

Napa Valley Transportation Authority

625 Burnell Street
Napa, CA 94559



Agenda - Final

Thursday, March 2, 2023
2:00 PM

JoAnn Busenbark Boardroom

Technical Advisory Committee (TAC)

The Napa Valley Transportation Authority (NVTA) Technical Advisory Committee (TAC) meeting will be held in person. A Zoom option will be available for members of the public to participate. All committee members are expected to participate in person and follow the traditional Brown Act rules.

All materials relating to an agenda item for an open session of a regular meeting of the Technical Advisory Committee (TAC) are posted on the NVTA website at: <https://nctpa.legistar.com/Calendar.aspx>

PUBLIC MEETING GUIDELINES FOR PARTICIPATING VIA PHONE/VIDEO CONFERENCING

- 1) To join the meeting via Zoom video conference from your PC, Mac, iPad, iPhone or Android at the noticed meeting time, go to <https://zoom.us/join> and enter meeting ID 97545900346
- 2) To join the Zoom meeting by phone dial 1-669-900-6833, enter meeting ID: 975 4590 0346 If asked for the participant ID or code, press #.

Public Comments

Members of the public may comment on matters within the purview of the Committee 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 Committee, however, under the Brown Act Committee members may not deliberate or take action on items not on the agenda, and generally may only listen.

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

Members of the public may submit a public comment in writing by emailing info@nvta.ca.gov 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 9 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" are 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 Zoom video conference meeting are available at: <https://support.zoom.us/hc/en-us/articles/201362193-Joining-a-Meeting>

Instructions on how to join a Zoom video conference 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 TAC 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 Committee 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 Kathy Alexander, NVTA Deputy Board Secretary, at (707) 259-8627 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) 259-8627. 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 TAC. Para sa mga tulong sa akomodasyon o pagsasalin-wika, mangyari lang tumawag sa (707) 259-8627. Kakailanganin namin ng paunang abiso na tatlong araw na may pasok sa trabaho para matugunan ang inyong kahilingan.

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

6. STANDING AGENDA ITEMS

- 6.1 County Transportation Agency Report (Danielle Schmitz)
- 6.2 Project Monitoring Funding Programs* (Alberto Esqueda)
- 6.3 Caltrans' Report* (Amani Meligy)
- 6.4 Vine Trail Update (Eric Janzen)
- 6.5 Measure T Update (Alberto Esqueda)

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.

7. CONSENT AGENDA

- 7.1 **Meeting Minutes of January 5, 2023 Technical Advisory Committee Meeting (Kathy Alexander) (Pages 8-11)**

Recommendation: TAC action will approve the January 5, 2023 meeting minutes.

Estimated Time: 2:45 p.m.

Attachments: [Draft Minutes.pdf](#)

8. REGULAR AGENDA ITEMS

8.1 Priority Conservation Area (PCA) Re-refresh Update (Danielle Schmitz) (Pages 12-22)

Body: Staff will provide an update on the PCA refresh efforts.

Recommendation: Information only

Estimated Time: 2:45 p.m.

Attachments: [Staff Report.pdf](#)

8.2 Transportation Development Act Article 3 (TDA 3) Fiscal Year (FY) 2022-23 Countywide Claim and Annual Review (Diana Meehan) (Pages 23-27)

Recommendation: That the Technical Advisory Committee (TAC) review and recommend the Napa Valley Transportation Authority (NVTA) Board submit the Transportation Development Act Article 3 (TDA-3) FY 2022-23 Countywide Claim to the Metropolitan Transportation Commission (MTC).

Estimated Time: 2:55 p.m.

Attachments: [Staff Report.pdf](#)

8.3 Vine Transit Update (Libby Payan) (Pages 28-33)

Body: Staff will provide an update on Vine Transit Operations.

Recommendation: Information only

Estimated Time: 3:05 p.m.

Attachments: [Staff Report.pdf](#)

8.4 Transportation Fund for Clean Air (TFCA) Program Manager Fund Authorizing Issuance of a Call For Projects (Diana Meehan) (Pages 34-51)

Recommendation: That the Technical Advisory Committee (TAC) recommend that the Napa Valley Transportation Authority (NVTA) Board open a TFCA program Call for Projects for Fiscal Years Ending (FYE) 2024-26.

Estimated Time: 3:15 p.m.

Attachments: [Staff Report.pdf](#)

8.5 Vision Zero Plan Update (Diana Meehan) (Pages 52-55)

Recommendation: The TAC will receive an update on the Vision Zero Plan.

Estimated Time: 3:25 p.m.

Attachments: [Staff Report.pdf](#)

8.6 Legislative Update* (Kate Miller)

Body: The TAC will receive the monthly state and federal legislative update. Information only

Estimated Time: 3:35 p.m.

8.7 March 15, 2023 NVTA Board and NVTA-TA Board Meeting Draft Agendas* (Kate Miller)

Body: The TAC will receive the March 15, 2023 NVTA Board and NVTA-TA Board Meeting Draft Agendas. Information only

Estimated Time: 3:45 p.m.

9. FUTURE AGENDA ITEMS

10. ADJOURNMENT

10.1 The next Regular Meeting is April 6, 2023.

I, Kathy Alexander, 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 February 24, 2023.

Kathy Alexander (e-sign)

Kathy Alexander, Deputy Board Secretary

*Information will be available at the meeting

Glossary of Acronyms

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

Glossary of Acronyms

NVTA	Napa Valley Transportation Authority	SHOPP	State Highway Operation and Protection Program
NVTA-TA	Napa Valley Transportation Authority-Tax Agency	SNTDM	Solano Napa Travel Demand Model
OBAG	One Bay Area Grant	SR	State Route
PA&ED	Project Approval Environmental Document	SRTS	Safe Routes to School
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
PID	Project Initiation Document	TAC	Technical Advisory Committee
PIR	Project Initiation Report	TCM	Transportation Control Measure
PMS	Pavement Management System	TCRP	Traffic Congestion Relief Program
Prop. 42	Statewide Initiative that requires a portion of gasoline sales tax revenues be designated to transportation purposes	TDA	Transportation Development Act
PSE	Plans, Specifications and Estimates	TDM	Transportation Demand Management Transportation Demand Model
PSR	Project Study Report	TE	Transportation Enhancement
PTA	Public Transportation Account	TEA	Transportation Enhancement Activities
RACC	Regional Agency Coordinating Committee	TEA 21	Transportation Equity Act for the 21 st Century
RAISE	Rebuilding American Infrastructure with Sustainability and Equity	TFCA	Transportation Fund for Clean Air
RFP	Request for Proposal	TIP	Transportation Improvement Program
RFQ	Request for Qualifications	TIFIA	Transportation Infrastructure Finance and Innovation Act
RHNA	Regional Housing Needs Allocation	TIRCP	Transit and Intercity Rail Capital Program
RM 2	Regional Measure 2 Bridge Toll	TLC	Transportation for Livable Communities
RM 3	Regional Measure 3 Bridge Toll	TLU	Transportation and Land Use
RMRP	Road Maintenance and Rehabilitation Program	TMP	Traffic Management Plan
ROW (R/W)	Right of Way	TMS	Transportation Management System
RTEP	Regional Transit Expansion Program	TNC	Transportation Network Companies
RTIP	Regional Transportation Improvement Program	TOAH	Transit Oriented Affordable Housing
RTP	Regional Transportation Plan	TOC	Transit Oriented Communities
SAFE	Service Authority for Freeways and Expressways	TOD	Transit-Oriented Development
SAFETEA-LU	Safe, Accountable, Flexible, and Efficient Transportation Equity Act-A Legacy for Users	TOS	Transportation Operations Systems
SB 375	Sustainable Communities and Climate Protection Act 2008	TPA	Transit Priority Area
SB 1	The Road Repair and Accountability Act of 2017	TPI	Transit Performance Initiative
SCS	Sustainable Community Strategy	TPP	Transit Priority Project Areas
SHA	State Highway Account	VHD	Vehicle Hours of Delay
		VMT	Vehicle Miles Traveled

Napa Valley Transportation Authority

625 Burnell Street
Napa, CA 94559

March 2, 2023
TAC Agenda Item 7.1
Continued From: New
Action Requested: Approve

Meeting Minutes - Draft Technical Advisory Committee (TAC)

Thursday, January 5, 2023

2:00 PM

REFER TO COVID-19 SPECIAL NOTICE

1. Call To Order

Chair Ramirez called the meeting to order at 2:01 p.m.

2. Roll Call

Present: 9 - Chairperson Ramirez
Ahmann Smithies
Lucido
Clark
Arias
Lederer
Hecock
Janzen
Levine

Non-Voting: 3 - Chang
Meligy
Leach

Absent: 3 - Cooper
Rayner
Weir

3. Public Comment

None

4. Committee Member Comments

None

5. Staff Comments

Alberto Esqueda - The Metropolitan Transportation Commission (MTC) released One Bay Area Grant Cycle 3 (OBAG 3) programming recommendations - all projects submitted by NVTA are being recommended for approval.

The Department of Transportation (DOT) announced \$1.5 billion for the RAISE program. Applications are due February 23, 2023. Letter of Support requests to Caltrans must be submitted by January 6 and February 2 for MTC.

Caltrans is hosting a statewide Local Assistance webinar on March 8 - NVTA will forward the link to the TAC when it's available.

Caltrans is also facilitating a GIS webinar on January 17, contact Mr. Esqueda if interested.

All jurisdictions should have received a Survey Monkey link from MTC for submitting vehicle

miles traveled (VMT) policies. Surveys are due January 12. MTC is offering technical assistance for developing and adopting VMT policies.

Danielle Schmitz - MTC released the Active Transportation Program recommendations, unfortunately, the Imola Corridor and the Vine Trail projects were not on the recommended list. Debriefs have been scheduled.

NVTA has two open positions, Assistant Engineer and Senior Accountant, and will soon have a third opening for an Assistant Planner as Victoria Ortiz is leaving for a position with the City of San Diego.

Priority Conservation Area (PCA) Re-refresh - Ms. Schmitz reminded the TAC to complete MTC's PCA survey she previously emailed.

MTC release the Priority Development Area and Priority Production Area grant opportunities. Ms. Schmitz will email the grant program links to the cities of American Canyon and Napa.

6. STANDING AGENDA ITEMS

6.1 County Transportation Agency Report (Danielle Schmitz)

No report for December.

6.2 Project Monitoring Funding Programs (Alberto Esqueda)

Alberto Esqueda reviewed the project monitoring spreadsheets.

6.3 Caltrans' Report (Amani Meligy)

Amani Meligy reviewed the Caltrans Monthly report.

