



625 Burnell Street  
Napa, CA 94559

## **Agenda - Final**

**Wednesday, July 1, 2020  
5:00 PM**

**MEETING LOCATION: REFER TO COVID-19 SPECIAL NOTICE**

### **Citizen Advisory Committee**

**\*\*\*\*COVID-19 SPECIAL NOTICE\*\*\*\***  
**PUBLIC MEETING GUIDELINES FOR PARTICIPATING  
VIA PHONE/VIDEO CONFERENCE**

Consistent with Executive Orders No. N-25-20 and N-29-20 from the Executive Department of the State of California and Napa County's Shelter in Home Order issued March 18, 2020 and further extended, a physical location will not be provided for the Napa Valley Transportation Authority Citizen Advisory Committee meeting. The public is invited to participate telephonically or electronically via the methods below:

To observe the meeting by video conference, click on the link below at the noticed meeting time: <https://countyofnapa.zoom.us/j/94573100120>

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To observe the meeting by phone, call 1 (669) 900-6833 at the noticed meeting time, then enter Meeting ID 945 7310 0120. When asked for the participant ID or code, press #.

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>

## How to Submit a Public Comment

1. Members of the public may submit a public in writing by emailing [info@nvta.ca.gov](mailto:info@nvta.ca.gov) by 11 a.m. on the day of the meeting with PUBLIC COMMENT identified in the subject line of the email. For comments to be read into record, emails with the equivalent of a maximum of 3 minutes shall contain in the subject line "Public Comment-Not on the Agenda" or "Public Comment-Agenda Item # (include item number)". All written comments should be 350 words or less, which corresponds to approximately 3 minutes of less of speaking time. All other written comments received will still be provided to the Board of Directors and be included as part of the meeting record.
2. To comment during a virtual meeting (Zoom), click the "Raise Your Hand" button to request to speak when Public Comment is being taken on the Agenda item. You will be unmuted when it is your turn to make your comment for up to 3 minutes. After allotted time, you will be re-muted.

Instructions for how to "Raise Your Hand" are available at: <https://support.zoom.us/hc/en-us/articles/205566129-Raise-Hand-In-Webinar>.

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

This Agenda shall be made available upon request in alternate formats to persons with a disability. Persons requesting a disability-related modification or accommodation should contact Karrie Sanderlin, NVTA Board Secretary, at (707) 259-8633 during regular business hours, at least 48 hours prior to the time of the meeting.

Translation Services: If you require a translator to facilitate testimony to the NVTA, please contact Karrie Sanderlin, NVTA Board Secretary, at (707) 259-8633 no later than 48 hours in advance of the scheduled meeting.

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

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

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.

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1. Call To Order
2. Roll Call
3. Introductions
4. Public Comment
5. Committee Member and Staff Comments

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.

## **6. CONSENT AGENDA ITEMS (6.1)**

### **6.1 Meeting Minutes of March 4, 2020 (Danielle Schmitz) (Pages 8-10)**

**Recommendation:** CAC action will approve the meeting minutes of March 4, 2020.

**Estimated Time:** 5:15 p.m.

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

## **7. REGULAR AGENDA ITEMS**

### **7.1 Executive Director's Report (Kate Miller) (Pages 11-16)**

**Recommendation:** Information only

**Estimated Time:** 5:15 p.m.

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

**7.2 Vine Transit Update (Alan Budde) (Pages 17-21)**

**Recommendation:** The CAC will receive information on the current operational performance of the Vine family of services, in particular recent measures taken in response to the COVID-19 pandemic and related Stay at Home order

**Estimated Time:** 5:30 p.m.

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

**7.3 Draft Community Based Transportation Plan (CBTP) (Danielle Schmitz) (Pages 22-25)**

**Recommendation:** The draft CBTP will be provided for CAC review.

**Estimated Time:** 5:45 p.m.

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

**7.4 Draft Environmental Document for the Napa Valley Vine Trail Project - St. Helena to Calistoga Segment (Rebecca Schenck) (Pages 26-30)**

**Recommendation:** The draft environmental document for the Napa Valley Vine Trail Project - St. Helena to Calistoga Segment will be provided for CAC review.

**Estimated Time:** 6:00 p.m.

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

**8. FUTURE AGENDA ITEMS****9. ADJOURNMENT****9.1 Approval of Next Regular Meeting Date of September 2, 2020 and Adjournment**

**Estimated Time:** 6:30 p.m.

I hereby certify that the agenda for the above stated meeting was posted at a location freely accessible to members of the public at the NVTa offices, 625 Burnell Street, Napa, CA by 5:00 p.m., on Friday, June 26, 2020.

*Karalyn E. Sanderlin (e-sign) June 24, 2020*

Karalyn E. Sanderlin, NVTa Board Secretary

## Glossary of Acronyms

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

## Glossary of Acronyms

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

**Napa Valley Transportation  
Authority  
Meeting Minutes - Draft  
Citizen Advisory Committee**

625 Burnell Street  
Napa, CA 94559

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Wednesday, March 4, 2020

5:00 PM

JoAnn Busenbark Board Room

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## 1. Call To Order

Chair Baldini called the meeting to order at 5:08 p.m.

**Present:** 7 - Jean Vincent Deale  
Michael Baldini  
Nicole Cummings  
Christina Benz  
Larry Kromann  
Patricia Lynch  
Alex Crown

**Absent:** 4 - Doug Weir  
Matthew Schmitz  
Aisha Nasir  
Gary Woodruff

## 2. Introductions

## 3. Public Comment

None

## 4. Committee Member and Staff Comments

None

## 5. CONSENT AGENDA ITEMS (5.1)

**Motion MOVED by BENZ, SECONDED by LYNCH to APPROVE Consent Item 5.1. Motion carried by the following vote:**

**Aye:** 7 - Deale, Baldini, Cummings, Benz, Kromann, Lynch and Crown

**Absent:** 4 - Weir, Schmitz, Nasir and Woodruff

### 5.1 Meeting Minutes of January 8, 2020 (Christina Lee) (Pages 8-13)

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

CAC action approved the meeting minutes of January 8, 2020.

