May 7 2020	TAC Working Group	Performance Measures and Baseline Data
June 4 2020	TAC	Performance Measures- Establishing Baseline Data and Targets-Recommendation to the Board
June 17 2020	Board	Performance Measures- Establishing Baseline Data and Targets
November 4 2020	CAC	Performance Measures- Establishing Baseline Data and Targets
November 5 2020	TAC	Project Evaluation
December 3 2020	TAC	Scenario Modeling
January 7 2021	TAC	Scenario Modeling
March 4 2021	TAC	CTP Public Draft Release- Recommendation to the Board
March 17 2021	Board	CTP Public Draft Release
April 7 2021	Virtual Public Event	CTP Public Draft
April 8 2021	Virtual Public Event	CTP Public Draft
May 5 2021	CAC	CTP Public Draft and Outreach Summary
May 6 2021	TAC	Recommendation for Adoption of Final Plan and Outreach Summary



April 24, 2021

Alberto Esqueda
625 Burnell Street
Napa, CA 94559

Re: NVTa Countywide Transportation Plan: Advancing Mobility 2045

Dear Mr. Esqueda,

The Napa County Bicycle Coalition represents over 2,000 members and supporters throughout Napa County in advocating to make riding a bicycle in our communities safe, convenient, and accessible for riders of all ages and abilities. For over 12 years, the Napa County Bicycle Coalition has worked with local organizations, businesses, elected officials, and the public to align our transportation infrastructure with the needs of cyclists and other active transportation users. In recent years, our focus has expanded to include active transportation issues more broadly, and in particular a focus on ensuring that every child in Napa County can walk or bike to school safely.

We first want to express our appreciation to you and NVTa staff for all of your efforts on this project. We fully recognize that NVTa has little control over the projects that local agencies submit for inclusion in the Plan, and that many of the shortcomings in the Plan are a direct result of our local cities pushing forward auto-dominated projects that may have been considered prudent 20 or 30 years ago, but which would only serve to promote further dependence on single occupancy vehicle trips, exacerbate impacts on climate and the environment, and pay lip service to the safety needs of those who walk and bike.

For the purposes of this letter, we have limited our comments on the overall Goals and Metrics of the Plan. We will provide comments to jurisdictions directly, and copy NVTa staff, regarding specific projects.



Goals Graphic (page 3) – We request the following changes to the graphic:

- Goal #1 – Amend to read, “Serve the transportation needs of the entire community regardless of age, income, ability, or mode of travel,” to support
- Goal #2 – Amend to read, “Eliminate serious injuries and fatalities for all users,” to more accurately reflect Vision Zero objectives and framing.
- Goal #3 – We are confused by the name of this goal, “Use taxpayer dollars efficiently,” particularly when roadway widening or capacity projects are some of the least efficient uses of taxpayer dollars in the transportation industry. In

numerous locations in the Plan, this goal is identified as “Congestion Relief” which is more accurate.



- *Equity* – We wholeheartedly support inclusion of Equity as a key lens for project evaluation and analysis, but are concerned that the only measure relates to low-income household proximity to transit stops. The equity issues inherent in our transportation system are far more complex and systemic. We would like to see additional metrics that consider other "transportation equity" metrics, potentially including build-out of bicycle and pedestrian facilities included in existing Plans, or % of project dollars spent within CoC or DACs.

We are also concerned that using the current target, Napa County could be viewed as achieving transportation equity simply by relocating or installing new bus stops. Unfortunately, too many existing bus stops are unsafe and inaccessible for prospective riders. Dozens of bus stops throughout our cities lack even basic infrastructure such as sidewalks, shade trees, seating, and trash receptacles. In a plan that calls for over \$200,000,000 in new transit improvements, access to and minimum standards for transit stops must be considered as a key metric of success.



- *Safety* – Adoption of a comprehensive countywide Vision Zero program will be a critical component to achieving the goal of eliminating serious injuries and fatalities by 2045. We are concerned that this metric, under the timeline of the plan, will mean that precious few dollars will be invested in addressing the high injury network in each jurisdiction in the coming decade.



- *Sustainability* – We oppose in the strongest possible terms any change to the Countywide goal for walking and biking mode share. The adopted 2019 Countywide Bicycle Plan has a bicycle mode share goal of 10% of all trips by 2035. The Napa County Pedestrian Plan identifies an existing 9% pedestrian mode share based on 2015 analysis (see p8). Backsliding on targets in existing plans is simply unacceptable. The Advancing Mobility 2045 Plan must establish an aggressive yet achievable active transportation mode share target, and we believe that 25% by 2045 is an appropriate goal. We also believe that a separate Transit mode share of 10% by 2045 would be appropriate, resulting in an overall alternative transportation share of more than 1/3 of all trips by that date.