6.4 Vine Trail Update (Eric Janzen)

Eric Janzen announced Congressman Thompson secured a \$4 million congressional directed grant for the Vine Trail in the 2023 appropriations funding bill.

Shawn Casey-White added that the funding will support the planning, engineering, and environmental work to close 10-mile gap in the Vine Trail segments from Napa to Yountville and St. Helena to Calistoga so that it will be shovel ready by the 2024 Active Transportation Program (ATP) grant application cycle.

6.5 Measure T Update (Victoria Ortiz)

Victoria Ortiz reminded the TAC that Maintenance of Effort and 6.67% Equivalent certifications are due to NVTA on January 31st - please be sure to email them to MeasureT@nvta.ca.gov and copy Danielle Schmitz and Alberto Esqueda.

7. CONSENT AGENDA

7.1 Meeting Minutes of November 3, 2022 Technical Advisory Committee (TAC) Meeting (Kathy Alexander) (Pages 8-11)

The November 3, 2022 Minutes were amended to reflect that Member Lucido did not attend the meeting.

MOTION by JANZEN, SECOND by AHMANN SMITHIES to APPROVE the November 3, 2022 Meeting Minutes as amended. Motion carried by the following roll call vote:

Aye: 7 - Chairperson Ramirez, Vice Chair Ahmann Smithies, Member Clark, Member Arias, Alternate Member Lederer, Member Hecock, and Member Janzen

Absent: 3 - Member Cooper, Member Rayner, and Member Weir

Abstain: 2 - Member Lucido, and Member Levine

8. REGULAR AGENDA ITEMS

8.1 Election of a TAC Member and Alternate Member to Participate on the Napa Valley Vision Zero Technical Advisory Working Group (Diana Meehan) (Pages 12-14)

Diana Meehan provided an overview of the purpose of the Napa Valley Vision Zero Technical Advisory Working Group and asked for volunteers to serve on the group.

Eric Janzen volunteered to serve as delegate and Lorien Clark volunteered to serve as alternate.

MOTION by LUCIDO, SECOND by HECOCK to appoint JANZEN as delegate and CLARK as alternate to the Napa Valley Vision Technical Advisory Working Group. Motion carried by the following roll call vote:

Aye: 9 - Chairperson Ramirez, Vice Chair Ahmann Smithies, Member Lucido, Member Clark, Member Arias, Alternate Member Lederer, Member Hecock, Member Janzen, and Member Levine

Absent: 3 - Member Cooper, Member Rayner, and Member Weir

8.2 Countywide Transportation Needs Assessment Update (Diana Meehan) (Pages 15-17)

Information Only/No Action Taken

8.3 Measure T Biennial Report (Victoria Ortiz) (Pages 18-23)

Information Only/No Action Taken

8.4 Brown Act Updates and Future TAC Meetings* (Danielle Schmitz)

Attachment in Handout Packet
Information Only/No Action Taken

8.5 Legislative Update* (Kate Miller)

Attachment in Handout Packet
Information Only/No Action Taken

**8.6 January 18, 2023 NVTA Board and NVTA-TA Board Draft Meeting Agendas*
(Kate Miller)**

Attachment in Handout Packet
Information Only/No Action Taken

9. FUTURE AGENDA ITEMS

10. ADJOURNMENT

10.1 The next regularly scheduled meeting for the Napa Valley Transportation Authority Technical Advisory Committee is February 2, 2023 at 2:00 p.m.

Kathy Alexander, Deputy Board Secretary



NAPA VALLEY TRANSPORTATION AUTHORITY

Technical Advisory Committee Agenda Memo

TO: Technical Advisory Committee
FROM: Kate Miller, Executive Director
REPORT BY: Danielle Schmitz, Director of Capital Development and Planning
(707) 259-5968 / Email: dschmitz@nvta.ca.gov
SUBJECT: Priority Conservation Area Re-Fresh

RECOMMENDATION

Information only

FISCAL IMPACT

Is there a Fiscal Impact? No

EXECUTIVE SUMMARY

Priority Conservation Areas (PCAs) are locations nominated by cities, counties and park/open space districts designated by the Association of Bay Area Governments (ABAG) for natural habitat protection and open space preservation. The bulk of PCAs were nominated and designated before there was a dedicated PCA funding program under the One Bay Area Grant (OBAG). Since the passage of Plan Bay Area 2050, the Metropolitan Transportation Commission (MTC) has wanted to take a deeper look at Priority Conservation Areas and assess how the land use designations assist in meeting goals in PBA 2050. The next PCA program call for projects will launch in 2024, making this an ideal time for a “PCA re-fresh”.

BACKGROUND AND DISCUSSION

There are over 185 PCAs within the Bay Area, representing 2.1 million acres of land. Existing PCAs are as small as 3 acres or as large as 400,000 acres. The majority of PCAs are categorized as Natural Lands (83%), followed by Regional Recreation (63%), Agricultural Lands (28%), and Urban Greening (23%). PCAs can have one or more

designations, thus the percentages do not add to 100%. The PCA-refresh aims to do the following:

- Evaluate all aspects of the current PCA nomination, evaluation, and designation process
- Articulate a vision for the next-generation PCAs and establish clear goals and objectives (data-driven)
- Identify the needs of applicants and develop guidelines and resources
- Result in a final report of major findings, including a recommended suite of options for regional policymakers to consider with respect to planning, policy and funding
- Include considerations for the companion PCA grant program

Napa County has 10 PCAs that were designated in 2007 and 2008. The PCAs range from the Bay and Ridge Trails, to park land and open space, the river corridor and watersheds and agricultural lands. Since the inception of the PCA program, MTC has had a North Bay set-aside recognizing the North Bay's long history of protecting open space and resource lands.

The PCA funds are significant to the North Bay, which receives limited transportation funds that are largely distributed on housing and population. In contrast, the central, east and south bay counties will receive \$349 million in OBAG 3, while the four north bay counties will receive just \$59 million collectively, underscoring that this small carve out for the North Bay Counties is important. The North Bay PCA program has demonstrated success, funding projects that complement the Sustainable Communities Strategy (SB 375) and Plan Bay Area's goals around greenhouse gas emissions reductions, promotion of alternative transportation and preservation and safety of the farm-to-market road network. Napa Valley Transportation Authority (NVTA) has programmed over \$3.3 million dollars to PCA projects in OBAG 1 and 2. PCA project highlights for the Napa County are:

- Suscol Headwaters Preserve - \$1.1 million to leverage a \$4.3 million land acquisition that preserved over 400 acres of prime open space land and habitat including prime Steelhead and 63 other listed wildlife species. The project also included 2.6 miles of easement for the Bay Area Ridge Trail. This project required a funding swap with County of Napa General funds for the land acquisition. The Surface Transportation Program funds were used to repave Silverado Trail an important farm-to-market route.
- Napa Valley Vine Trail - \$1.36 million for segments of the class I multiuse path; the Napa Valley Vine Trail promotes active transportation by paralleling SR 29 through Napa Valley; it provides a recreational outlet to all ages and mobilities and serves as a critical transportation route connecting to several schools and businesses and boasts over 500,000 users annually.

NVTA has also funded roadway safety improvements and farm-to-market projects like Silverado Trail rehabilitation.

MTC will release a draft memo that will identify the strengths and weaknesses of the current PCAs and goals and objectives for next-generation PCAs in early spring 2023. MTC will release a draft list of recommendations for the future program in summer 2023 and a final report by fall 2023. NVTA continues to advocate for the North Bay set-aside and will bring additional updates on the PCA re-fresh to the TAC.

ATTACHMENTS

- 1) Napa County PCAs
- 2) PCA Re-fresh Technical Working Group PowerPoint (link available at nvta.ca.gov)
[PowerPoint Presentation \(ca.gov\)](#)
- 3) PCA Re-fresh North Bay Letter to MTC