## 6. REGULAR AGENDA ITEMS

**6.1 Executive Director's Report (Kate Miller) (Pages 14-15)**

Attachments: [Staff Report](#)

Information Only / No Action Taken

Staff provided an update on NVTA's current programs and projects.

**6.2 Vine Transit Update (Rebecca Schenck) (Pages 16-19)**

Attachments: [Staff Report](#)

Information Only / No Action Taken

The CAC received information on the current Vine operational performance and an update on the January 5, 2020 changes to system.

**6.3 V-Commute Program and Ride Amigos Platform Update (Diana Meehan) (Pages 20-25)**

Attachments: [Staff Report](#)

Information Only / No Action Taken

Staff provided an update on the V-Commute program and Ride Amigos platform.

**6.4 Imola Avenue Complete Streets Corridor Improvement Plan Update (Diana Meehan) (Pages 26-28)**

Attachments: [Staff Report](#)

Information Only / No Action Taken

Staff provided an overview of the project.

**6.5 Countywide Transportation Plan (CTP) - *Advancing Mobility 2045: Goals and Performance Measures* (Alberto Esqueda) (Pages 29-40)**

Attachments: [Staff Report](#)

Information Only / No Action Taken

Staff provided a review of the CTP draft project list, goals, objectives, and performance measures.

**6.6 Resilient State Route 37 Program Update (Danielle Schmitz) (Pages 41-43)**

Attachments: [Staff Report](#)

Information Only / No Action Taken

Staff provided an update on the Resilient State Route 37 program.

**7. FUTURE AGENDA ITEMS**

- Information on how the transit system is safe guarding against viruses like COVID-19.

**8. ADJOURNMENT****8.1 Approval of Next Regular Meeting Date of May 6, 2020 and Adjournment**

The next regular meeting is scheduled for Wednesday, May 6, 2020 at 5:00 p.m.

The meeting was adjourned by Chair Baldini at 6:43 p.m.



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## NAPA VALLEY TRANSPORTATION AUTHORITY CAC Agenda Letter

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**TO:** Citizen Advisory Committee  
**FROM:** Kate Miller, Executive Director  
**REPORT BY:** Kate Miller, Executive Director  
(707) 259-8634 / Email: [kmiller@nvta.ca.gov](mailto:kmiller@nvta.ca.gov)  
**SUBJECT:** Executive Director's Report

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### **RECOMMENDATION**

Information only

### **EXECUTIVE SUMMARY**

This report will brief the CAC about NVTA's staffing changes and project and program updates and to brief the Committee about the economic effects associated with the COVID-19 stay at home order on NVTA's operations.

### **BACKGROUND AND DISCUSSION**

#### *New NVTA Board Chair and Vice Chair*

At its June 17<sup>th</sup> meeting, the NVTA Board selected Napa County Supervisor, Alfredo Pedroza to succeed Chris Canning, Mayor of Calistoga to become the new NVTA Chair. The Board also selected Liz Alessio, City of Napa Councilmember, to be the new NVTA Board Vice Chair. The NVTA Joint Powers Agreement requires that the Board select a new chair and vice chair at the beginning of each fiscal year. It also may extend the board positions for one additional year. Chair Canning and Vice Chair Pedroza served two years.

#### *New NVTA Staff*

Prior to the economic onslaught caused by the pandemic, NVTA had four open staff positions. All four positions are essential to the operations of the agency, nevertheless, only three of the positions are being filled at this time pending information about how severely the agency's revenues will be affected by the economic downturn.

- **NVTA Transit Manager.** NVTA's Transit Manager oversees the day-to-day operations, long, and short term planning of the Vine system. This includes fixed route services, express bus services, shuttle services, and Americans with Disability (ADA) Services. Alan Budde has a Master's Degree in City and Regional Planning and has over 10 years in public sector transportation/transit experience. Most recently, Alan was employed by Yolo County Transportation District as a senior planner where he led various efforts including overseeing the comprehensive operational analysis and a microtransit pilot program among other things. Alan is fluent in both Spanish and Portuguese. He currently lives in Davis but is planning to relocate to Napa. Alan replaces Mathew Wilcox who left NVTA in January to work for Santa Rosa City Bus.
- **Financial Analyst –** this position is responsible for the agency's budget and overseeing the general ledger. In addition, the position provides financial analysis that helps managers make decisions on projects, programs, and agency management. Roxanna Moradi recently moved to Napa from San Jose. Roxanna received her degree in Economics and International Relations from UC Davis and her Master's degree in Public Administration from San José State University. Roxanna has 10 years of financial/budget management and analysis experience. Most recently, as a Budget Planning and Financial Management Officer for San José State University. Roxanna has also worked as an Analyst for the City of San José, in both the Finance department and the City Manager's Budget Office. Roxanna replaces Justin Paniagua who left in December to pursue a career as a Napa Police Officer.
- **Communications Officer –** this position is responsible for overseeing the marketing of NVTA's projects and programs and NVTA's websites and social media. Robin Craig received her Associate of Arts degree in Business Administration from Baltimore County Community College and her Bachelors of Arts degree in Communication Studies from University of Maryland, University College. Robin has 12 years of marketing and communications experience in both the public and private sectors. Most recently, Robin served as a Communication Consultant to the City of American Canyon where she developed a communication strategy, social media schedule, marketing collateral, and staff procedures for the Parks and Recreation Department. Robin lives in American Canyon with her husband and two children. Robin replaces Christina Lee who left NVTA in March to work for the City of Vallejo as their PIO.

#### *Project/Program Update*

- **Soscol Junction:** The Metropolitan Transportation Commission has selected Soscol Junction as its rural project priority for the Senate Bill 1 Solutions for Congested Corridor (SCC) Grant Program. This allows NVTA to apply for SB 1 SCC grant funds from the California Transportation Commission for this project. NVTA is applying to three different grant programs to backfill the \$25 million

shortfall needed to complete this project. NVTA also awarded the design contract to GHD and Caltrans (structures) in March.