Maintenance & Preservation – We support the goal of improving the countywide Pavement Condition Index, but also recognize that the current platform, StreetSaver, does not provide a comprehensive picture of the quality of our transportation network. To that end, we request that the following changes be made to the metrics for this goal:

- Include PCI-equivalent analysis for all Class I multi-use pathways throughout the County in overall PCI ratings, and prioritize improvements accordingly. There are

several popular Class I facilities that have been in significant disrepair or closed to the public for many years (Napa River Trail north of Lincoln, and Oxbow Trail behind Copia), conditions which would not be permitted to continue for an automobile roadway.



- Maintenance and Preservation analysis should also include our existing and planned network of sidewalks, which all jurisdictions acknowledge are significantly under-funded, but which are largely absent from the projects included in this Plan. The City of Napa has previously stated that sidewalk maintenance has a roughly 20 year backlog of work. Metrics such as number of trip/fall hazards per mile of sidewalk, linear feet of sidewalk gap, and number of non-compliant ADA ramps and curb cuts could be used to quantify maintenance and preservation of these facilities.

While we will be providing specific project-level comments to local jurisdictions, we do wish to share our high-level concerns regarding project categorization and evaluation criteria. In reviewing the Project List, we are concerned that many of the projects listed as "multimodal"  are almost exclusively auto-oriented projects, and should be re-categorized as such, or a specific threshold (eg: 25% of project cost) should be required for a project to be considered in this category. We have similar concerns regarding how the Equity, Sustainability, and Safety criteria were evaluated.

Based on a preliminary review, we identified more than 20 projects which are listed as "multimodal," but which absent confirmation from local agencies regarding bike/ped/transit components, would accurately be described as auto-centric. The projects identified total more than \$65 million in estimated project costs. As noted above, we will provide jurisdictions with specific comments on projects in a separate letter.

Should you have any questions about any of the listed recommendations, please contact me directly at (707) 258-6318 or email pband@napabike.org. Thank you for your time and consideration.

Sincerely,

A handwritten signature in black ink, appearing to read 'P. Band'.

Patrick Band
Executive Director, Napa County Bicycle Coalition

Esqueda, Alberto

From: Esqueda, Alberto
Sent: Tuesday, May 11, 2021 3:50 PM
To: Patrick Band
Subject: RE: CTP Comments

Hi Patrick,

Thank you for your interest in the CTP and taking the time to review and comment. Below are responses to your comments, I look forward to working with the NCBC to integrate your comments in the upcoming CTP.

The comments regarding the equity and goals are well received; however, the Board adopted the goals well over a year ago after seeking significant input from NVTA committees and members of the public. Altering the goals at this juncture would require significant work as the goals are the foundation for establishing the plan metrics and targets. Changing language to the goals, metrics, and targets would trigger larger domino effect both for how projects were evaluated, but also influence many other aspects of the plan itself. Time and resource constraints limit staff from accomplishing the amount of work that this would require at this point in the CTP development. That said, staff will keep these concepts in mind when presenting proposed goals to the board in future CTPs.

Safety:

NVTA understands the critical nature of safety and plans to establish a separate coordinated effort with the jurisdictions, Caltrans, and law enforcement, to develop a Vision Zero plan to increase awareness and eliminate transportation related fatalities in Napa County.

Sustainability:

NVTA acknowledges that the Countywide Bike Plan has a goal to reach 10% of *all* trips made by bicycle by 2035. The CTP has a goal to reach 10% *commute* trips made by bike or walking by 2045. Commute trips tend to be longer and therefore more difficult to achieve. NVTA continues to support a 10% bike mode share shift of *all* trips by 2035 and the CTP goal and therefore, does not contradict the Countywide Bike Plan.

Maintenance and Preservation:

NVTA agrees with the comment that having a PCI for Class I paths is a good idea; however, a survey would need to be administered to assess the facilities condition. This task would require a concerted effort in coordination with the jurisdictions and financial resources.

Project mode categorization:

Many multi-modal projects include on-system bike/pedestrian improvements which is why they are classified as multi-modal. However, NVTA is open to discuss with jurisdictions setting a threshold percentage of bicycle, pedestrian and transit elements in a project that would then deem a project "multi-modal." Time and resource constraints limit staff from accomplishing the amount of work that this would require at this point in the CTP development. However, staff will keep these comments in mind when developing project evaluation criteria for the next CTP.

Feel free to contact me to discuss further.

Best regards,
Alberto Esqueda
Senior Planner



NAPA VALLEY TRANSPORTATION AUTHORITY

625 Burnell Street, Napa, CA 94559

T: 707.259.5976

F: 707.259.8638

E: aesqueda@nvta.ca.gov

nvta.ca.gov | vinetransit.com

From: Patrick Band <pband@napabike.org>

Sent: Friday, April 30, 2021 8:43 AM

To: Esqueda, Alberto <aesqueda@nvta.ca.gov>

Subject: Re: CTP Comments

[External Email - Use Caution]

Alberto -

See attached.