Napa County Priority Conservation Areas

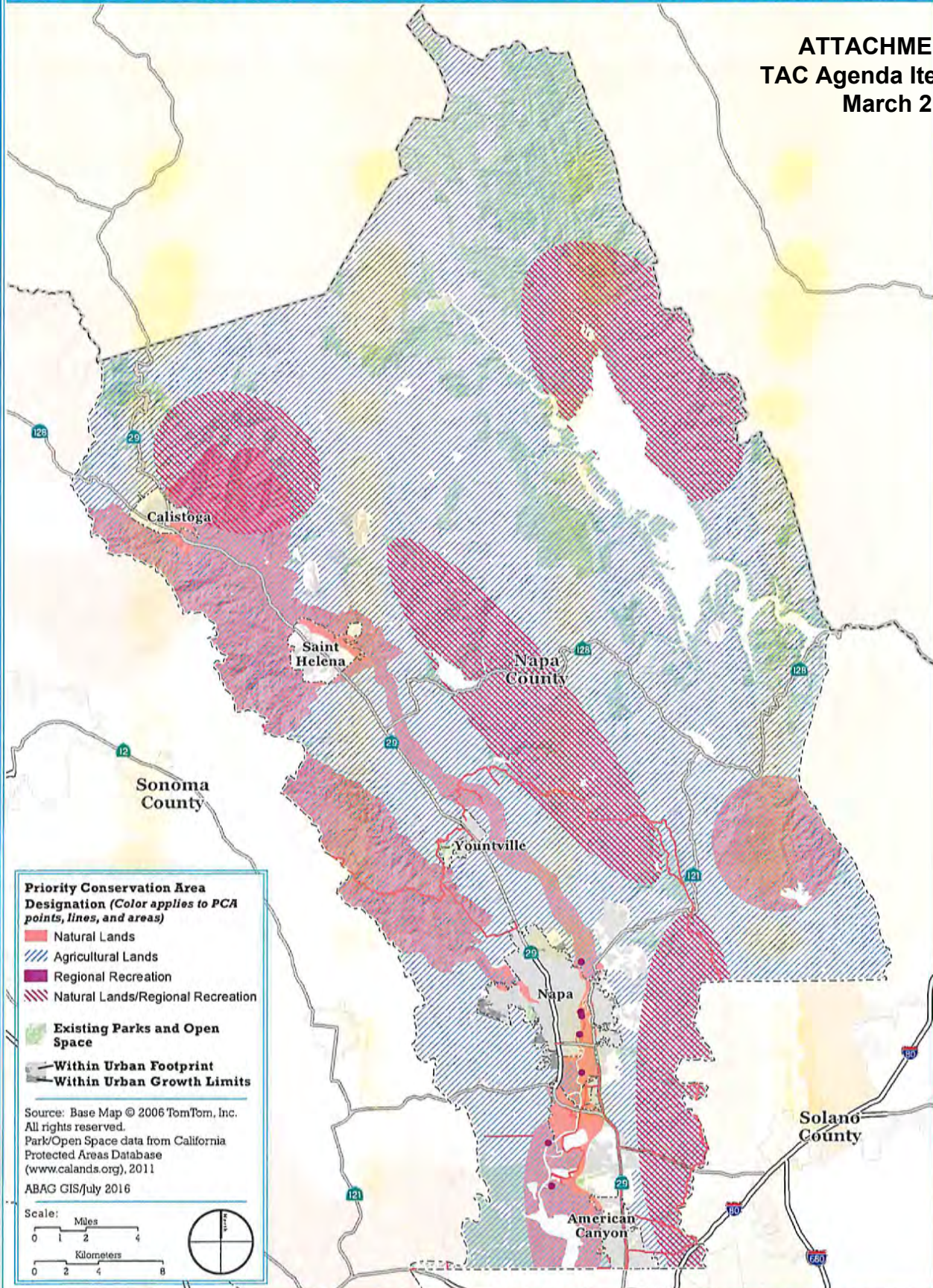
- 1. Bay And Ridge Trails** - The San Francisco Bay Area has two significant and complementary long-distance trails: the San Francisco Bay Trail hugs the shoreline and the Bay Area Ridge Trail runs along the ridgelines overlooking the Bay. These trails connect people and communities to each other, to parks and open space, to home, work and recreation, and to countless areas of cultural and historic interest. They also provide opportunities for solitude and passive and active recreation, which fosters healthy lifestyles. Furthermore, both trails increase transportation options and offer untold opportunities to observe, learn about, and care for the environment. Lastly, the bay and ridge trails offer economic benefits, such as increased tourism and increased property values. The regional trail alignments are not yet completed. Continued coordination with local and regional entities to close existing gaps is needed. Completion of these regional trails will continue to enhance the quality of life for Bay Area residents and offer an alternate means for people to enjoy the outdoors and get to various destinations within a network of connected, permanently-protected open space corridors and urban centers
- 2. Blue Oak Woodlands of the Lake District** - The Blue Oak Woodlands of the Lake District area encompasses lands in northeastern Napa County by Lake Berryessa. It is encompassed within the larger Blue Ridge Berryessa Natural Area, which extends five counties and is one of the largest remaining intact open space ecosystems in California. Blue oak woodlands are abundant in this area and provide important wildlife habitat. Preservation of lands in this area would help maintain the biological integrity of this area.
- 3. Bothe – Napa Valley State Park to Sugarloaf Ridge State Park** – The Bothe-Napa Valley State Park to Sugarloaf Ridge State Park area encompasses the thickly forested hills of the western side of the Napa Valley where the Mayacamas Mountain Range terminates. The fir and redwood forest canopy provide shading for several creeks year-round that drain the area to the Napa River. This area contains the only known stands of old-growth redwoods left in Napa County. Land conservation in this area provides opportunities to provide a landscape linkage between these two state parks, to protect species habitat, and for people to experience the redwood forests.
- 4. Interior Mountains – Moore Creek to Milliken Creek** – The Interior Mountains – Moore Creek to Milliken Creek area includes the lands in central Napa County, west of the county's urban centers. The area is a complex matrix of douglas fir, oak woodland, gray pine, and chaparral plant communities. Its proximity to the urban centers in Napa County provide opportunities for completing trail alignments that connect protected lands. Land conservation in this area would help to maintain the scenic backdrop to cities and maintain the rural character and habitat of this region, while enhancing recreational opportunities.

5. **Lake Curry – Suisun Creek Watershed** - The Lake Curry – Suisun Creek Watershed area is located east of the City of Napa towards the Napa County border with Solano County. The Lake Curry watershed is a relatively pristine area containing oak woodlands and grasslands and has been valued for its water supply. It has the potential to provide passive recreational opportunities if it is opened to the public. The Suisun Creek watershed has also provided steelhead habitat, but this function has been severely degraded at times when stream water flows are reduced from Lake Curry during critical periods for steelhead. Purchasing land in this area could continue to protect its integrity with the opportunity to support compatible recreational opportunities.
6. **Napa County Agricultural Lands and Watersheds** - The Napa County Agricultural Lands and Watersheds area encompasses the unincorporated agricultural and watershed lands of Napa County. Agriculture is the economic engine of the county and has driven support for conservation in Napa County. As a result, the county's landscape consists of agricultural lands and undeveloped watershed lands that contribute to the rural and scenic beauty of the county. The area is biologically diverse supporting a variety of flora and fauna and has the greatest density of oak woodlands in California. Continued conservation efforts in this area of Napa County will maintain the ecological and economic integrity of these lands.
7. **Napa Valley – Napa River Corridor** - The Napa Valley – Napa River Corridor area follows the lands along the Napa River, which runs from northwestern Napa County, northeast of the City of Calistoga, to the San Pablo Bay. The river drains the Napa Valley, which is a rich agricultural region famous for wine production. The Napa River plays an important role in connecting recreational trails, cities, and salt water and fresh water bodies for fish reproduction. Land conservation along the Napa River will protect the species dependent on these habitats and provide opportunities for recreation and restoration along this corridor.
8. **Palisades Mt. St. Helena – Angwin** - The Palisades – Mount Saint Helena to Angwin area is located in northwestern Napa County. The Palisades form the range of mountains between Mount Saint Helena and Angwin. The area provides habitat, water supply, outdoor recreation, and visual open space. It is an important landscape linkage to the Mayacamas Mountain range in adjacent Sonoma County. Land conservation in the area will maintain the ecological integrity of the area and continue to provide multiple benefits to area residents.
9. **Redwood and Dry Creek Watersheds** - The Redwood and Dry Creek Watersheds lie on the western slope of the Napa Valley. Redwood Creek and Dry Creek drain lands into the Napa River, and the habitat supports a variety of fish and wildlife species. The area contains redwoods forests that play an important role in the long term survival of this species, particularly considering the potential impacts of climate change, given the ability of Napa redwoods to tolerate higher temperatures. Land conservation in this area would support continued efforts to protect redwood forests in Napa County, enhance

educational and recreational opportunities, and protect watershed and habitat values.

10. Southern Mountains – Skyline Park to Newell Preserve - The Southern Mountains – Skyline Park to Newell Preserve area is located east of and between the City of Napa and the City of American Canyon in Napa County along the county’s southeastern border with Solano County. The area is valued for outdoor recreation, particularly given its proximity to three quarters of Napa County residents, visual open space, watershed lands, and habitat, such as rare grasslands, oak woodlands, and chaparral. Land conservation within this area would provide opportunities to connect existing open space lands and regional trail systems, while also preserving a mixture of habitat types for numerous species and watershed values.

ATTACHMENT 1b
TAC Agenda Item 8.1
March 2, 2023





November 7, 2022

**ATTACHMENT 3
TAC Agenda Item 8.1
March 2, 2023**

Therese McMillan
Metropolitan Transportation Commission
375 Beale Street
San Francisco, CA 94105

Re: Priority Conservation Area (PCA) North Bay Set-aside

Dear Ms. McMillan:

The North Bay Commissioners urge MTC to preserve the North Bay PCA set-aside established in OBAG 1 and 2. We understand MTC is undergoing a PCA-refresh to evaluate the benefits of PCAs and restructure the program using a data-driven approach. The North Bay County Transportation Agencies are supportive of the evaluation underway and recognize the need to reflect current issues of climate adaptation, including wildfire prevention and equity as part of the discussion. The North Bay has long provided the recreational playground for the entire Bay Area with thousands of acres of protected open space, agricultural lands, family farms producing local food, greenbelts and other vital lands that make the Bay Area such a unique and diverse landscape.

The PCA funds are significant to the North Bay, which receives limited transportation funds that are largely distributed on housing and population. In contrast, the central, east and south bay counties will receive \$349 million in One Bay Area Grant Funds, Cycle 3 while the four north bay counties will receive just \$59 million collectively, underscoring that this small carve out for the North Bay Counties is as important to us. The North Bay PCA program has demonstrated success, funding projects that complement the Sustainable Communities Strategy (SB 375) and Plan Bay Area's goals around greenhouse gas emissions reductions, promotion of alternative transportation and preservation and safety of the farm-to-market road network. Highlighted projects funded under the North Bay PCA are attached.

The North Bay agencies look forward to participating in the PCA-refresh process, with particular interest in the implementation of the PCA-refresh program meeting the intent of the SB 375 in particular California Government Code Section 65080 (b) (4) (C) emphasizing farm-to-market and the needs of county road systems.

The metropolitan planning organization or county transportation agency, whichever entity is appropriate, shall consider financial incentives for cities and counties that have resource areas or farmland, as defined in Section 65080.01, for the purposes of, for example, transportation investments for the preservation and safety of the city street or county road system and farm-to-market and interconnectivity transportation needs.

As the implementers of the PCA program, we appreciate MTC's attention to this request to continue investments like the above-mentioned projects, especially since these projects are significant to the North Bay, but are a small ask in the larger scheme of transportation funding distributed by MTC.

If you have any questions about this letter or request please reach out to NVTA Capital Development and Planning Director, Danielle Schmitz dschmitz@nvta.ca.gov.

Sincerely,



Commissioner Alfredo Pedroza
Napa County



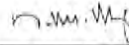
James P. Spring (Nov 14, 2022 18:30 PST)

Commissioner James Spring
Solano County



David Rabbitt (Nov 20, 2022 17:14 PST)

Commissioner David Rabbitt
Sonoma County (ABAG)



Commissioner Damon Connolly
Marin County



Victoria Fleming (Nov 16, 2022 10:12 PST)

Commissioner Victoria Fleming
Sonoma County

County of Napa

1. Suscol Headwaters Preserve - \$1.1 million to leverage a \$4.3 million land acquisition that preserved over 400 acres of prime open space land and habitat including prime Steelhead and 63 other listed wildlife species. The project also included 2.6 miles of easement for the Bay Area Ridge Trail. This project required a funding swap with County of Napa General funds for the land acquisition. The Surface Transportation Program funds were used to repave Silverado Trail an important farm-to-market route.
2. Napa Valley Vine Trail - \$1.36 million for segments of the class I multiuse path; the Napa Valley Vine Trail promotes active transportation by paralleling SR 29 through Napa Valley; it provides a recreational outlet to all ages and mobilities and serves as a critical transportation route connecting to several schools and businesses and boasts over 500,000 users annually.