- Vine Maintenance Facility: NVTA had been banking Transportation Development Act revenues to help fund the critically needed Vine Maintenance Facility. Some of these revenues are now needed to buttress the agency's fiscal revenue shortfall. Staff had also been working on ways to finance the facility but the economic downturn will significantly limit NVTA's ability to fund debt in the near future which limits the agency's borrowing capacity. NVTA staff have applied for Federal Transit Administration Section 5339 funds and identifying other ways to fund the project. Staff is also evaluating potential financing options in light of recent economic shifts. The project is 100% designed.
- Imola Park and Ride: This project will upgrade the existing park and ride at Imola and Golden Gate adjacent to SR 29. The project will also improve passenger facilities on the highway ramps and add pedestrian facilities connecting the north bound and southbound ramps on the south side of Imola. NVTA has applied for \$300,000 in MTC's sub-Housing Incentive Pool (sub-HIP) Program. If approved, this will complete the funding package for this project. The project will be 100% designed this summer and break ground as early as this fall.
- Vine Transit – Vine ridership is down 63% on services in the City of Napa and regional service Routes 10 and 11, 46% down on the express bus services, and 89% down on ADA services. There is a separate item that will provide a more comprehensive update on the Vine Transit System.

#### *NVTA Finances and MTC's Blue Ribbon Task Force*

Roughly 65% of NVTA's revenues are generated from sales tax. Projections on sales tax are grim and range from a 14 to 27 percent reduction from prior year levels. The March figures have been reported and are down 20% over projected figures. With the exception of some block grants for planning, all of NVTA's revenues are going to be significantly down. The NVTA board approved a two-year budget at its meeting in May. The budget projected a \$2.9 million shortfall combined for the FYs 2020-21 and 2021-22. The budget proposes backfilling the shortfall with reserves and cutting transit operations and staffing.

The budget factors in \$2.7 million from the Coronavirus Aid, Relief, and Economic Security (CARES) Act. The Bay Area received roughly \$1.3 billion from the \$25 billion directed to transit from the federal CARES stimulus bill. The revenues will be distributed by the Metropolitan Transportation Commission (MTC) in two tranches. The \$2.7 million that NVTA has received to date is from the first tranche.

The second tranche will be distributed based on future need and will be determined by a Blue Ribbon Task Force Committee appointed by MTC. The Task Force will

also oversee how the 28 Bay Area transit systems can work together and improve connections creating a seamless transit experience for riders.

The task force is made up of elected representative serving on the Commission, David Kim, the California State Transportation Agency Director, MTC staff, general managers from transit agencies, and transit advocates representing various interests. Representatives from the North Bay include the Chair, Supervisor Sperring from Solano County, Napa County Supervisor (and MTC Vice Chair) and NVTA Board Chair Alfredo Pedroza, Sonoma County Supervisor and Commissioner David Rabbitt, Bay Area County Transportation Agencies Chair Solano Transportation Authority Executive Director, Daryl Hall, General Manager of the Golden Gate Bridge and Highway Transportation District, Denis Mulligan, and General Manager of Marin Transit, Nancy Whelan. The Task Force has had two meetings. Assembly Member Chui and Senator Beal both addressed the first meeting of the Task Force pledging their support for its efforts.

Outcomes of the first meeting included: Mutual Understanding from Task Force Meeting #1

- 1- COVID-19 has created an unprecedented public transit crisis.
- 2- Broad support exists for the Task Force to guide regional transit recovery.
- 3- Safe and healthy transit protocols are essential across all systems.
- 4- Addressing mobility needs of low-income and vulnerable riders is a priority.
- 5- CARES Act Phase 2 funds must be delivered expeditiously.
- 6- This effort will reach out to frequent transit users and other constituencies that are not specifically represented on the Task Force.

Discussion at the second Blue Ribbon Task Force meeting focused on developing regional safety protocols in response to the COVID-19 pandemic to ensure the safety of drivers and passengers for public health purposes and to restore patronage to the systems. MTC also provided an overview of potential formulas for distributing the balance of the CARES Act funds; one based on revenue shortfall and the other based on equity (percentage of low income riders). In pre-meetings, most of the transit systems rested on a hybrid of the two but it significantly disadvantages some of the commuter rail and ferry systems that have few low-income riders. There is also significant concern among transit operators that not enough is known at this time to really understand the best formula for distributing the funds - some transit systems and revenues will recover more quickly than others and revenue make-up varies significantly between systems.

#### *NVTA Revenues Sources*

The Vine Transit system is funded through multiple fund sources, however, the majority of funds come from two sources, of which only the Federal Transit Administration funds are anticipated to remain stable.

The largest single fund source that NVTA receives is Transportation Development Act (TDA) funds. The agency receives these funds for operating the Vine collective system and Congestion Management Agency planning. These funds are based on ¼ percent of Napa County's sales tax revenues. TDA makes up roughly 55% of the Transit revenues.

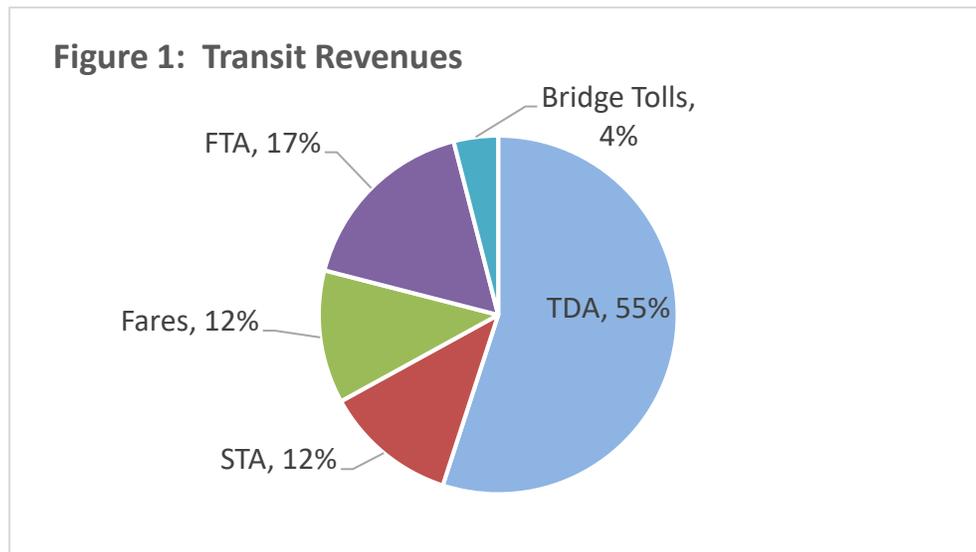
Federal Transit Administration (FTA) Section 5307 small urbanized area formula funds are appropriated annually based on the Fixing America's Surface Transportation (FAST) Act authorization levels on a formula linked to Napa urbanized area population, with a smaller subset of funds awarded on strong operational performance metrics. NVTA also receives FTA Section 5311 Non Urbanized Area funds based on population figures in the rural areas of the county. The FAST Act is funded through federal fuel tax. Roughly 17% of Vine Transit revenues come from FTA combined fund sources. There is no reason to expect significant changes in FTA revenues, and in fact, these funds make up the largest share of the federal CARES stimulus package.