--

Patrick Band

Executive Director, Napa County Bicycle Coalition

C: (707) 319-1538

www.NapaBike.org



[Pledge to ride your bike during Bike Month!](#)



Esqueda, Alberto

From: Esqueda, Alberto
Sent: Tuesday, May 11, 2021 4:09 PM
To: Philip Sales
Cc: chuck_vineyard29; Miller, Kate
Subject: RE: Comments on the Countywide Transportation Plan Update
Attachments: CTP Public Comment Response Matrix.pdf

Hi Philip,

Thank you for taking the time to review the CTP and for summarizing your online comments in a letter. NVTA has replied to your comments in the attached response matrix along with all other comments received online.

Best regards,
Alberto Esqueda
Senior Planner



NAPA VALLEY TRANSPORTATION AUTHORITY

625 Burnell Street, Napa, CA 94559

T: 707.259.5976

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E: aesqueda@nvta.ca.gov

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From: Philip Sales <psales@vinetrail.org>
Sent: Friday, April 23, 2021 9:28 PM
To: Esqueda, Alberto <aesqueda@nvta.ca.gov>
Cc: chuck_vineyard29 <chuck@vineyard29.com>; Miller, Kate <kmiller@nvta.ca.gov>
Subject: Comments on the Countywide Transportation Plan Update

[External Email - Use Caution]

Alberto

I have made comments on the on line document and I attach a letter summarizing my comments.

PHILIP SALES

Executive Director

NAPA VALLEY VINE TRAIL COALITION

707.252.3547 x200

OFFICE HOURS:

Monday-Thursday, 9am-5pm



Chuck McMinn
Board President

April 23, 2021

Philip Sales
Executive Director

Alberto Esqueda
Senior Planner

Nancy Tennyson
Operations Manager

Napa Valley Transportation Authority
625 Burnell Way
Napa CA 94559

Marion Johnson
Operations Assistant

Ref: Comments on Countywide Transportation Plan

**NAPA VALLEY VINE TRAIL COALITION
BOARD MEMBER ORGANIZATIONS**

LAND INTEREST GROUPS

Napa Valley Vintners (co-founder)
Napa Valley Grapegrowers (co-founder)
Land Trust of Napa County (co-founder)
Napa County Farm Bureau
Winegrowers of Napa County

PUBLIC AGENCIES

Napa Valley Transportation
Authority (NVTa)
City of Vallejo/Solano County
NVTa/TAC Public Works Planners
Active Transportation Advisory
Committees of Napa County (ATAC)
Napa County Regional Park &
Open Space District
California Department of Fish & Wildlife
Napa County Law Enforcement
Napa County Sheriff's Department
City of Napa Police Department
California Highway Patrol
Napa Valley College
Caltrans District 4

ECONOMIC INTEREST GROUPS

Visit Napa Valley
Napa Valley Chambers of Commerce
Calistoga Vitality Group
Cycling Businesses of Napa Valley
North Bay Realtors/Napa Group

ENVIRONMENTAL INTEREST GROUPS

Sierra Club Napa Group
Sustainable Napa County
Friends of the Napa River

**CULTURAL & COMMUNITY
INTEREST GROUPS**

Napa County Bicycle Coalition
Health, Wellness & Medical Coalition
Youth Development/Safety Education
Runners of Napa Valley
Rotary Clubs of Napa Valley
Arts Council Napa Valley

Dear Alberto:

Thank you for the work in the updating of the Countywide Plan and I do not envy you your task.

However, I feel a great opportunity has been missed here. Napa is unique in that there is a non-profit organization willing to share the burden of building the main spine of the Active Transportation Network. It is a success story with measurable results.

As I read the Draft Plan, I was struck by the fact that this is not mentioned or even acknowledged. Over the past seven years we have assisted you and your staff as well as Solano Transportation Authority in writing and securing matching funds to leverage almost \$18 million in state and federal funding,

The Vine Trail is already paying significant dividends with real data collected over the past four years and yet none of this data, shared with NVTa staff who have access to the Eco-counter data, is included or analyzed. The use of the Vine Trail at over 522,000 trips last year is testimony to the value of a Class I trail connecting communities.

The Vine Trail (project 61) is referred to as a single project but ignores the fact that at its completion, every other bike path, sidewalk and protected bike lane will be connected to an Active Transportation infrastructure which will serve all valley residents and visitors of the entire Napa Valley. Based on data from our automatic bike and pedestrian counters which have been counting users since January 2017, the Vine Trail is the most cost-effective means to create a mode shift that would take years with alternatives.

I appreciated you and staff reviewing the ranking of the Vine Trail against the Plan Goals, but in the final Draft, the recommendations fall short.

Below is a list of my comments:

Greenhouse gas emissions (page 5)

Data already exists to quantify the benefits of a mode shift to cycling and walking. The 2015 Active Transportation Program grant application required the Vine Trail to use a Caltrans Cost/Benefit calculator which provided expected savings from the project. Although this "calculator" was for a specific section of the Vine Trail, using it for the entire project shows that the Vine Trail will reduce gasoline consumption by 74,127 gallons/year and reduce greenhouse gases by 738 tons/year. This in 2016 dollars was \$263,000/annually.