County of Solano

1. Solano County Priority Conservation Assessment and Implementation Plan (\$125,000) - Recognizing the importance of the PCA implementation, the Solano Transportation Authority and its member agencies developed a PCA Plan for Solano County in 2016. The Plan assessed previously designated PCA sites in Solano County and recommended additional locations based on MTC's criteria. This plan was instrumental in STA's member agencies response to MTC/ABAG's call for new PCA designations in 2019, as part of the new Plan Bay Area 2050 and in anticipation of OBAG 3. A copy of the Solano County Priority Conservation Assessment and Implementation Plan can be downloaded through the following link:
<https://sta.ca.gov/wp-content/uploads/2019/01/STA-PCA-Plan-2016.pdf>
2. Suisun Valley Bicycle and Pedestrian Improvements (\$1.175 million) - As part of OBAG 1, the STA partnered with the County of Solano to implement active transportation access improvements for the Suisun Valley Priority Conservation Area. The Suisun Valley Priority Conservation Area is a unique farming region and recognized as prime agricultural land with the majority of valley preserved under the Williamson Act and was identified as one of the County's farm to market locations as part of their recent General Plan update. The PCA Program provided funding for active transportation access at Suisun Valley's Mankas Corner including staging areas with bicycle and pedestrian safety improvements. More details regarding the Suisun Valley PCA can be found in the following link:
https://www.solanocounty.com/depts/rm/planning/suisun_valley_strategic_plan.asp
3. Solano County Farm to Market Project (\$2.05 million) – As part of OBAG 2, the STA continued to partner with the County of Solano to implement additional active transportation access improvements for the Suisun Valley Priority Conservation Area. Over 6 miles of bike and pedestrian projects were constructed in an effort to promote ag-tourism and farm-to-market activities connecting Mankas Corner to Ledgewood Creek and Wooden Valley farms.

County of Sonoma

1. Crocker Bridge Bicycle and Pedestrian Passage - \$1.3 million to provide a critical transportation connection over the Russian River for all multi-modal users travelling from neighborhoods to the east into downtown Cloverdale. This project includes the

construction of a Class I bicycle and pedestrian facility that connects disadvantaged neighborhoods to essential services and destinations including public schools, employment opportunities, transit access, arts and entertainment, food services, health care, and access to other goods and services. Additional improvements associated with the project include a new ADA compliant pedestrian ramps and bicycle lane striping and signage.

2. Joe Rodota Trail Bridge Replacement - \$770k to maintain an important multi-modal connection between the jobs and services located in the City of Santa Rosa and the residents of Sebastopol and western Sonoma County. The 8.47 mile Joe Rodota Trail is a multi-use paved trail which serves between 300-500 bicyclists and pedestrians on weekdays and 700+ travelers on weekends. The trail provides access to multiple schools and transit stops and attracts a wide variety of users including commuters, recreational users, and visitors and tourists from across the region.

County of Marin

1. Hill Recreation Area Project (\$368,000)
The Hill Recreation Area Project include adding a network of bicycle and pedestrian walkways and multi-purpose pathways, to the Hill Recreation Area, as part of the OBAG 2 Cycle. This \$4.976 million project was developed to preserve and enhance an existing park to increase recreational opportunities and create an urban green space in Novato.
2. Thatcher Ranch Easement Acquisition (\$250,000)
This OBAG 1 project supported a \$1.878 million agricultural easement on 627 Acres of land in West Marin. The Transportation Funds were swapped to support this opportunity for agricultural preservation.
3. Mill Valley Sausalito Pathway Rehabilitation – Marin County’s most heavily used path, this \$1.756 million pathway rehabilitation in a sensitive ecological area was awarded \$320,000 in OBAG 1.



NAPA VALLEY TRANSPORTATION AUTHORITY

Technical Advisory Committee Agenda Memo

TO: Technical Advisory Committee (TAC)
FROM: Kate Miller, Executive Director
REPORT BY: Diana Meehan, Senior Program Planner/Administrator
 (707) 259-8327 | dmeehan@nvta.ca.gov
SUBJECT: Transportation Development Act Article 3 (TDA-3) Fiscal Year (FY)
 2022-23 Countywide Claim and Annual Review

RECOMMENDATION

That the Technical Advisory Committee (TAC) review and recommend the Napa Valley Transportation Authority (NVTA) Board submit the Transportation Development Act Article 3 (TDA-3) FY 2022-23 Countywide Claim to the Metropolitan Transportation Commission (MTC).

EXECUTIVE SUMMARY

The NVTA Board adopted the TDA-3 three-year program of projects for FY 2021-22 through FY 2023-24 at its July 21, 2021 meeting. The Countywide Claim is for the two Calistoga projects below, the American Canyon and Yountville projects were already programmed.

Table 1. TDA-3 Program of Projects FY 2021-22 through 2023-24

Jurisdiction	Project	Year	Amount
Yountville	Washington Street ADA Sidewalk	2021-22	\$160,000
American Canyon	Eucalyptus Drive Sidewalk	2021-22	98,454
Calistoga	Brannon St. Crosswalk	2022-23	150,000
Calistoga	Logvy Park Sidewalk Extension	2023-24	150,000
	Total New Funding		\$300,000

Final program estimates will be updated in July. There is approximately \$100,000 left over which will be rolled over to the TDA-3 call for projects in March 2024.

FISCAL IMPACT

Is there a fiscal impact? No

BACKGROUND AND DISCUSSION

The TDA-3 program is a grant program funded by approximately 2% of the ¼ cent Statewide Sales Tax. This generates approximately \$160,000 per year in revenues for Napa County jurisdictions. The purpose of the TDA-3 program is to provide grants for local bicycle and pedestrian projects.

The TDA-3 call for projects was opened by the NVTB Board at the March 17, 2021 meeting and closed on April 23, 2021. Four (4) project applications were received from three jurisdictions, two applications from the City of Calistoga, one application from the City of American Canyon, and one application from the Town of Yountville. In the previous three-year cycle call for projects, the Town of Yountville pulled their application to allow funds to be programmed to other projects with the agreement that the Town would receive full funding in this program cycle. The Town of Yountville project is fully funded, and the remaining projects will be partially funded in the next two fiscal years.

Project prioritization considers the TDA-3 Project Selection Criteria for Napa County to ensure funding priority projects. TDA-3 funds can be used on plans but locally the NVTB Board has determined priority will be given to capital projects. An annual review of the program must take place each year to ensure selected projects are in compliance with program guidelines and to update actual funding amounts. Local resolutions of support are required for each project submitted with the annual Countywide Claim. The Calistoga Resolutions were received in January 2023, which delayed the FY 2022-23 Countywide claim submission. Project funds must be expended within two years of their programming year. The FY 2022-24 fund estimate is \$249,915.

Staff is recommending submission of the FY 2022-23 Countywide Claim of \$150,000 to the Calistoga Brannon Street Crossing Project. The submission of the Countywide Claim of \$150,000 for the Calistoga Logvy Park Sidewalk Extension Project will take place in July, once the final fund estimate is received. If funds come in lower than estimated for FY 2023-24, the project amount will be adjusted accordingly. The TDA-3 FY 2022-24 program timeline is shown in Table A below.

Staff will bring updated TDA- 3 program guidance to the TAC for review in advance of the next 3-year Cycle Call for projects in March 2024.

Table 2: TDA-3 Timeline FY 2022-23 through 2023-24

ITEM	DATE
TDA-3 Program Review - TAC	March 2, 2023
TDA-3 Countywide Claim FY 2022-23	March 15, 2023
TDA-3 Program Review - ATAC	March 27, 2023
TDA-3 Final Fund Estimate FY 2023-24	July 1, 2023
Countywide Claim Approval FY 2023-24 - NVTA Board	July 19, 2023
Submit FY 2023-24 Countywide Claim to MTC	July 26, 2023
TDA-3 Program Guidance Review	January 2024
FY 2024-25 to 2026-27 Call for Projects	March 2024

ATTACHMENTS

- (1) Project List FY 2021-22 through FY 2023-24 - Revised
- (2) FY 2022-23 TDA Fund Estimate-September

**ATTACHMENT 1
TAC Agenda Item 8.2
March 2, 2023**

Project Sponsor	Project Description	Amount Requested	NVTA Proposed Programming by Year (Revised)				Notes
			FY 2021-22	FY 2022-23	FY 2023-24	Staff Recommendation	
Amount rolled over from prior year			\$53,000*	\$0	99,915		
Fund Estimate		\$205,454	\$205,454	\$249,915	\$150,000		
Total Available for Programming		\$258,454	\$258,454	\$249,915	\$249,915		
City of American Canyon	Eucalyptus Dr. sidewalk Gap Closure	\$150,000	\$98,454			Partial funding (includes \$53,000 re-allocation from FY 2018-19) Staff recommends re-programming previous allocation and an additional \$102,745 to the project	Environmental complete; Resolution of local support. This project was delayed due to staffing changes. \$53,000 in previously allocated funding must be used prior to June 2022.
City of Calistoga	Loggy Park Sidewalk Extension	\$415,000			\$150,000	Partial funding	
City of Calistoga	Brannon St. Crosswalk and RRFB	\$360,000		\$150,000		Partial funding	This project has received funding through the Lifeline Transportation Program Cycle IV and has experienced significant delays due to requested changes by Caltrans. TDA-3 funds will be used to cover a portion of the funding shortfall.
Town of Yountville	Washington Park ADA Sidewalk Improvements	\$160,000	\$160,000			Fully Fund	Yountville staff postponed requesting funds for this project in the previous TDA-3 Cycle Call for Projects to allow time to do additional public outreach and in lieu of receiving funding priority in this round.
Total Project Request		\$1,085,000	\$258,454	\$150,000	\$150,000		
Balance		\$526,546	0	\$99,915	\$99,915		

*Previously programmed to American Canyon for the Eucalyptus Dr. sidewalk gap closure project

FY 2022-23 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
NAPA COUNTY

FY2021-22 TDA Revenue Estimate	FY2022-23 TDA Revenue Estimate
<i>FY2021-22 Generation Estimate Adjustment</i>	<i>FY2022-23 County Auditor's Generation Estimate</i>
1. Original County Auditor Estimate (Feb, 21) 8,979,207	13. County Auditor Estimate 10,405,658
2. Actual Revenue (Jul, 22) 11,275,897	<i>FY2022-23 Planning and Administration Charges</i>
3. Revenue Adjustment (Lines 2-1) 2,296,690	14. MTC Administration (0.5% of Line 13) 52,028
<i>FY2021-22 Planning and Administration Charges Adjustment</i>	15. County Administration (0.5% of Line 13) 52,028
4. MTC Administration (0.5% of Line 3) 11,483	16. MTC Planning (3.0% of Line 13) 312,170
5. County Administration (Up to 0.5% of Line 3) ⁴ 11,483	17. Total Charges (Lines 14+15+16) 416,226
6. MTC Planning (3.0% of Line 3) 68,901	18. TDA Generations Less Charges (Lines 13-17) 9,989,432
7. Total Charges (Lines 4+5+6) 91,867	<i>FY2022-23 TDA Apportionment By Article</i>
8. Adjusted Generations Less Charges (Lines 3-7) 2,204,823	19. Article 3.0 (2.0% of Line 18) 199,789
<i>FY2021-22 TDA Adjustment By Article</i>	20. Funds Remaining (Lines 18-19) 9,789,643
9. Article 3 Adjustment (2.0% of line 8) 44,096	21. Article 4.5 (5.0% of Line 20) 489,482
10. Funds Remaining (Lines 8-9) 2,160,727	22. TDA Article 4 (Lines 20-21) 9,300,161
11. Article 4.5 Adjustment (5.0% of Line 10) 108,036	
12. Article 4 Adjustment (Lines 10-11) 2,052,691	