State Transit Assistance (STA) is part of the TDA act but is generated from sales tax on diesel fuel. STA makes up roughly 12% of NVTA's Transit revenues. Gasoline sales have gone down roughly 50% during the SIP Order and NVTA staff thinks that diesel is likely to be about the same. Fuels tend to be more inelastic than other taxable goods so these revenues are likely to rebound more quickly than other tax-based revenues.

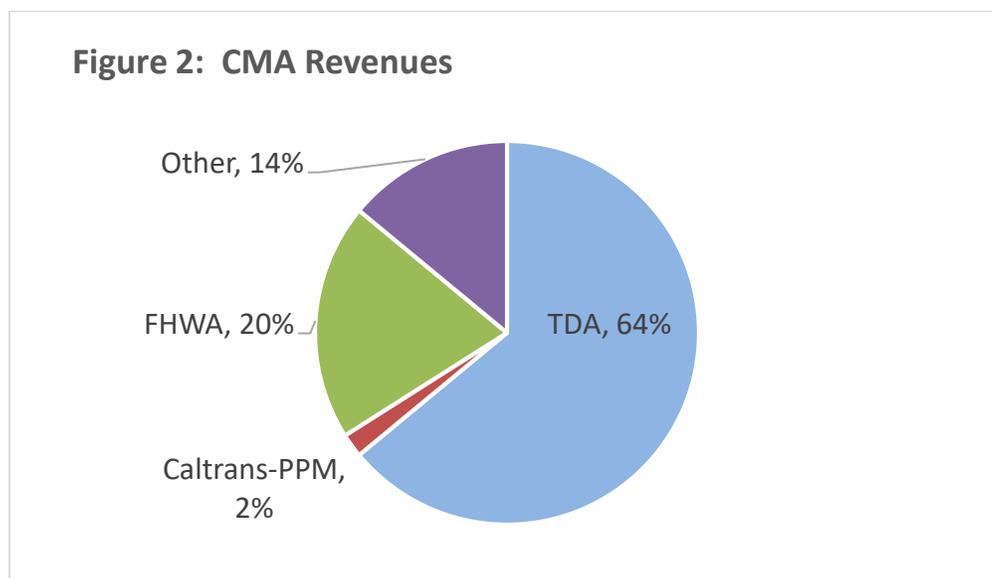
NVTA collects fares from its riders. Fares are 12% of NVTA's Transit revenues. Under the SIP, the agency is no longer collecting fares. NVTA anticipates that fare revenues will likely rebound faster than other revenues because of the high unemployment rate that is likely to result from a post SIP order recession. However, ridership is likely to be affected near term because of the potential of transmitting the virus in closed areas such as a transit vehicle.

NVTA also receives Regional Measure 2 bridge tolls for operating Vine Express Bus Route 29. These make up 4% of Vine Transit revenues. The Bay Area Toll Authority has indicated that bridge toll revenues are down 50%. Bridge tolls are likely to rebound fairly quickly – probably not to the pre-SIP order levels. Staff anticipates there may be meaningful near term cuts in how these revenues are distributed.

Figure 1 shows the percentage of each revenue source in context of the Vine Transit's total budget.



The Congestion Management Agency (CMA) also relies heavily on TDA funds. Roughly 64% of revenues are TDA with the balance of funds being federal and state highway planning funds. Like FTA funds, the funds that come from federal and state highway programs are based on federal and state gas tax and, therefore, these sources are more stable than sales tax revenues. Figure 2 below reflects the mix of revenues for the CMA.



## **SUPPORTING DOCUMENTS**

None



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## NAPA VALLEY TRANSPORTATION AUTHORITY CAC Agenda Letter

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**TO:** Citizen Advisory Committee  
**FROM:** Kate Miller, Executive Director  
**REPORT BY:** Alan Budde, Program Manager-Public Transit  
(707) 259-8635 / Email: [abudde@nvta.ca.gov](mailto:abudde@nvta.ca.gov)  
**SUBJECT:** Vine Transit Update

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### **RECOMMENDATION**

Information only. The Citizen Advisory Committee (CAC) will receive information on the current operational performance of the Vine family of services, in particular recent measures taken in response to the COVID-19 pandemic and related Stay at Home order.

### **EXECUTIVE SUMMARY**

This report will provide the operational performance of the Vine family of services for the third quarter of Fiscal Year (FY) 2019-20, which is January 2020 to March 2020. In addition, NVTA is providing a month-to-month breakdown of ridership between January – April for 2019 and 2020. The report will also provide an update on operational and service changes that went into effect in March and April related to the pandemic, including the launch of local On-Demand service for the City of Napa.

### **FINANCIAL IMPACT**

Is there a fiscal impact? Not for this report.

### **BACKGROUND AND DISCUSSION**

NVRTA instituted a series of Vine Transit service modifications in response to the COVID-19 pandemic and public health orders issued by the State of California and the County of Napa. Starting in March, NVTA reduced service hours, suspended fare payment, and limited bus seat capacity. Riders also started rear-door boarding to limit interaction and exposure to drivers.

In mid-March, Local Napa City Routes (A-H) began operating on a Saturday schedule. Routes 10 & 11 began operating on a Saturday schedule while service on 10X and 11X

is currently suspended. Routes 21 and 29 continued to operate on the normal Monday – Friday schedules. NVTA reduced Community Shuttle hours in American Canyon, St. Helena, Yountville, and Calistoga. Vine service discontinued transit service at specific stops including the Veterans Home and Napa Valley College.