Vehicle Miles Travelled (page 5)

In 2020, the Napa Valley Vine Trail in 2020 recorded over 522,000 annual trips, equivalent to an average of 5% of the annual single occupancy vehicle traffic in the Soscol Avenue and SR29 corridor.

The Draft Plan projects VINE ridership as a potential for reductions in VMT, but nothing is discussed regarding the benefit of the Vine Trail.

Health and Safety (page 11)

The completion of the Vine Trail will create safe opportunities for walking and cycling.

Travel Forecasting (page 15)

The completion of the Vine Trail will create increased opportunities for walking and cycling. It is projected in the Greenway Study that usership will exceed 3 million annually.

Since the Vine Trail has exceeded over 522,000 in 2020, it is clearly on its way. Completion of the Vine Trail should be a specific priority.

Challenges and Opportunities (page 20)

There is a difference between leisure and health. With gyms and parks closed during COVID, the Vine Trail became the de facto workout place for many people with an increased use of 46% in one year.

Trail sign photo (page 21)

The Vine Trail has better directional sign examples.

Safety (page 37)

Cyclists and walkers prefer the Class 1 shared use path. An example is cited on my note on page 97.

Share of Active Transportation for Commute Trips (page 50)

There is already local data to support the construction of shared use paths and their impact on cycling and walking.

In 2020 the Vine Trail increased use by 46%. Our bike and pedestrian counters counted over 522,000 uses in 2020.

Maintenance Pavement Condition Index. (page 54)

The public works departments of all agencies need to include Class I bike paths in their Pavement Condition Index calculations each year. Asphalt overlay and seal coats for bike paths need to be planned for in a proactive way.

Proposed Facilities (page 97)

Cyclists and pedestrians prefer Class I shared use paths. In August 2020, the Vine Trail Coalition contracted with Parisi Traffic Engineering to conduct counts of pedestrians and cyclists on SR 29 in Oakville just south of the Oakville Grade. This section of SR29 has wide shoulders. We compared this data with data from the bike and pedestrian counter on the existing Vine Trail, three miles to the south. The results show that over eight times the number of cyclists and pedestrians were using the Vine Trail compared with the road shoulder of SR29.

Proposed Facilities (page 98)

The Vine Trail is the main spine of the alternative transportation network connecting all the cities and town in Napa County as well as Vallejo. It is important that completing the Vine Trail be a priority so that feeder shared use paths and other bike and ped infrastructure can connect to it.

Projects (page 135)

- Project 57. The underpass project was not recommended by the City of Napa BPAC to be included in the Bicycle Plan update, for cost and practicality. An alternative solution is an “at grade” crossing with refuge island crosswalks and improved signalization. I pointed this out in an earlier email and to my knowledge the BPAC has not reversed its decision.
- Project 61. Future phases of the Vine Trail project need to be split into three distinct projects.
 1. American Canyon to Napa
 2. Yountville to St Helena
 3. St Helena

Impact of Bicycle and Pedestrian Projects (page 139)

This description of the Vine Trail is too vague. There are three distinct separate sections of the Vine Trail that need to be enumerated and not lumped together.

Funding (page 150)

There needs to be a paragraph recognizing the role of local philanthropy and the support of the Vintners and Visit Napa Valley. Napa Valley Vine Trail Coalition has raised over \$12 million through philanthropy in pledges and funding to plan and construct the Vine Trail. This is not an insignificant sum and needs to be recognized as part of Napa County's local effort.

In closing, I would like to point out that it was difficult to find the Draft Plan online to make comments. When you type in “Countywide Transportation Plan” in the NVTa website you are only directed to the existing plan. As I was going through this document, I do not see many other contributors which I think reflects that.

Thank you for the opportunity to comment.



Philip Sales
Executive Director

cc Kate Miller. Executive Director, NVTa
Chuck McMinn, President NVVTC,



NAPA VALLEY TRANSPORTATION AUTHORITY COVER MEMO

SUBJECT

Federal and State Legislative Update

STAFF RECOMMENDATION

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

EXECUTIVE SUMMARY

The memos attached will provide the Board with federal and state legislative updates.

The federal report provides updates about proposed Clean Transit for America Plan, and the Transportation Security Administration's extension of the federal mask requirement on public transit.

The State Legislative memo reports on the gubernatorial recall election, the state revenues and budget surplus and the Senate and Assembly Democrats' budget priorities.

FISCAL IMPACT

None



May 19, 2021

NVTA Agenda Item 11.3

Continued From: New

Action Requested: **APPROVAL**

NAPA VALLEY TRANSPORTATION AUTHORITY

Board Agenda Memo

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

RECOMMENDATION

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

EXECUTIVE SUMMARY

Federal Update:

On May 4th, Senate Majority Leader Chuck Schumer and Chairman of the Senate Committee on Banking, Housing and Urban Affairs Sherrod Brown released the Clean Transit for America plan which would provide \$73 billion to transition public transit systems to zero-emission. The funding would replace 70,000 public transit buses and 85,000 cutaway vehicles and vans. The plan would prioritize funding to areas with the worst air quality.