TDA APPORTIONMENT BY JURISDICTION

Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2021	FY2020-21	6/30/2021	FY2020-22	FY2021-22	FY2021-22	FY2021-22	6/30/2022	FY2022-23	FY2022-23
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ¹	Outstanding Commitments ²	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	225,982	3,028	229,011	(398,382)	0	172,401	44,096	47,126	199,789	246,915
Article 4.5	62,969	439	63,409	(300,000)	0	422,382	108,036	293,827	489,482	783,309
SUBTOTAL	288,952	3,468	292,419	(698,382)	0	594,783	152,132	340,953	689,271	1,030,224
Article 4/8										
NVTA ³	7,445,594	53,860	7,499,455	(13,931,921)	0	8,025,256	2,052,691	3,645,481	9,300,161	12,945,642
SUBTOTAL	7,445,594	53,860	7,499,455	(13,931,921)	0	8,025,256	2,052,691	3,645,481	9,300,161	12,945,642
GRAND TOTAL	\$7,734,546	\$57,328	\$7,791,874	(\$14,630,303)	\$0	\$8,620,039	\$2,204,823	\$3,986,434	\$9,989,432	\$13,975,866

1. Balance as of 6/30/21 is from the MTC FY2020-21 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/21, and FY2021-22 allocations as of 6/30/22.

3. NVTA is authorized to claim 100% of the apportionment to Napa County.



NAPA VALLEY TRANSPORTATION AUTHORITY

Technical Advisory Committee Agenda Memo

TO: Technical Advisory Committee
FROM: Kate Miller, Executive Director
REPORT BY: Libby Payan, Senior Program Planner/Administrator
(707) 259-8782 / Email: lpayan@nvta.ca.gov
SUBJECT: Vine Transit Update

RECOMMENDATION

Information only

EXECUTIVE SUMMARY

This report summarizes the Vine's operational performance during the second quarter for Fiscal Year (FY) 2022-23, covering the period October 1 to December 31, 2022. The board memo compares the second quarter of FY 2022-23 to the second quarter of FY 2019-2020 to provide some context on how ridership compares to pre-COVID ridership levels, as well as comparing to the prior quarter of the current fiscal year to provide insight to more recent ridership trends.

FISCAL IMPACT

Is there a Fiscal Impact? No

BACKGROUND

Future Service Changes

Since the previous Vine Transit Update provided in November, no new schedules have been implemented. The next service changes are planned for June to correspond with the end of the school year. Some changes being considered are:

- Eliminating the American Canyon and St. Helena fixed route school bus runs during the summer school break.

- Eliminating or changing the timepoints the Route W Loop 2 (counterclockwise direction).
- Providing all day service on Route E.
- Improving timepoints on Routes 10, 11, 11X and 29.

As part of an effort to continue to provide stellar transit service and to draw riders back, NVRTA staff has been busy problem solving a number of issues associated with bus replacements, electric fleet transition and implementation of new and or replacement of technology and equipment: These include:

Bus Electrification: The fifth BYD electric bus arrived in Napa on Monday January 9, 2023. The new bus is retrofitted with a custom driver barrier. A minor design flaw was discovered that prevents accessing certain farebox components and the BYD engineering team is working on a solution. This design flaw does not prevent access to the vault which contains the fares, however, some of the essential components are difficult to access.

Staff is still working on commissioning the charging station in the existing Jackson Street maintenance yard, however, the system is currently malfunctioning, and our contractor is currently troubleshooting the issues. The Town of Yountville chargers are experiencing issues with the cooling systems and are awaiting maintenance. The St. Helena chargers will be commissioned on February 17 and should be operational by the February Board meeting. Two additional chargers will be installed on City of American Canyon property pending direction from City staff on the location of the chargers. These chargers will work with the two Proterra electric buses.

Ride The Vine: The On-Demand App is now available for users. The Vine suite of services includes American Canyon Transit, St. Helena Butterfly, the Yountville Bee Line, City of Napa On-Demand service, and the Calistoga Shuttle uses an Automated Demand-Response Dispatching software system. To book on-demand rides, passengers have the option to use the Ride the Vine App which is available at the Apple App or Google Play stores.

Faulty Routers and Computer Aided Dispatch/Automatic Vehicle Locator: All Vine Transit fixed route buses are equipped with digital routers. Issues associated with the routers were uncovered when the new Computer-Aided Dispatch/Automatic Vehicle Locator (CAD/AVL) system was installed by GMV Syncromatics. Key issues were with the geographic positioning system (GPS) bus tracking on the interactive map on the Vine Transit website and onboard Wi-Fi for passengers. Staff is currently working through all of the suggestions made by the Digi representative to ensure all the routers on the buses properly function, including changes in software, changes in hardware wiring and the purchase of a secondary set of sim cards from AT&T to provide back-up when the Verizon network is unavailable.

Automatic Passenger Counters: All Vine Transit fixed route buses are equipped with Automated Passenger Counters (APCs). APCs are electronic devices installed above the doors of the buses that count boardings and alightings and identify the specific stop locations. NVTa executed an amendment to the UTA contract in September to transition ridership data from a statistical software, called SPSS, to a web-based platform. The old software, SPSS, was outdated and required downloading specialized software and receiving specific training. The data is now hosted on a web-based platform that is significantly easier to use.

Vine Transit Performance

The Tables 1-4 compare ridership across different services in the second quarter of Fiscal Year 2022-23 (October 2022 to December 2022) with the same period in Fiscal Year 2019-20 (October 2019 to December 2019) to gain an understanding of where current Vine ridership stands in relationship to ridership numbers prior to the COVID-19 Pandemic. The second quarter FY 2019-20 was the last time that ridership was not adversely impacted by COVID-19.

Table 1 shows that the eight fixed routes in the City of Napa in the second quarter of FY 2019-20 carried 91,372 riders compared to the 27,390 riders on the four fixed routes available in FY 2023, a decrease of 70.02%. The on-demand service operating in the City of Napa served 4,275 riders during the first quarter of FY 2022-23 so the overall decrease in ridership in the City of Napa was 65.34%.

Table 1: City of Napa - Comparing Q2 of FY20 & FY23

	FY 19/20	FY 22/23	% Difference	Numerical Difference
Napa Local On-Demand	0	4,275	N/A	4,275
Fixed Route	91,372	27,390	-70.02%	-63,982
Total	91,372	34,692	-65.34%	-59,707

Overall, Table 2 on the next page shows that the regional routes have recovered faster than the local City of Napa routes. There was a 35.29% drop in ridership on the regional routes from FY 2019-20 to FY 2022-23. The Route 10 is performing the best at only 15.78% below pre-pandemic ridership levels. The fact that the revenue hours and the type of service remain relatively unchanged on the regional routes over the three-year period has helped these routes recover more quickly.

Table 2: Routes 10, 11, 11X, 21 and 29 Ridership – Comparing Q2 of FY20 & FY23

	FY 19/20	FY 22/23	% Difference	Numerical Difference
Route 10	39,713	33,446	-15.78%	-6,267
Route 11	50,797	30,504	-39.95%	-20,293
Route 11X	1,379	1,009	-26.82%	-370
Route 21	9,669	3,906	-59.60%	-5,763
Route 29	18,326	8,717	-52.43%	-9,609
Total	119,884	77,582	-35.29%	-42,302

Table 3 on the next page indicates that ridership recovery on the community shuttles varies greatly by community. American Canyon Transit FY 2011-23 ridership is 28.35% below that in FY 2019-20. Meanwhile the Yountville ridership in FY 2022-23 is 74.91% down from FY 2019-20. Part of the reason that Yountville ridership remains depressed is that there was no service to the Yountville Veterans Home until November 1, 2022.

Table 3: Community Shuttles – Comparing Q2 of FY20 & FY23

	FY 19/20	FY 22/23	% Difference	Numerical Difference
Calistoga Shuttle	5,322	3,679	-30.87%	-1,643
St. Helena Shuttle	3,485	1,862	-46.57%	-1,623
Yountville Trolley	3,686	925	-74.91%	-2,761
American Canyon Transit	7,118	5,100	-28.35%	-2,018
Total	19,611	11,566	-41.02%	-8,045

VineGo Ridership, as shown in Table 4, also remains low at approximately half (49.21%) of pre-pandemic levels. It makes sense that VineGo ridership has been slow to return given that those eligible for VineGo tend to be the most vulnerable to COVID-19.

Table 4: VineGo Ridership – Comparing Q2 of FY20 & FY23

	FY 19/20	FY 22/23	% Difference	Numerical Difference
VineGo	6,503	3,303	-49.21%	-3,200

While Vine ridership has not rebounded to pre-pandemic levels, there is still a reason to be optimistic as the system is showing year-over-year system ridership gains in each successive year from the original ridership slump that occurred in the 3rd quarter of FY 2019-20. Ridership gains, however, have not been consistent among all routes.

Tables 5-7 compare the first quarter of FY 2022-23 (July 2022 – September 2022) to the second quarter of FY 2022-23 (October 2022 – December 2022) to provide additional recent context on ridership. All routes experienced declines in ridership, however, this is to be expected as ridership tends to decline in the colder winter months (October –

December) compared to the warmer summer months of July – September. Additionally, there are more holidays during the second quarter of the Fiscal Year that result in lower demand for transit services on local routes.

Table 5 City of Napa Ridership – Comparing Q1 of FY23 & Q2 of FY23

	Q1 FY 23	Q2 FY 23	% Difference	Numerical Difference
Napa Local On-Demand	4,605	4,275	-7.17%	-330
Route N	16,229	16,206	-0.14%	-23
Route S	4,074	3,797	-6.80%	-277
Route W	8,940	6,646	-25.66%	-2,294
Route E	844	741	-12.20%	-103
Total	34,692	31,665	-8.73%	-3,027

Ridership decreased slightly overall compared to the prior quarter on almost all regional and express routes by 5.67% as seen in Table 6. As previously mentioned, these trends aren't surprising given the seasonal variation ridership experiences throughout the year.