On April 27<sup>th</sup>, local fixed route services in the City of Napa (A-H) were suspended and Vine began operating only On-Demand service for local trips Monday through Saturday, 7:30 AM to 5:30 PM. The service is available between any two existing bus stops within the city limits that has fixed route service prior to this change. Riders can schedule a trip by using the Ride The Vine mobile app or call Dispatch directly. Reservations can be made for same day service or trips can be ordered in real time.

On May 13<sup>th</sup> following the County of Napa's revised Shelter at Home order, NVTA posted notices requiring use of face coverings by passengers and staff while on board vehicles. During the first week, operators were given spare masks to assist passengers who did not yet have their own or who might be unaware of the new rule. Spare face masks are provided on board Vine Go paratransit vehicles for passengers that need them.

### **Ridership**

Vine ridership has reacted strongly to recent events. While some services have seen higher declines, all have seen significant downward trends over the past months. Prior to March, however, ridership had generally been on an upward trajectory in response to January service changes.

During the third quarter (January-March), every service except Route 21 (as well as 10X and 11X) saw a quarter on quarter ridership decrease. However, when comparing January and February to the prior year, ridership had been on track for a 7% year over year increase. The 7% increase was largely due to increased ridership on local Napa routes during the first two months of 2020. Ridership on prior routes 1-8 is not strictly comparable to the new routes A-H due to the service changes that were made effective on January 5, 2020, however, total ridership on local routes was increasing prior to COVID. A precipitous fall in ridership in March turned comparative ridership for the quarter negative.

Regional routes were on track to see a modest increase in ridership until March brought the trend negative. Community Shuttles also ended lower after initial gains in January and February. Ridership on Vine Go, finished down (-19.0%) compared to the prior year's quarter. Figures 1 – 4 show the raw ridership numbers for the third quarter.

*Figure 1: Third Quarter (January – March) Ridership for Local Napa Routes*

	FY 18/19	FY 19/20	% Difference	Total Rides
<b>Route A</b>	4,339	4,460	2.8%	121
<b>Route B</b>	11,948	14,091	17.9%	2,143
<b>Route C</b>	15,223	15,263	0.3%	40
<b>Route D</b>	14,126	8,606	-39.1%	-5,520
<b>Route E</b>	12,251	9,840	-19.7%	-2,411
<b>Route F</b>	8,845	11,013	24.5%	2,168
<b>Route G</b>	3,503	9,806	179.9%	6,303
<b>Route H</b>	21,517	7,605	-64.7%	-13,912
<b>Total</b>	<b>91,752</b>	<b>80,684</b>	<b>-12.1%</b>	<b>-11,068</b>

*Figure 2: Third Quarter (January – March) Regional Routes Ridership*

	FY 18/19	FY 19/20	% Difference	Total Rides
<b>Route 10</b>	56,940	39,452	-30.7%	-17,488
<b>Route 11</b>	61,089	46,318	-24.2%	-14,771
<b>Route 10X</b>	N/A	1,648	N/A	1,648
<b>Route 11X</b>	N/A	3,024	N/A	3,024
<b>Route 21</b>	4,749	7,538	58.7%	2,789
<b>Route 29</b>	16,154	14,649	-9.3%	-1,505
<b>Total</b>	<b>138,932</b>	<b>112,629</b>	<b>-18.9%</b>	<b>-26,303</b>

*Figure 3: Third Quarter (January-March) Community Shuttles Ridership*

	FY 18/19	FY 19/20	% Difference	Total Rides
<b>Calistoga Shuttle</b>	4,425	5,021	7.7%	342
<b>St. Helena Shuttle</b>	4,804	4,767	-31.0%	-1,491
<b>Yountville Trolley</b>	3,750	3,313	-15.5%	-580
<b>American Canyon Transit</b>	5,778	3,170	7.8%	452
<b>Total</b>	<b>37,865</b>	<b>35,213</b>	<b>-15.1%</b>	<b>-2,904</b>

*Figure 4: Third Quarter (January-March) Vine Go Ridership*

	FY 18/19	FY 19/20	% Difference	Total Rides
<b>VineGo</b>	<b>6,196</b>	<b>5,21</b>	<b>-19.0%</b>	<b>-452</b>

Figures 5 – 8 show a month-by-month comparison for the January through April of FY 2018-19 and FY 2019-20. Ridership fell across the board for every service in March and April compared to the prior year. The steep fall in March continued the following month across all fixed route services, totaling an overall reduction of -66.1% for April. Routes 21 and 29 saw the lowest declines at -27.9% and -51.1% for the month. Ridership on Community Shuttles and Vine Go had the most severe declines at -89.3% and -90.4% respectively for April.

*Figure 5: January through April Difference in Trips by Month for Local Napa Routes*

	Percent Change				Numerical Change			
	January	February	March	April	January	February	March	April
<b>Route A</b>	-12.3%	35.8%	-10.5%	-31.8%	-180	466	-165	-566
<b>Route B</b>	57.4%	59.3%	-49.4%	-61.7%	2,225	2,130	-2,212	-2,882
<b>Route C</b>	38.5%	39.2%	-68.6%	-75.7%	1,875	1,912	-3,747	-4,008
<b>Route D</b>	-21.7%	-9.8%	-82.3%	-78.1%	-1,024	-439	-4,057	-3,354
<b>Route E</b>	-2.8%	1.2%	-53.0%	-49.0%	-117	45	-2,339	-2,159
<b>Route F</b>	67.1%	64.8%	-52.5%	-57.5%	2,005	1,789	-1,626	-1,870
<b>Route G</b>	241.0%	265.1%	50.2%	-12.3%	2,798	2,874	631	-179
<b>Route H</b>	-58.2%	-46.0%	-85.8%	-86.9%	-4,219	-2,950	-6,743	-7,287
<b>Total</b>	<b>11.0%</b>	<b>20.7%</b>	<b>-61.2%</b>	<b>-66.5%</b>	<b>3,363</b>	<b>5,827</b>	<b>-20,258</b>	<b>-22,305</b>

*Figure 6: January through April Difference in Trips by Month for Regional Routes*