The Transportation Security Administration extended the federal face mask requirement for transportation networks, including public transportation systems through September 13th. The initial face mask requirement went into effect on February 1, 2021 with an expiration date of May 11, 2021.

State Update:

Attached is the State legislative update (Attachment 1) and the State Bill Matrix (Attachment 2) recommending three bills for board action:

- AB 703 (Rubio, Blanca D) would allow local agencies to use teleconference services to hold legislative meetings at any time. The local agency must allow members of the public to observe the meeting and address the agency. The agency must have procedures in place for receiving and swiftly resolving requests for reasonable accommodation under the federal Americans with Disabilities Act. Staff recommends that the Board take a **watch** position on this bill.
- AB 1401 (Friedman D) would prohibit local governments from imposing or enforcing a minimum automobile parking requirement for residential, commercial, and other developments if the parcel is located within one-half mile walking distance of either a high-quality transit corridor or a major transit stop as defined in the bill. Staff recommends that the board take a **watch** position on this bill.
- SB 274 (Wieckowski D) would require local agencies that have websites to email a copy of, or provide a link to, the agenda packet if requested by an individual. SB 274 also provides that if the local agency determines it is not technologically feasible to email a copy of, or provide a link to the agenda packet, the local agency must mail a copy of the agenda, or send a link to the agenda, and mail all other documents. Staff recommends that the board take a **watch** position on this bill.

PROCEDURAL REQUIREMENTS

1. Staff Report
2. Public Comments

FISCAL IMPACT

Is there a Fiscal Impact? No

ATTACHMENTS

- (1) May 3, 2021 State Legislative Update (Platinum Advisors)
- (2) May 3, 2021 State Budget Update (Platinum Advisors)



May 3, 2021

TO: Kate Miller, Executive Director
Napa Valley Transportation Authority

FR: Steve Wallauch
Platinum Advisors

RE: Legislative Update

First Deadline: April 30th was the deadline for policy committees to approve all bills with a fiscal impact, which covers most bills. Overall, both houses escaped unscathed by the COVID hearing restrictions, and were able to hear and act on bills set for hearing. There was no significant reduction in the volume of bills moving forward.

Over the next few weeks focus will shift to the fiscal committees and budget subcommittee actions. With the release of the May Revise less than two-weeks away, budget subcommittees are gearing up to revisit and close-out any open items in anticipation of May Revise actions. Given the growing budget surplus and influx of federal American Relief Act funds, significant changes are expected.

Special Election: The special election to fill the Assembly District 18 seat previously held by Attorney General Bonta has been set. The special election is set for June 29th, and if needed a runoff would be held on August 31st. The field of candidates will be long with those already declared include Alameda County Board of Education President, Mia Bonta (AG Bonta's wife), Alameda City Councilwoman Malia Vella, and San Leandro School Board member, James Aguilar, so far.

Imminent Recall: The effort to recall Governor Newsom is headed to the ballot later this fall. While all counties have reported their counts, there are a couple more procedural hoops to jump through. Now that the signature counts have been sent to the Secretary of State's Office, the Secretary of State must verify that count, and then there is a 30 day period where individuals can request that their signature be removed. After that, the Department of Finance is notified if the recall initiative qualifies, or not, and then Finance prepares an estimate on how much the election will cost – some estimates are as high as \$400 million. The Joint Legislative Budget Committee then has 30 days to review that estimate. Once that is done, the Secretary of State certifies the recall effort and notifies the Lieutenant Governor, who then must call a recall election to be held at least 60 days, but no more than 80 days after the date the Secretary of State certified the recall.

Revenues & the Revise: The May Revise to the Governor's January budget is expected to be released by May 14th. While April revenues will likely not hit their target because the tax filing deadline has been extended to May 17th, revenues continue to climb. For the month of March income tax revenues again exceeded projections with monthly revenue climbing \$2.34 billion above projections. Fiscal year to date personal income tax receipts are \$14.39 billion above the January estimate, and sales tax revenues are \$943 million above the January estimate. Total revenues this fiscal year are \$16.69 billion above projections.

This cash windfall combined with \$26 billion in federal American Plan Funding will result in significant revisions in the May Revise. In addition, both the Senate and Assembly leadership have released their own blueprints for the budget as outlined below. As budget hearings and negotiations gain momentum the details of these ideas will be revealed. In particular, the Senate plan identifies an on-going commitment for light-duty zero emission vehicle rebates, but does not specify plans to increase funding for truck and bus rebates through the Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP) program.

Both the Senate and Assembly proposals focus on limiting the negative impacts of the pandemic; providing direct relief to struggling individuals, small businesses, and nonprofits; filling gaps in other stimulus programs; funding infrastructure projects including broadband expansion, clean energy, and the Safe and Affordable Drinking Water program; and augmentation of General Fund investments. Below is an outline of the various pieces of the proposals.