Table 6: Routes 10, 11, 11x, 21 & 29 Ridership – Comparing Q1 of FY23 & Q2 of FY23

	Q1 FY 23	Q2 FY 23	% Difference	Numerical Difference
Route 10	38,832	33,446	-13.87%	-5,386
Route 11	29,861	30,504	2.15%	643
Route 11X	1,082	1,009	-6.75%	-73
Route 21	3,782	3,906	3.28%	124
Route 29	8,688	8,717	0.33%	29
Total	82,245	77,582	-5.67%	-4,663

For the community shuttles, ridership slightly increased overall compared to the first quarter of the current fiscal year as seen in Table 7, however, most of that increase is driven by the approximate 21% increase on the St. Helena Shuttle and by American Canyon Transit, which has ridership that is largely driven by students.

Table 7: Community Shuttles– Comparing Q1 of FY23 & Q2 of FY23

	Q1 FY 23	Q2 FY 23	% Difference	Numerical Difference
Calistoga Shuttle	3,994	3,679	-7.89%	-315
St. Helena Shuttle	1,544	1,862	20.60%	318
Yountville Trolley	1,308	925	-29.28%	-383
American Canyon Transit	4,477	5,100	13.92%	623
Total	11,323	11,566	2.15%	243

VineGo ridership continues to rebound as evidenced by the increase of 15.13% when compared to the previous quarter of the current fiscal year as seen in Table 8. NVRTA has been experiencing an uptick in VineGo applications and renewals since April 2022 when several senior programs and activities around the valley resumed.

Table 8: VineGo Ridership – Comparing Q1 of FY23 & Q2 of FY23

	Q1 FY 23	Q2 FY 23	% Difference	Numerical Difference
VineGo	2,793	3,303	18.26%	510

Finally, Table 9 shows the on-time performance for Vine fixed route services. NVRTA's acceptable threshold for on-time performance is 90% (using the following thresholds: 0 minute early and 5 minutes late). Given the shortage of drivers and associated system challenges, most routes are showing low on-time performance and with the June schedule change NVRTA will work on minimizing the percentage of early departures by tightening up the schedule. For Route W Loop 2 and Route E, staff believes the low on-time performance of those routes is due to a data error in the backend scheduling program. Staff is currently working with its CAD/AVL provider to identify and remedy the potential causes of inaccurate on-time performance data.

Table 9: On-Time Performance for Q2 of FY23

	On-Time	Early	Late
Route N	63.11%	12.61%	24.28%
Route S	36.72%	4.69%	58.59%
Route W (Loop 1)	63.32%	24.86%	11.82%
Route W (Loop 2)	Schedule Data not Accurate	Schedule Data not Accurate	Schedule Data not Accurate
Route E	Schedule Data not Accurate	Schedule Data not Accurate	Schedule Data not Accurate
Route 10	57.49%	15.07%	27.44%
Route 11	59.83%	9.08%	31.10%
Route 11X	57.63%	19.81%	22.56%
Route 21	58.26%	29.07%	12.66%
Route 29	44.49%	25.29%	30.21%

ATTACHMENTS

None



NAPA VALLEY TRANSPORTATION AUTHORITY TAC Agenda Memo

TO: Technical Advisory Committee
FROM: Kate Miller, Executive Director
REPORT BY: Diana Meehan, Senior Planner
(707) 259-8327 / Email: dmeehan@nvta.ca.gov
SUBJECT: Transportation Fund for Clean Air Program Manager Fund Authorizing Issuance of a Call for Projects for FYE 2024

RECOMMENDATION

That the Technical Advisory Committee (TAC) recommend that the Napa Valley Transportation authority (NVTA) Board open a Transportation Fund for Clean Air (TFCA) program Call for Projects for Fiscal Years Ending (FYE) 2024-26.

EXECUTIVE SUMMARY

TFCA funds are generated from a four-dollar vehicle license fee authorized under Assembly Bill (AB) 434 administered by the Bay Area Air Quality Management District (BAAQMD). NVTA receives revenues from registered vehicles in Napa and allocates these revenues annually for projects that reduce automobile emissions.

The NVTA Board approved the Draft FYE 2024 Expenditure Plan (Attachment 1) at the February 15 meeting. The Draft FYE 2024 Expenditure Plan provides information on updated program revenues. The FYE 2024 program revenues available for projects and administration are \$266,219. The Air District now allows programming larger projects over a three-year period, provided the project meets cost effectiveness for the total requested funds. Years two and three are estimated to be \$175,000 for a three-year program allocation request. The revenues for the outer two years are based on estimates and will be trued-up once the fund estimates are received. The estimated revenue amount available for programming a larger project (3-year estimate) is approximately \$616,219. Smaller projects can be programmed annually provided the project meets cost effectiveness.

FISCAL IMPACT

Is there a Fiscal Impact? Yes, approximately \$616,219 in funds may be available for programming in FYE 2024-26 if the NVTA Board approves opening the call for projects

BACKGROUND AND DISCUSSION

BAAQMD updated guidance in FYE 2021 to accommodate programming larger projects over a three-year period. Larger projects must demonstrate cost effectiveness in the submission year to qualify for outer year estimated funds. Jurisdictions will be requested to submit projects for FYs 2024-26 once the Board opens the Call for Projects at its March meeting.

For large project requests, funds programmed in the first year of the three-year cycle have a firm commitment under the annually adopted expenditure plan. Funds in years two and three are flexible based on project status and actual available revenues generated by the program. The program is adjusted annually in February when the fund estimate is received. Funds for larger projects can only be distributed annually once the fund estimate is adopted.

Updated program guidance for FYE 2024 can be found on the NVTa Website:
https://www.nvta.ca.gov/sites/default/files/FYE_2024_TFCA_County_Program_Manager_Guidance%20pdf.pdf

Projects in the TFCA program must meet basic project eligibility requirements described below and must be completed within two years of programming.

Basic Eligibility

1. Reduction of emissions
2. TFCA cost-effectiveness
3. Eligible recipients
4. Consistent with existing plans and programs
5. Public agencies applying on behalf of non-public entities

TFCA Project Eligibility

1. Bicycle Facility Improvements - new or upgraded to lower level of traffic stress
2. Arterial Management
3. Transit or Vanpool Incentive Programs
4. Shuttle/Vanpool Feeder Program
5. Smart Growth-vehicle trip reduction projects

Project applications are due to NVTa on Friday, April 14 by 5:00 pm. A draft project application can be found in Attachment 2. Cost effectiveness worksheets are updated annually. Do not use older versions to make your calculations. Contact staff for current cost effectiveness worksheets specific to your project type.

ATTACHMENTS

- Attachment: (1) Draft Expenditure Plan Application FYE 2024
(2) Draft TFCA Program Guide and Project Application

EXHIBIT "A"

Summary Information

Directions: Please fill out the yellow highlights.

County Program Manager Agency Name:

Napa Valley Transportation Authority

Address:

625 Burnell Street

	Project	Admin (max 6.25%) [1]	Total (Project + Admin)
1 Estimated FYE 2024 DMV revenues (based on projected CY2022 revenues)	Line 1 \$ 184,875	\$ 12,325	\$ 197,200
2 Reconciliation and Reprogrammed Funds	Line 2 \$ 63,153	\$ 5,867	\$ 69,019
Reconciliation: Difference between prior-year estimate and actual revenue	\$ 14,927	\$ 995	\$ 15,922
a. Actual FYE 2022 DMV revenues (based on CY2021)	2a \$ 189,114	\$ 12,608	\$ 201,722
b. Estimated FYE 2022 DMV revenues	2b \$ 174,188	\$ 11,613	\$ 185,800
Reprogrammed: Total available for programming/reprogramming to other projects	\$ 48,226	\$ 4,872	\$ 53,098
c. Amount available from previously funded projects	2c \$ 43,489		
d. Admin expended in FYE 2022	2d	\$ 7,736	
e. Interest income earned on TFCA funds in CY 2022	2e \$ 4,737		
3 Move funds available from Admin to Projects (Optional)	Line 3 \$ 3,877	\$ (3,877)	
4 Estimated Total Available TFCA Funds (Sum of Lines 1, 2 and 3)	Line 4 \$ 251,905	\$ 14,315	\$ 266,219

Percentage of Estimated Revenue allocated to Administrative Costs (maximum of 6.25%)	
Previous % from FYE 2022 Expenditure Plan:	6.25%
Current % for FYE 2024:	6.25%

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

Executive Director Signature

Date

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

Summary Information - Addendum

Complete if there are TFCA Funds available for reprogramming (do not include any CPM administrative budget. E.g., 24ALA00)

	Project #	Project Sponsor/Grantee	Project Name	\$ TFCA Funds Allocated	\$ TFCA Funds Expended	\$ TFCA Funds Available	Code*
1.	22NAP01	City of Napa	Westwood Ave. Sidewalk Project	\$40,360	\$0	\$40,360	CP
2.	23NAP04	Town of Yountville	Electric Vehicle Purchase	\$3,129	\$0	\$3,129	CP
3.							
4.							
5.							
6.							
7.							
8.							
9.							
10.							
11.							
12.							

TOTAL TFCA FUNDS AVAILABLE FOR REPROGRAMMING

(Enter this amount in Line 2.c. of Summary Information form)

\$43,489

* Enter UB (for projects that were completed under budget) or CP (for cancelled project).



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



BAY AREA
AIR QUALITY
MANAGEMENT
DISTRICT

FYE 2024 Applications Due to NVTA: April 14, 2023

NVTA
625 Burnell Street
Napa, CA 94559
Phone: 707-259-8631
Fax: 707-259-8638
<https://www.nvta.ca.gov/>

March 15, 2023

Greetings Participants!

The Napa Valley Transportation Authority is pleased to announce a “Call for Projects” for the Transportation Fund for Clean Air, Program Manager Funds.

The Transportation Fund for Clean Air (TFCA) is a grant program, funded by a \$4 surcharge on motor vehicles registered in the Bay Area. This generates approximately \$22 million per year in revenues. The purpose of the TFCA program is to provide grants to implement the most cost-effective projects in the Bay Area that will decrease motor vehicle emissions, and thereby improve air quality. Projects must be consistent with the 1988 California Clean Air Act and the Bay Area 2017 Clean Air Plan (CAP). https://www.baaqmd.gov/~media/files/planning-and-research/plans/2017-clean-air-plan/attachment-a_-_proposed-final-cap-vol-1-pdf.pdf

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

NVTA is pleased that your agency or organization has chosen the TFCA program as a potential funding source to complete your eligible project. This packet has been created to help guide you in submitting a successful application for funding.

The available funding for Napa County TFCA projects for FYE 2024 is approximately \$266,219. The Air District now allows multi-year funding for larger projects up to three years. Estimated funding available for qualifying multi-year projects is \$616,219 (FYE 24-26). The TFCA Applications for FYE 2024 are due to NVTA by 2:00 PM on Friday, April 14, 2023.