	Percent Change				Numerical Change			
	January	February	March	April	January	February	March	April
<b>Route 10</b>	-16.4%	-4.3%	-68.4%	-73.1%	-3,187	-758	-13,543	-15,035
<b>Route 11</b>	-9.7%	3.5%	-62.6%	-66.2%	-1,979	668	-13,460	-14,284
<b>Route 10X</b>	N/A	N/A	N/A	N/A	167	1,019	462	N/A
<b>Route 11X</b>	N/A	N/A	N/A	N/A	553	1,589	882	N/A
<b>Route 21</b>	96.3%	98.9%	-12.6%	-27.9%	1,516	1,484	-211	-531
<b>Route 29</b>	2.3%	0.2%	-30.2%	-51.1%	126	11	-1,642	-3,044
<b>Total</b>	<b>-6.0%</b>	<b>9.2%</b>	<b>-56.8%</b>	<b>-65.9%</b>	<b>-2,804</b>	<b>4,013</b>	<b>-27,512</b>	<b>-33,002</b>

*Figure 7: January through April Difference in Trips by Month for the Community Shuttles*

	Percent Change				Numerical Change			
	January	February	March	April	January	February	March	April
<b>Calistoga Shuttle</b>	42.1%	41.1%	-43.8%	-82.9%	592	519	-769	-1,497
<b>St. Helena Shuttle</b>	-13.2%	-15.1%	-57.6%	-92.6%	-183	-235	-1,073	-1,385
<b>Yountville Trolley</b>	-2.8%	9.3%	-50.4%	-96.9%	-31	121	-670	-1,516
<b>American Canyon Transit</b>	14.7%	46.1%	-33.6%	-83.5%	264	884	-696	-1,481
<b>Total</b>	<b>6.0%</b>	<b>21.5%</b>	<b>-46.8%</b>	<b>-89.3%</b>	<b>357</b>	<b>1,295</b>	<b>-3,347</b>	<b>-6,332</b>

*Figure 8: January through April Difference in Trips by Month for Vine Go*

	Percent Change				Numerical Change			
	January	February	March	April	January	February	March	April
Vine Go	-3.2%	2.5%	-52.4%	-90.4%	-67	48	-1,156	-2,012

### **First Responders - Emergency Operations Center (EOC) Work**

Napa Valley Transportation Authority is an arm of the Napa County Emergency Operations Center (EOC) under the Operations – Transportation Branch. On March 19 NVTA was activated for the COVID-19 pandemic. Emergency transportation services to date are as follows:

- On March 27 Vine Transit began delivering meals to shelter occupants and isolation sites three times a day.
- On March 29 Vine Transit started providing transportation to the County's high risk congregate living clients in the Winter and South shelters to a prevention motel site. This site is to protect the county's vulnerable population and to curb the spread of the virus.
- On March 30<sup>th</sup> Vine Transit started delivering lunch to EOC staff at various EOC sites in the county.
- Vine Transit is on standby to move individuals who do not have access to transportation or have mobility needs to the COVID-19 testing site.
- NVTA is assisting in delivering food and other supplies to Food Pantries and other vulnerable populations across the county
- NVTA staff is on standby for other transportation needs that arise in the EOC.

### **Cleaning/Disinfecting Procedures**

Vine Transit and NVTA are taking many precautions in protecting the riding public, Vine drivers, and staff. Procedures include the following:

- Rear door boarding
- No fare collection
- Vehicle sanitizing – disinfecting all high-touch points nightly
- Require facemasks for all riders
- 6 passengers per transit vehicle
- Mandatory driver Personal Protective Equipment
- Social Distancing Measures at the Soscol Gateway Ticket Office and on-board buses
- Provide all drivers with individual hand sanitizers and facemasks
- NVTA Office closed to the public
- Require masks inside NVTA building

### **SUPPORTING DOCUMENTS**

None



## NAPA VALLEY TRANSPORTATION AUTHORITY

### CAC Agenda Letter

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**TO:** Citizens Advisory Committee  
**FROM:** Kate Miller, Executive Director  
**REPORT BY:** Danielle Schmitz, Director of Capital Development and Planning  
(707) 259-8636 / Email: [rschenck@nvta.ca.gov](mailto:rschenck@nvta.ca.gov)  
**SUBJECT:** Draft Napa Valley Community Based Transportation Plan (CBTP)

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### **RECOMMENDATION**

Information Only.

### **EXECUTIVE SUMMARY**

The Napa Valley Transportation Authority (NVTA) staff began the Community Based Transportation Plan (CBTP) update in spring 2018. The purpose of the CBTP is to identify Communities of Concern, based on census data and criteria, and conduct specific outreach to those communities to identify transportation gaps and needs.

Eight COCs were identified in Napa County and NVTA staff conducted over 13 public outreach events to gain knowledge about what transportation improvements are important to them. In addition, NVTA formed a CBTP Steering Committee made up of social service and community-based organizations to vet projects and programs and to gain further input on local needs. NVTA collected specific projects and overall programmatic themes that were identified by the community. The Draft CBTP was released for public review at the June 17 Board meeting. After review and comment by the public, NVTA will bring the final CBTP back to the Board in July for adoption. Comments on the Plan should be submitted to [dschmitz@nvta.ca.gov](mailto:dschmitz@nvta.ca.gov) by Friday, July 3.

### **BACKGROUND AND DISCUSSION**

The purpose of the CBTP is to improve mobility options and close transportation gaps for low-income and disadvantaged communities in Napa County. To establish the foundation for the plan, the Metropolitan Transportation Commission (MTC) evaluates census data to identify communities of concerns (COCs). NVTA staff expanded that effort and identified four additional communities of concern (COC), beyond the four COCs identified by MTC. The primary focus of the Community-Based Transportation planning process is

to directly engage with disadvantaged Napa County residents to identify missing transportation needs not currently being met.