Senate Democrats Budget Priorities: Last week, Senate pro Tem Toni Atkins (San Diego), Chair of the Senate Budget and Fiscal Review Committee Nancy Skinner (Berkeley), and the Chairs of the Senate Budget Subcommittees released the Senate's proposal to, "build a post-pandemic economy that extends prosperity for Californians and invests resources to address the state's most pressing needs in innovative and equitable ways." The plan capitalizes on the available one-time General Fund surplus as well as federal American Rescue Plan funds. While the details are lacking the following is a summary of part of the Senate Democrat's plan.

Responsible Budgeting: Replenish the rainy-day fund and safety net reserve, pay down Proposition 98 education deferrals, repay special fund loans and unfunded liabilities, and end the practice of including program suspensions in the budget.

Greenhouse Gas Reduction Package

- Craft a Senate Greenhouse Gas Reduction Fund (GGRF) spending plan with renewed targeted focus on actually reduces greenhouse gas (GHG) emissions and prepares California for climate change impacts.
- Buy out the GGRF commitment for the Safe and Affordable Drinking Water program with federal stimulus funds.

- Encourage CalEPA Secretary to follow through on commitments to reduce dependence on Cap-and-Trade as an emissions reductions tool, stabilize (and possibly increase) revenues and reduce or eliminate allowance oversupply and offset abuses
- Provide greater support to a broad portfolio of effective GHG reduction programs, such as waste diversion/recycling infrastructure, the Low-Income Weatherization Program, replacement of wood burning stoves, and hydrofluorocarbon (HFC) refrigerants.
- Provide up-front funding to help the state reach its goal of 1.5 million zero-emission vehicles (ZEVs) on the road by 2025 and set it on a path to make ZEVs 100% of in-state sales of new passenger cars and trucks by 2035. This includes: – At least \$500 million (non-bond, non-GGRF) for ZEV fueling and charging infrastructure. – \$175 million (GGRF) per year for three years to support the state’s Clean Vehicle Rebate Program (CVRP).

Pollution Reduction Package

- \$1.2 billion in federal stimulus funds for the Safe and Affordable Drinking Water program
- Focus funding on waste management/recycling programs effective in lowering greenhouse gas emissions
- Provide funding to encourage the use of less toxic pesticides and a more robust integrated pest management program
- Better align the costs of lead abatement and other hazardous waste cleanup using the polluter pays principle

Homelessness, Housing, & Homeownership

- Homelessness: \$20 billion over five years:
 - Acquisition rehab of multi-family, motels, and board & care to convert to permanent housing
 - Multi-year support for local governments to assist individuals’ transition to permanent housing
 - Rental assistance
 - Multi-year flexible funding for homelessness programs serving individuals in programs such as Adult Protective Services, Supplemental Security Income/State Supplementary Payment (SSI/SSP), CalWORKs, Child Welfare Services, and foster care
- Housing:
 - Fund the Senate’s “Building Opportunities for All” housing package
 - Fund innovative approaches to expand and preserve affordable housing
 - Provide emergency grants to low-income homeowners to avoid foreclosure
 - Reform and expand the Renters Tax Credit
 - Incentivize earthquake retrofit with federal 75% match funds

- Create a “California Dream for All” first time homebuyer program

Small Business and Non-Profits

- Provide additional stimulus grants
- Mitigate the impacts of federal Unemployment Insurance repayments
- \$70 million in grants
- \$45 million for Visit California to support tourism
- Expand employee hiring and retention tax credits

Workforce Package: Address pandemic induced economic inequity, expand workforce programs protecting workers, expand High Road Training Partnerships, and increase investments in demand sectors through High Road Training Partnerships.

Debt Free College: Improve and fill gaps in the Cal Grant Program, expand the Middle-Class Scholarship to all lower- and middle-income CSU and UC students to replace student debt, and assist Californians with current student debt.

Public Library Package: \$1 billion for public library infrastructure and technology, eliminate library debt, and provide ongoing sustainable funding for public libraries.

State Systems: Systems modernization and improvements at the DMV and Employment Development Department and investment in broadband infrastructure to achieve universal access.

Assembly Budget Blueprint: Assembly Budget Committee Chair, Assemblyman Phil Ting earlier this week released the Assembly Democrats’ budget priorities. The Assembly Democrats’ plan is consistent with the Senate’s plan of replenishing reserves and focusing on easing the impact of the pandemic. While the Senate plan lacked specifics, the Assembly’s budget blueprint has even less details as it provides a general overview of priority topics, which includes the following:

- Responding to Climate Change
 - •Wildfire prevention
 - •Drought reliance and clean water
 - •Adaption and heat impact project planning
 - •Clean transportation programs and infrastructure
- Enhancing environmental justice and increasing access to green spaces
 - Remediate air, water, and ground pollution that impact our most disadvantaged communities
 - Additional parks and urban greening funding
 - Fully-fund active transportation project backlog to expand bicycle use and improve pedestrian safety