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

NVTA TFCA Program
625 Burnell Street
Napa, CA 94559
Phone: 707-259-8327
Email: dmeehan@nvta.ca.gov

Sincerely,

Kate Miller
Executive Director

Introduction

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

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

The TFCA Program

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

TFCA-funded projects have many benefits, for example:

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

Forty percent (40%) of these TFCA funds are pass-through funds to the designated county program manager in each of the nine counties within the Air District's jurisdiction based on the county's proportionate share of fee-paid vehicle registration ("County Program Manager Fund"). NVRTA is the county program manager for these funds. The remaining sixty percent (60%) of these funds are awarded by the Air District to eligible projects and programs implemented directly by the Air District and to a grant program known as the Regional Fund.

Your Responsibilities as Project Sponsor:

1. Submit projects to the Program Manager that comply with Air District policies.
2. Prepare and submit your project's information form and cost-effectiveness worksheet to the Program Manager.
3. Adhere to the Program Manager's timeline and submit deliverables as required.
4. Submit project status report forms bi-annually, by May 15 and October 15.
5. Complete your TFCA project two years from the effective date of the Master Agreement between the Program Manager and the Air District.
6. Provide proof of Air District credit for vehicles purchased, published materials, and construction funded or partially funded through the TFCA program.
7. Provide itemized invoices quarterly to the Program Manager for reimbursement of your project.
8. Provide proof of general liability insurance with a limit of not less than \$1,000,000 per occurrence.

NVTA's Responsibilities as Program Manager:

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

Basic Eligibility

Reduction of Emissions: Only projects that result in the reduction of motor vehicle emissions within the Air District's jurisdiction are eligible. Projects must conform to the provisions of the California Health and Safety Code (HSC) sections 44220 et seq. and the Air District Board of Directors adopted TFCA County Program Manager Fund Policies for FYE 2024. Projects must achieve surplus emission reductions, i.e., reductions that are beyond what is required through regulations, ordinances, contracts, and other legally binding obligations at the time of the execution of a grant agreement

between the County Program Manager and the grantee. Projects must also achieve surplus emission reductions at the time of an amendment to a grant agreement if the amendment modifies the project scope or extends the project completion deadline.

TFCA Cost-Effectiveness: Projects must achieve TFCA cost-effectiveness, on an individual project basis, equal to or less than \$90,000 of TFCA funds per ton of total emissions reduced, unless a different value is specified in the policy for that project type. (See “Eligible Project Categories” in 2024 Program Guidance) Cost-effectiveness is based on the ratio of TFCA funds divided by the sum total tons of reactive organic gases (ROG), oxides of nitrogen (NOx), and weighted particulate matter 10 microns in diameter and smaller (PM10) reduced (\$/ton). All TFCA-generated funds that are awarded or applied to a project must be included in the evaluation. For projects that involve more than one independent component (e.g., more than one vehicle purchased, more than one shuttle route, etc.), each component must achieve this cost-effectiveness requirement.

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

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

Multi-year Funded Project Requests: If the Air District approves the Multi-Year Funded project during the initial year, the Project Sponsor is still required to apply for approval for its earmarked (years 2 and 3) funds during the regular programming cycle. In the subsequent program cycles, the project must still comply with the current policy for that year and provide regular documentation. The inputs for the Cost Effectiveness Worksheet evaluation would still use the total award amount (past funded, current funded, and future earmarked funds)-See 2024 program guidance for additional details and requirements for multi-year funding requests.

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

A. Public agencies are eligible to apply for all project categories.

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

Readiness: Projects must commence by the end of calendar year 2024. “Commence” includes any preparatory actions in connection with the project’s operation or implementation. For purposes of this policy, “commence” can mean the issuance of a purchase order to secure project vehicles and equipment, commencement of shuttle/feeder bus and ridesharing service, or the delivery of the award letter for a construction contract.

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

APPLICANT IN GOOD STANDING

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

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

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

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

Use of TFCA Funds

1. Cost of Developing Proposals: The costs of developing grant applications for TFCA funding are not eligible to be reimbursed with TFCA funds.

2. Combined TFCA Program Funds: TFCA County Program Manager Funds may not be combined with TFCA Regional Funds to fund a County Program Manager Fund project. Projects that are funded by the TFCA County Program Manager Fund are not eligible for additional funding from other funding sources that claim emissions reduction credits. However, County Program Manager-funded projects may be combined with funds that do not require emissions reductions for funding eligibility.

3. Personal equipment: Funds may not be used for the purchase of personal computing equipment for an individual's home use

4. Expend Funds within Two Years: County Program Manager Funds must be expended within two (2) years of receipt of the first transfer of funds from the Air District to the County Program Manager in the applicable fiscal year. A County Program Manager may, if it finds that significant progress has been made on a project, approve a (1-year) extension.

TFCA Project Types

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

Ineligible Project Types

1. Duplication: Projects that have previously received any TFCA funds, e.g., TFCA Regional Funds or County Program Manager Funds, and that do not propose to achieve additional emission reductions are not eligible.

2. Planning Activities: The costs of preparing or conducting feasibility studies are not eligible. Planning activities are not eligible unless they are directly related to the implementation of a specific project or program.

3. Employee Subsidies: Projects that provide a direct or indirect financial transit or rideshare subsidy or shuttle/feeder bus service exclusively to employees of the project sponsor are not eligible.

4. Cost of Developing Proposals and Grant Applications: The costs to prepare proposals and/or grant applications are not eligible.

Recent Project Examples in Napa County

<u>Project Name</u>	<u>Sponsor</u>	<u>TFCA Funds</u>	<u>Total Project \$</u>
Imola Park & Ride Phase II	NVTA	\$239,843	\$2,010,000
Napa Valley Vine Trail Calistoga to St. Helena	NVTA	\$217,077	\$9,100,000
St. Helena Main St. Pedestrian Improvements	City of St. Helena	\$149,344	\$1,400,000

Dates of Importance

April 14, 2023 **Project submittals are due to NVTA by 2:00 p.m.**

August 16, 2023 Deadline: Within three months of Board approval, Program Manager submits request for Air District approval of any projects that do not conform to TFCA policies (date tentative) or projects requesting Multi-year funding

November 1, 2023 Deadline: Within six months of Board approval, Program Manager (NVTA) provides Cost-Effectiveness Worksheets and Project Information forms for new FYE 2024 projects to the Air District (date tentative)

Project Selection Process

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

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

TFCA Program Manager Selection Criteria for Napa County

- 1) The proposed project must improve the quality of the air as determined by the Air District
- 2) The project must fall into one or more of the statutory expenditure categories, which are:
 - The implementation of ridesharing programs.
 - The purchase or lease of clean fuel buses for school districts and transit operators.
 - The provision of local feeder bus or shuttle service to rail and ferry stations and to airports.
 - Implementation and maintenance of local arterial traffic management.
 - Implementation of rail-bus integration and regional transit information systems.
 - Implementation of low-emission and zero-emission vehicle programs and of demonstration projects in telecommuting and in congestion pricing of highways, bridges, and public transit.
 - Implementation of a smoking vehicles program (Air District project).
 - Implementation of an automobile buy-back scrappage program operated by a governmental agency (Air District project).
 - Implementation of bicycle facility improvement projects that are included in an adopted countywide bicycle plan or congestion management program.
 - The design and construction by local public agencies of physical improvements that support development projects that achieve motor vehicle emission reductions.
 - Implementation of vehicle-based projects to reduce mobile source emissions, including but not limited to, engine repowers, engine retrofits, fleet modernization, alternative fuels, and advanced technology demonstrations.
- 3) Geographic equity in the Napa region.
- 4) The project proponent has expended past allocations of funds in a timely manner.
- 5) Meet the requirements of the Air District Board-Approved TFCA County Program Manager Fund Policies.

Application Instructions:

TFCA project applications for FYE 2024 must be submitted to NVTa no later than **2:00 pm on Friday, April 14, 2024.** Applications may be emailed to Diana Meehan at dmeehan@nvta.ca.gov. Applications must be in the form of a completed Project Information Form that provides a detailed project scope and includes a cost effectiveness calculation. To obtain a cost effectiveness calculation worksheet contact Diana Meehan.

What Happens After Submission?

After applications are submitted to NVTA the evaluation process will begin. NVTA plans on the following action timeline:

- April 2023 – NVTA will evaluate the potential FYE 2024 TFCA projects
- May 4, 2023 – NVTA will take proposed projects to the NVTA Technical Advisory Committee (TAC) for recommendation to NVTA Board
- May 17, 2023 – NVTA will take proposed final projects for FYE 2024 to the NVTA Board for approval
- July- August 2023 – Review by Air District for project cost effectiveness and program compliance
- August/September - NVTA sends out agreements to project sponsors
- October/November – Submit projects to Air District by November 1

TFCA Do's and Don'ts

Do

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

Don't

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

Frequently Asked Questions

1. **Is there a local match requirement to apply for TFCA funding?**
No, there is no requirement for a local match.

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

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

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

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

Contact Information

Napa County TFCA Program Manager:

Diana Meehan

625 Burnell Street

Napa, CA 94559

Phone: (707) 259-8327

dmeehan@nvta.net

NVTA Main Office

625 Burnell Street

Napa, CA 94559

Phone: (707) 259-8631

Fax: (707) 259-8638

Bay Area Air Quality Management District

Strategic Incentives Division

Hannah Cha, Staff Specialist

375 Beale St., Ste. 600

San Francisco, CA 94105

hcha@baaqmd.gov

Project Information Form

- A. Project Number: _____
Use consecutive numbers for projects funded, with year, county code, and number, e.g., 24NAP01, 24NAP02 for Napa County. Zero (e.g., 24NAP00) is reserved for County Program Manager TFCA funds allocated for administration costs.
- B. Project Title: _____
Provide a concise, descriptive title for the project (e.g., "Elm Ave. Signal Interconnect" or "Purchase Ten Gasoline-Electric Hybrid Light-Duty Vehicles").
- C. Project Category (project will be evaluated under this category): _____
- D. TFCA County Program Manager Funds Allocated: \$ _____
- E. TFCA Regional Funds Awarded (if applicable): \$ _____
- F. Total TFCA Funds Allocated (sum of C and D): \$ _____
- G. Total Project Cost: \$ _____
- H. Project Description:
Project Sponsor will use TFCA funds to _____. *Include information sufficient to evaluate the eligibility and cost-effectiveness of the project. Please provide answers for who, what, when, and where for the project. Examples of the information needed include but are not limited to what will be accomplished by whom, how many pieces of equipment are involved, how frequently it is used, the location, the length of roadway segments, the size of target population, etc. Background information should be brief. For shuttle/feeder bus projects, indicate the hours of operation, frequency of service, and rail station and employment areas served.*
- I. Final Report Content: Final Report form and final Cost Effectiveness Worksheet
Reference the appropriate Final Report form that will be completed and submitted after project completion. See www.baaqmd.gov/tfca4pm for a listing of the following reporting forms:
- *Trip Reduction*
 - *Clean Air Vehicles*
 - *Bicycle Projects*
 - *Arterial Management Projects*
 - *Repower and Retrofit*
- J. Attach a completed Cost-Effectiveness Worksheet and any other information used to evaluate the proposed project. *For example, for vehicle projects, include the California Air Resources Board Executive Orders for all engines and diesel emission control systems. Note, Cost-Effectiveness Worksheets are not needed for TFCA County Program Managers' own administrative costs.*
- K. Has or will this project receive any other TFCA funds, such as Regional Funds?
- L. Comments (if any):
- M. Please indicate if the project is located in a SB535 Disadvantaged Community and/or AB1550 Low-income Community (Please use the map to find your project's location:
<https://ww3.arb.ca.gov/cc/capandtrade/auctionproceeds/communityinvestments.htm>)