COCs are defined as geographic areas that have concentrated populations in four of the following eight categories:

1. Minority Population
2. Low income ( <200% of Poverty) Population
3. Limited English Proficiency Population
4. Zero-Vehicle Households
5. Seniors 75 or Over
6. Population with a Disability
7. Single-Parent Families
8. Cost-burdened Renter

Table 1. Napa Communities of Concern

Census Tract	Neighborhood Name
2002.02	South Downtown Napa
2006.02	Northeast Napa (Vintage)
2007.07	Northwest Napa (Linda Vista)
2008.04	Westwood Neighborhood
2009	East Imola
2012	Unincorporated Yountville
2016.01	South St. Helena
2020	Calistoga

### Outreach

NVTA staff has conducted outreach to eight COCs in Napa County to gain knowledge about what transportation improvements are important to them. In addition, NVTA formed a CBTP Steering Committee made up of social service and community-based organizations to vet projects and programs and to gain further input on local needs. The intent of the outreach is to identify projects that meet the following criteria:

- 1) Are developed through a collaborative and inclusive planning process
- 2) Improve transportation choices
- 3) Address and identify transportation gaps
- 4) Focus on transportation needs specific to elderly, disabled, and low-income communities

Based on input from the Steering Committee, staff identified outreach events to ensure equitable and appropriate outreach in all communities. Staff issued press releases and coordinated with local jurisdictions prior to all outreach events. The scheduled outreach events began in September of 2018 and concluded in December of 2018.

The CBTP outreach has helped to educate the public about the transportation options in the Napa Valley. NVRTA staff prepared a draft list of CBTP recommended projects based on feedback and comments from the outreach events.

### Evaluation of Transportation Proposals

NVRTA staff, in coordination with the Steering Committee, created criteria to evaluate proposals to ensure that they adequately addressed community needs identified through the outreach process. The Steering Committee reviewed and validated the evaluation criteria at its February 27, 2019 meeting. The five criteria used to evaluate projects included:

1. Project Lead:

Existence of a “program champion,” an agency (or agencies) that takes a leadership role in securing funding, staffing and other resources devoted to the proposed service or project.

2. Community Identified:

Does the proposal address transportation needs identified through public outreach? Ultimately, all proposed projects addressed transportation needs identified by the community.

3. Implementation:

Based on anticipated barriers to implementation (such as funding, resource allocation, and project development), the group placed proposals in implementation timeframes:

- Near-Term (to be implemented in 1-2 years)
- Mid-Term (to be implemented in 3-5 years)
- Long-Term (to be implemented in 6 years or more)

4. Cost/Funding

When funding might be available to plan, construct, and maintain the proposed projects and services. Availability of on-going funding/sources, especially for transit service operations, must also be considered when evaluating the sustainability of a proposal. Although the group did consider the possible costs to develop and implement each proposal, proposals were not ranked based on their costs.

5. Benefit:

Lastly, whether each proposal is easy for potential customers to use in addressing Lifeline Transportation barriers:

- Safety
- System Performance (in addition to helping the community, does the project improve system performance)
- Emissions reduction
- Improved mobility
- Improved Health Outcomes

### Identified Projects

Based on the feedback from residents in the COCs, NVTA worked with the Steering Committee on ranking specific projects in the CBTP. Specific projects are identified below:

1. Hunt Avenue Sidewalks/Pedestrian Improvements\*
2. Pope Avenue Sidewalks Pedestrian and Lighting Improvements
3. Bike Facility on Trancas from Jefferson Street to Soscol Avenue
4. Expanded TaxiScript and Commute Options
5. Bus shelter/benches at high usage stops
6. Enhanced Pedestrian Crossing at Jefferson St. and Rubicon Street
7. Enhanced Pedestrian Crossing at Jefferson St. and El Capitan
8. Enhanced Pedestrian Crossing on Trancas St. at Valle Verde
9. Transit service from St. Helena to Angwin and St. Helena Hospital
10. Transit service from Calistoga to Santa Rosa Kaiser
11. Expanded evening Hours on Local Transit

\*City of St. Helena completed project

In addition to the above listed projects, many programmatic themes were identified in the outreach to COCs and NVTA cataloged those in the Plan.

### Programmatic Themes:

- Improve Pedestrian Safety
- Improve Pedestrian Access to Schools and Transit
- Improve Transportation Options to Healthcare
- Expand Mobility Options for Low-Income, Senior, and Disabled Residents
- Increase Local Transit Evening Frequencies
- Increase Transit Amenities
- Decrease Transit Fares for Low-Income Individuals
- Increase Transit ADA Access

### Moving Forward

NVTA has created a robust set of baseline data for each COC that will be used for planning efforts. Staff will review data trends in how COCs are doing in meeting identified needs and periodically update the data set. NVTA is already using the COC data to update the equity section of the Countywide Transportation Plan (CTP), *Advancing Mobility 2045*. The CBTP will also guide transportation investments for funding programs like the Lifeline Transportation Program that funds a wide range of transportation improvements that primarily benefit Communities of Concern.

### **SUPPORTING DOCUMENTS**

- (1) Draft CBTP [https://issuu.com/nvta19/docs/draft\\_cbtp\\_10jun2020\\_v69](https://issuu.com/nvta19/docs/draft_cbtp_10jun2020_v69)



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## NAPA VALLEY TRANSPORTATION AUTHORITY

### CAC Agenda Letter

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**TO:** Citizens Advisory Committee  
**FROM:** Kate Miller, Executive Director  
**REPORT BY:** Rebecca Schenck, Principal Planner  
(707) 259-8636 / Email: [rschenck@nvta.ca.gov](mailto:rschenck@nvta.ca.gov)  
**SUBJECT:** Draft Environmental Document for the Napa Valley Vine Trail Project  
- St. Helena to Calistoga Segment

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#### **RECOMMENDATION**

Information only. The Citizens Advisory Committee (CAC) will receive information on the Draft Initial Study / Mitigated Negative Declaration (IS/MND) for the Napa Valley Vine Trail Project – St. Helena to Calistoga Segment. The Environmental Document will be open to the public and all affected agencies for a 30-day comment period until July 20, 2020.

#### **EXECUTIVE SUMMARY**

The Napa Valley Transportation Authority (NVTA) is the Lead Agency under the California Environmental Quality Act (CEQA) for the Napa Valley Vine Trail Project - St. Helena to Calistoga (Project). NVTA has prepared an IS/MND for the Project and is requesting comments from the public and all affected agencies.

#### **BACKGROUND AND DISCUSSION**

The California Department of Transportation (Caltrans) granted NVTA's request to be the CEQA Lead Agency for the Napa Valley Vine Trail – St. Helena to Calistoga Project (Project) in June of 2019. NVTA conducted the studies and assessed the environmental impacts of the project. Caltrans is still the CEQA responsible agency. Therefore, NVTA prepared and submitted the environmental documentation and necessary associated technical studies for Caltrans review and comments. Caltrans as well as State Parks and Middletown Rancheria have already commented on the Draft IS/MND.