- Workforce & Just Transition
 - Affirms a commitment to workers for training, skill development, apprenticeship programs amid California's goals to Build Back Better, good jobs, climate change, and environmental stewardship
 - Provide additional support to small businesses and nonprofits impacted by the pandemic
- Housing is a Human Right
 - Affirms commitment for \$20 billion over the next five years to address tiers of homelessness and create local opportunities, flexibility, and accountability to serve our unhoused population (Project Homekey, Homeless Housing, Assistance, and Prevention Program (HHAPP))
 - Affordable housing
- The California Dream: Homeownership
 - Focuses on homeownership, creating generational wealth through funding for down-payment assistance for first time homebuyers and funding for shovel ready projects that target low-income residents



May 3, 2021

BOARD ACTION ITEMS

Bills	Subject	Status	Client Positions
<u>AB 703</u> (Rubio, Blanca D) Open meetings: local agencies: teleconferences	<p>AB 703 would allow local agencies to use teleconference services to hold legislative meetings at any time. The local agency must allow members of the public to observe the meeting and address the legislative body, and it shall give notice of the meeting and post agendas as otherwise required.</p> <p>Under this bill, the legislative body that uses teleconferencing to hold a meeting must have and implement a procedure for receiving and swiftly resolving requests for reasonable accommodation for individuals with disabilities, consistent with the federal Americans with Disabilities Act.</p>	ASSEMBLY L. GOV. Two-Year Bill	Recommended Position: WATCH
<u>AB 1401</u> (Friedman D) Residential and commercial development: parking requirements	<p>AB 1401 prohibits local governments from imposing or enforcing a minimum automobile parking requirement for residential, commercial, and other developments if the parcel is located within one-half mile walking distance of either of a high-quality transit corridor or a major transit stop. These locations are defined as follows:</p> <ul style="list-style-type: none"> • A high-quality transit corridor means a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours. • “Major transit stop” means a site containing any of the following: <ul style="list-style-type: none"> ○ An existing rail or bus rapid transit station. ○ A ferry terminal served by either a bus or rail transit service. 	ASSEMBLY APPR	Recommended Position: WATCH

<u>AB 1401 (cont.)</u>	<ul style="list-style-type: none"> ○ The intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. 		
<u>SB 274 (Wieckowski D)</u> Local government meetings: agenda and documents	SB 274 requires local agencies that have websites to email a copy of, or provide a link to, the agenda packet, if an individual requests the local agency to deliver these items by email. In addition, SB 274 provides if the local agency determines that it is not technologically feasible to send a copy of, or provide a link to, the agenda packet, the local agency must mail a copy of the agenda, or send a link to the agenda, and mail all other documents.	ASSEMBLY DESK	Recommended Position: WATCH

BOARD POSITION ITEMS

Bills	Subject	Status	Client Positions
<u>AB 43 (Friedman D)</u> Traffic safety	<p>AB 43 would implement some of the findings of the Vision Zero Task Force to reduce pedestrian and bicyclists' fatalities by allowing local governments greater flexibility in setting speed limits.</p> <p>AB 43 authorize a speed limit to be set at a level other than the speed limit determined by 85th percentile traffic survey in the following areas:</p> <ul style="list-style-type: none"> • Requires traffic surveyors to take into account the presence of vulnerable groups, including children, seniors, the unhoused and persons with disabilities when setting speed limits • Permits cities to lower speed limits beyond the 85th percentile on streets with high injuries and fatalities, and ensures they will never again have to raise a speed limit on any road if there have been no design changes; and 	ASSEMBLY APPR	SUPPORT

<u>AB 43 (cont.)</u>	<p>limits the need for updated traffic surveys on certain streets</p> <ul style="list-style-type: none"> Provides for greater flexibility in setting school speed limits to protect children. 		
<u>AB 117</u> <u>(Boerner Horvath D)</u> Air Quality Improvement Program: electric bicycles	AB 117 directs CARB to establish an Electric Bicycle Rebate Pilot Project. This project builds upon existing rebate programs for zero emission vehicles in an effort to promote the use of electric bicycles and expand the ability to purchase electric bicycles. Similar programs have been established at the local level and in other states and counties.	ASSEMBLY APPR – Suspense File	SUPPORT
<u>AB 122</u> <u>(Boerner Horvath D)</u> Vehicles: required stops: bicycles	<p>AB 122 would amend existing law to allow bicyclists to enter an intersection without coming to a complete stop if specified conditions are met. The bill was approved by the Assembly Transportation, where the Committee Chair, Assemblywoman Friedman was added as a co-author.</p> <p>As approved by the Transportation Committee, AB 122 was scaled back to be a pilot program that would sunset on January 1, 2028, and report to the legislature would be required. The bill would require a bicyclist when approaching a stop sign at an intersection to yield the right-of-way to any vehicles that have stopped at the entrance of the intersection, have entered the intersection, or that are approaching on the intersecting highway close enough to constitute an immediate hazard, and shall continue to yield the right-of-way to those vehicles until reasonably safe to proceed.</p>	SENATE RULES	WATCH
<u>AB 339</u> <u>(Lee D)</u> State and local government: open meetings	As introduced, AB 339 would require all public meetings of a legislative body to provide an opportunity for the public to attend via telephonic <u>and</u> an internet-based service option. The bill also proposed to require local agencies have in place a system for requesting and receiving interpretation	ASSEMBLY APPR	WATCH