Section 2. Project Category Specific Questions

- N. If a **ridesharing, first- and last-mile connections service, pilot trip reduction, transit information, telecommuting or infrastructure improvement project**, explain how the number of vehicle trips that will be reduced by the project was estimated, and provide supporting information and data to justify the estimate. For example, if the Project Sponsor is not using default assumptions, they should provide data based on a pre-project survey, focus groups, or other sources to document user demand, pre-project mode of travel, average length of vehicle trip, etc.
- O. If an **arterial management or signal timing project**, confirm that the data for traffic volume and average vehicle speed be generated concurrently (i.e., during the exact same day and time period).
- P. If an **alternative fuel vehicle** project, provide the following information:
- Vehicle type (e.g., plug-in hybrid-electric, fuel cell vehicles)
 - Gross Vehicle Weight Rating
 - New vehicle or replacement project? A project is a replacement project if the existing vehicle is operational and will be scrapped for the sole purpose of the project.
 - If this is a new vehicle project, explain how the anticipated usage (miles per year) for the vehicles were estimated.
- Q. If a **first- and last-mile connections service** project, confirm that the service will comply with all the following requirements:
- Service connects directly to a transit station and a distinct commercial or employment location.
 - Service schedule coordinates with the mass transit's schedule.
 - Service is available for use by all members of the public.
 - Service is at least 70% unique and operates where no other service was provided within the past three years.
- R. If a **pilot trip reduction** project, confirm that the project complies with all the following requirements:
- Project will reduce single-occupancy vehicle trips and result in a reduction in emissions of criteria pollutants.
 - Service is available for use by all members of the public.
 - Applicant provided a written plan showing how the service will be financed in the future and require minimal, if any, TFCA funds to maintain its operation by the end of the third year.
 - If the local transit provider is not a partner, the applicant demonstrated that they have attempted to have the service provided by the local transit agency. The transit provider was given the first right of refusal and determined that the proposed project does not conflict with existing service.
 - Applicant provided data and/or other evidence demonstrating the public's need for the service, such as a demand assessment survey and letters of support from potential users.
 - Service is at least 70% unique and operates where no other service was provided within the past three years.
- S. If a **bicycle parking** project, answer the following questions:
- What plan is the project referenced in?
 - Will the project be publicly accessible and available for use by all members of the public?

- T. If a **bikeway** project, answer the following questions:
- a. What plan is the project referenced in?
 - b. Will the project be publicly accessible and available for use by all members of the public?
 - c. If applicable, will the project be consistent with design standards published in the California Highway Design Manual or conform to the provisions of the Protected Bikeway Act of 2014?
 - d. Has the project completed all applicable environmental reviews and either have been deemed exempt by the lead agency or have been issued the applicable negative declaration or environmental impact report or statement?
- U. If a **bike share** project, confirm that the project complies with all the following requirements:
- Project either increases the fleet size of existing service areas or expands existing service areas to include new Bay Area communities.
 - Project completed and approved an environmental plan and a suitability study demonstrating the viability of bicycle sharing.
 - Project has shared membership and/or is interoperable with the Bay Area Bike Share (BABS) project when they are placed into service. Please select the choice that best describes the project:
 - Interoperable with BABS
 - Exempt from requirement for the following reason(s):
 - i. Projects that do not require membership or any fees for use;
 - ii. Projects that were provided funding under MTC's Bike Share Capital Program to start a new or expand an existing bike share program; or
 - iii. Projects that attempted to coordinate with, but were refused by, the current BABS operator to have shared membership or be interoperable with BABS. Applicants must provide documentation showing proof of refusal.
- V. If an **infrastructure improvement for trip reduction** project, answer the following questions:
- a. What plan is the project referenced in?
 - b. Which transportation control measure from the most recently adopted [Air District plan](#) is the project implementing?
 - c. Has the project completed all applicable environmental reviews and either have been deemed exempt by the lead agency or have been issued the applicable negative declaration or environmental impact report or statement?
- W. If an **alternative fuel infrastructure** project, confirm that the project complies with all the following requirements:
- Project must be designed, installed, and maintained as required by the existing recognized codes and standards and as approved by the local/state authority.
 - Project funds awarded will not be used to pay for fuel, electricity operation, or maintenance costs.



NAPA VALLEY TRANSPORTATION AUTHORITY

Technical Advisory Committee Agenda Memo

TO: Technical Advisory Committee
FROM: Kate Miller, Executive Director
REPORT BY: Diana Meehan, Senior Planner/Program Administrator
(707) 259-8327/ Email: dmeehan@nvta.ca.gov
SUBJECT: Countywide Vision Zero Plan Progress Update

RECOMMENDATION

Information only

EXECUTIVE SUMMARY

Vision Zero is a transportation system safety strategy to eliminate fatal and severe injury crashes on roadways. To advance the goal of improving roadway safety for all modes countywide, and to support the requirement under multiple grant funding programs, NVTA with the assistance of Fehr & Peers, a consultant with expertise in safety planning, will develop a Countywide Vision Zero plan over the next year. This effort will be data-driven and complement recent Local Roadway Safety Plans (LRSP) completed by the County and Cities of Napa and American Canyon and will help meet safety plan requirements for up valley communities without an LRSP.

FISCAL IMPACT

Is there a Fiscal Impact? No

BACKGROUND AND DISCUSSION

Several funding sources are requiring adoption of roadway safety plans or Vision Zero plans to ensure funding for transportation projects that prioritize safety for all road users. A plan must be completed no later than December 2023 to meet requirements for several transportation funding programs, in particular the One Bay Area Grant, Cycle 3 (OBAG-3). This planning effort will assist in identifying and prioritizing safety projects and programs countywide in preparation for grant funding opportunities to make transportation

safety improvements that will help achieve the goal of zero serious and fatal roadway injuries countywide by 2030.

NVTA held a Vision Zero kickoff meeting on November 11 with Fehr & Peers and the NVTA project team. The project will take approximately 9 months to complete. The project timeline is shown in Attachment 1. The following describes work-to-date on the Vision Zero planning effort.

Collision Analysis

The Fehr & Peers team has completed a preliminary overview of collision records in both incorporated and unincorporated areas within the county. The collision data included injury reported collisions between 2015 and 2021. Initial high-level trends include:

- Collision numbers have remained similar year-over-year, even during the pandemic
- Different modes have different times where collisions are most prevalent:
 - Pedestrian collisions are more prevalent during weekdays
 - Bicycle collisions are more prevalent during the weekend
 - Total injury vehicle collisions were more evenly spread across the week
 - Vehicle collisions involving fatalities and severe injuries are more prevalent during the weekend

The team has started to identify the high injury network at a regional level. Ultimately, this network along with the collision trends will help inform priorities for NVTA and its partners. The safety analysis is on track to have a complete set of findings for discussion with staff and stakeholder working groups in late January/early February 2023.

Engagement Plan

The project team assembled two working groups for participation in the development of the plan. Both met in early February and two additional meetings per group will be scheduled over the course of the plan period.

A draft engagement plan was submitted for review in January and is undergoing minor revisions. The engagement plan will identify goals, roles and responsibilities for both the Vision Zero Technical Advisory Working Group (TAWG), made up of public works, planning, law enforcement/public safety. A stakeholder working group (SWG) will include elected officials, community-based organizations, health departments and school districts, advocacy groups such as *Slow Down Napa* and the Napa County Bicycle Coalition. The engagement plan will identify the number and format of meetings for these groups and public meetings, as well as anticipated topics. NVTA will also bring regular updates to the TAC on the Vision Zero Plan over the coming year.

Next Steps:

- Finalize public engagement plan - February
- Develop Collision Profiles - February/March
- Develop Countermeasure Toolbox - March
- Public meetings - April
- Identify Priority Project Locations - April/May
- Develop Funding Plan - June

ATTACHMENT(S)

- (1) Project Timeline

As shown in the proposed schedule below, we expect to complete the Final Vision Zero Plan by end of August 2023, assuming an early-November kick-off.

	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug
1 Project Initiation											
1.1	Scope of Work Finalization	■									
1.2	Project Kick-Off		■								
1.3	Project Management	■	■	■	■	■	■	■	■	■	■
2 Stakeholder Engagement											
2.1	Stakeholder & TAC Contact List		■	■							
2.2	Stakeholder & TAC Outreach & Engagement Program		■	■							
2.3	Stakeholder Committee				■		■			■	
2.4	Technical Advisory Committee				■		■			■	
3 Review & Evaluate Existing Materials											
3.1	Review & Update Existing Data		■								
3.2	Countywide Collision Landscape Analysis		■	■							
3.3	Countywide High Injury Network			■	■						
4 Implementation & Evaluation Strategies											
4.1	Collision Profiles			■	■						
4.2	Countermeasure Research				■	■					
4.3	Engineering Action Plan				■	■					
4.4	Education Action Plan					■	■				
4.5	Enforcement Action Plan					■	■				
4.6	Develop A Funding Plan					■	■				
5 Vision Zero Plan											
5.1	Napa Valley Vision Zero Plan Outline			■	■						
5.2	Administrative & Stakeholder Draft w/ Appendices							■	■		
5.3	Final Plan & VZ Policy & Resolution Templates									■	
5.4	PowerPoints for Presentation								■	■	■
6 Plan Presentation & Adoption											
6.1	Presentation to NVTA Board of Directors										■
6.2	Final Plan & Accompanying Analysis									■	■
7 Vision Zero Data Dashboard											
7.1	Evaluation with External-Facing Data Dashboard			■	■	■	■	■	■	■	■