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### Description

The Project will consist of an approximately 6.8 miles Class I bicycle and pedestrian trail within St. Helena and Napa County. The Napa Valley Vine Trail – St. Helena to Calistoga project would be located within California Department of Transportation (Caltrans) right of way (ROW), State Park lands, existing easements, and easements to be granted from property owners. The St. Helena to Calistoga project would begin in St. Helena at the intersection of Pratt Avenue and State Route (SR) 29 at post mile (PM) 29.244 and extend to the north end where it would terminate at Dunaweal Lane east of SR 29 at PM 35.308 near the city limits of Calistoga.

The proposed path would be 10-feet wide with 2-foot shoulders for a total width of 14 feet in most locations, narrowing to a lesser width (minimum 8 feet) in constrained locations. In most locations the Vine Trail would be an asphalt trail installed over aggregate base, with gravel shoulders. With exception of a portion of Vine Trail through Bothe-Napa Valley State Park, most of the proposed Vine Trail would be on the east side of SR 29. The majority of the project will be separated from SR 29, though a few portions of the proposed Trail would occur on the shoulder of SR 29.

An additional segment called the Fair Way Path Extension would be constructed at the same time as the proposed project. The Fair Way Extension would be a 0.6-mile Class I trail that extends north from an existing segment of the Napa Valley Vine Trail, from Washington Avenue in Calistoga to the intersection of Fair Way and Lincoln Avenue in Calistoga (east of SR 29 and approximately between PM 36.45 to 37.22). The Fair Way Path Extension was previously analyzed under CEQA and a Mitigated Negative Declaration has been approved by the City of Calistoga's Planning Commission (PC Resolution 2014-29; November 26, 2014).

### CEQA Environmental Impacts

In accordance with the California Environmental Quality Act (CEQA) and the CEQA Guidelines, NVTa has prepared an Initial Study / Mitigated Negative Declaration (IS/MND). Based on the Initial Study, the project effects were found to have a less than significant impact on the environment with implementation of identified mitigation measures. CEQA requires this notice to disclose whether any listed toxic sites are present at the project location. Listed toxic sites are not present at the project location.

The public and all affected agencies are invited to review the Draft IS/MND and submit written comments. The IS/MND can be reviewed and accessed at:

<http://www.nvta.ca.gov/vinetrail>.

Usually hard copies would be available at the following locations:

- Napa Valley Transportation Authority, 625 Burnell Street, Napa, CA 94559
- St Helena Public Library, 1492 Library Ln #1143, St Helena, CA 94574

Due to current situation under the coronavirus related Shelter-in-Place policy, these locations are closed to the public. Therefore, if requested, a hard copy will be mailed to members of the public and agencies upon request.

Next Steps

After the comment period ends NVTA and its consultants will address the comments received and present a final IS/MND to the NVTA Board for adoption.

**SUPPORTING DOCUMENTS**

- (1) Notice of Intent to Adopt a Mitigated Negative Declaration
- (2) Napa Valley Vine Trail Project – St. Helena to Calistoga Segment Draft Initial Study/Mitigated Negative Declaration (due to file size, the document is available for review on the NVTA website at: <https://www.nvta.ca.gov/vinetrail>)



**NOTICE OF INTENT  
TO ADOPT A MITIGATED NEGATIVE DECLARATION**

**Napa Valley Vine Trail Project – St. Helena to Calistoga**

**Project Description and Location**

The Napa Valley Vine Trail – St. Helena to Calistoga project would consist of an approximately 6.8-mile Class I bicycle and pedestrian trail within St. Helena and Napa County. The Napa Valley Vine Trail – St. Helena to Calistoga project would be located within California Department of Transportation (Caltrans) right of way (ROW), State Park lands, existing easements, and easements to be granted from property owners. The St. Helena to Calistoga project would begin in St. Helena at the intersection of Pratt Avenue and State Route (SR) 29 at postmile (PM) 29.244 and extends to the north end where it would terminate at Dunaweal Lane east of SR 29 at PM 35.308 near the city limits of Calistoga.

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An additional segment called the Fair Way Path Extension would be constructed at the same time as the proposed project. The Fair Way Extension would be a 0.6-mile Class I trail that extends north from an existing segment of the Napa Valley Vine Trail, from Washington Avenue in Calistoga to the intersection of Fair Way and Lincoln Avenue in Calistoga (east of SR 29 and approximately between PM 36.45 to 37.22). The Fair Way Path Extension was previously analyzed under CEQA and a Mitigated Negative Declaration has been approved by the City of Calistoga's Planning Commission (PC Resolution 2014-29; November 26, 2014).

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The public and all affected agencies are invited to review the Draft IS/MND and submit written comments. The IS/MND can be reviewed and accessed at: <http://www.nvta.ca.gov/vinetrail>. The thirty (30) day comment period is from June XX, 2020 to July XX, 2020. Usually hard copies would be available at the following locations:



- Napa Valley Transportation Authority, 625 Burnell Street, Napa, CA 94559
- St Helena Public Library, 1492 Library Ln #1143, St Helena, CA 94574

Due to current situation under the coronavirus related Shelter-in-Place policy, these locations are closed to the public. Therefore, if requested, a hard copy will be mailed to you. Please allow time for printing and delivery.

### **Public Review Period**

The public review period will start on **June XX, 2020** and end on **July XX, 2020 at 5:00 p.m.** Please submit any comments in writing that you may have on the draft Mitigated Negative Declaration by **July XX, 2020** to Rebecca Schenck at [rschenck@nvta.ca.gov](mailto:rschenck@nvta.ca.gov) or mail comments to the following address.

**Napa Valley Transportation Authority  
Attention of Rebecca Schenck  
625 Burnell Street  
Napa, CA 94559**

### **Public Hearing**

Following the close of the public review period, a public hearing for the recommended adoption of the Mitigated Negative Declaration and approval of the project will be heard at a NVTA Board of Director's meeting. Please check the Board Agenda at <http://www.nvta.ca.gov> for the scheduled hearing date and location.