<u>AB 339 (cont.)</u>	<p>services for public meetings, including the public comment period</p> <p>As amended in the Assembly Local Government Committee the bill was drastically scaled back. The amendments would apply only to cities and counties with a population in excess of 250,000. In addition, the translation requirements were removed, and the bill would require those affected cities and counties to provide telephonic OR internet-based access to at all legislative meetings.</p>		
<u>AB 361</u> <u>(Rivas,</u> <u>Robert D)</u> Open meetings: local agencies: teleconferences	<p>AB 361 creates an alternative process for local agencies to hold teleconference meetings under the following conditions:</p> <ul style="list-style-type: none"> • The legislative body holds a meeting for the purpose of proclaiming or ratifying a local emergency. • The legislative body holds a meeting during a proclaimed state of emergency or declared local emergency, and state or local officials have imposed or recommended measures to promote social distancing. • The legislative body holds a meeting during a declared local emergency and the legislative body determines by majority vote that, as a result of the emergency, the attendance of one or more members of the legislative body in person is hindered, or meeting in person would present imminent risks to the health or safety of attendees. <p>The bill requires that members of the public can access the meeting and the agenda shall provide an opportunity for members of the public to address the legislative body.</p> <p>In addition, the legislative body is required to re-adopt the resolution every 30 days authorizing during the local or statewide emergency.</p>	ASSEMBLY L. GOV.	WATCH

<p><u>AB 550</u> (Chiu D) Vehicles: speed safety system pilot program</p>	<p>AB 550 establishes a five-year pilot program to give local transportation authorities in the Cities of San Jose, Oakland, Los Angeles, two unspecified southern California cities, and the City and County of San Francisco the authority to install automated speed safety systems.</p> <p>AB 550 specifies the conditions where an automated system can be placed, limits the amount of the citation, specifies that the citation shall count as a point on a license, and specifies how the proceeds from citation can be spent. In addition, the bill states that the system shall not continue to operate on any given street if within the first 18 months of installation of a system, specified conditions related to a reduction in violations are not met.</p>	<p>ASSEMBLY APPR</p>	<p>SUPPORT</p>
<p><u>AB 629</u> (Chiu D) San Francisco Bay area: public transportation</p>	<p>AB 629 was recently amended to contain an outline of a proposal to improve transit coordination in the Bay Area. As amended, AB 629 was unanimously approved by the Assembly Transportation Committee.</p> <p>In short, the provisions in AB 629 generally outline the need for reports on work already underway, such as wayfinding, fare integration, and real-time route information. The controversial content will likely not arise until this measure reaches the Senate and when the recommendations made by the Task Force are complete.</p>	<p>ASSEMBLY APPR</p>	<p>WATCH</p>
<p><u>AB 1157</u> (Lee D) Local transportation funds: State Transit Assistance (STA) Program: reports</p>	<p>AB 1157 is the reintroduction of AB 2542 from last year. This bill would make the following changes to the STA reporting requirements.</p> <ul style="list-style-type: none"> Shifts the deadline for when a regional transportation planning agency (RTPA) must submit an STA eligibility report to the State Controller's Office (SCO) to within seven months of the end of each fiscal year. 	<p>SENATE RULES</p>	<p>WATCH</p>

<u>AB 1157 (cont.)</u>	<ul style="list-style-type: none"> Requires SCO to compile, publish, and make publicly available on its website the data and information of all transit operator financial transaction reports (FTRs) on or before November 1 of each year. 		
<u>ACA 1 (Aguiar-Curry D)</u> Local government financing: affordable housing and public infrastructure: voter approval	<p>Identical to last session's proposal, which NVTa supported, 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.</p> <p>However, ACA 1 does not allow for the 55% local measure to use the tax revenue for transit operations.</p>	ASSEMBLY LOC GOV	Support
<u>SB 674 (Durazo D)</u> Public Contracts: workforce development: transportation-related contracts	<p>SB 674 creates the California Jobs Plan (CAJP) Act of 2021, which requires private entities bidding on covered transportation-related contracts valued over \$10 million, to include as part of their application a CAJP form stating information about jobs created and retained and specifies that the CAJP is scored as part of the overall application and included in the awarded contract as a material term. The CAJP requirement does not apply to contracts for road, bridge, or highway construction. However, it would apply to bus procurement contracts.</p>	SENATE APPR	WATCH
BUDGET ITEM CTA Request for HVIP Funds	<p>The California Transit Association (CTA) is heading an effort to create a funding set-aside of at least \$80 million for transit agencies, specifically, within the Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP). The proposed budget currently dedicates \$315 million in cap-and-trade funds for truck, bus, and off-road freight projects. The CTA's proposal would dedicate \$80 million of those funds specifically for HVIP rebates for zero emission public transit bus purchases.</p>	Budget Negotiations	SUPPORT