



625 Burnell Street  
Napa, CA 94559

## **Agenda - Final**

**Thursday, September 3, 2020**

**2:00 PM**

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

### **NVRTA Technical Advisory Committee (TAC)**

#### **\*\*\*\*COVID-19 SPECIAL NOTICE\*\*\*\***

#### **PUBLIC MEETING GUIDELINES FOR PARTICIPATING VIA PHONE/VIDEO CONFERENCE**

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

To observe the meeting by video conference, please navigate to <https://zoom.us> and enter the meeting ID 975 4590 0346 at the noticed meeting time.

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

To observe the meeting by phone, call 1 (669) 900-6833 at the noticed meeting time, then enter Meeting ID 975 4590 0346. When asked for the participant ID or code, press #. Instructions on how to join a meeting by phone are available at: <https://support.zoom.us/hc/en-us/articles/201362663-Joining-a-meeting-by-phone>.

## How to Submit a Public Comment

1. Members of the public may submit a public comment in writing by emailing [info@nvta.ca.gov](mailto:info@nvta.ca.gov) by 11 a.m. on the day of the meeting with PUBLIC COMMENT identified in the subject line of the email. For comments to be read into record, emails with the equivalent of a maximum of 3 minutes shall contain in the subject line "Public Comment-Not on the Agenda" or "Public Comment-Agenda Item # (include item number)". All written comments should be 350 words or less, which corresponds to approximately 3 minutes of less of speaking time. All other written comments received will still be provided to the TAC and be included as part of the meeting record.
2. To comment during a virtual meeting (Zoom), click the "Raise Your Hand" button (found in the "Participants" tab) to request to speak when Public Comment is being taken on the Agenda item. You will then be unmuted when it is your turn to make your comment for up to 3 minutes. After the allotted time, you will be re-muted. Instructions for how to "Raise Your Hand" is available in the Attendee Controls information at <https://support.zoom.us/hc/en-us/articles/200941109-Attendee-controls-in-a-meeting>.
3. To comment by phone, press "\*9" to request to speak when Public Comment is being taken on the Agenda item. You will be called upon by the last four digits of your phone number and phone participants must unmute themselves by pressing "\*6" when called upon and will be provided up to 3 minutes to comment. After your allotted time, you will be re-muted.

This Agenda shall be made available upon request in alternate formats to persons with a disability. Persons requesting a disability-related modification or accommodation should contact Kathy Alexander, NVTA Deputy Board Secretary, at (707) 259-8631 during regular business hours, at least 48 hours prior to the time of the meeting.

Translation Services: If you require a translator to facilitate testimony to the NVTA, please contact Kathy Alexander, NVTA Deputy Board Secretary, at (707) 259-8631 no later than 48 hours in advance of the scheduled meeting.

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

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

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) 259-8631. 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) 259-8631. Kakailanganin namin ng paunang abiso na tatlong araw na may pasok sa trabaho para matugunan ang inyong kahilingan.

**1. Call To Order****2. Introductions****3. Public Comment****4. Committee Member and Staff Comments****5. STANDING AGENDA ITEMS****5.1 County Transportation Agency (CTA) Report (Danielle Schmitz)****5.2 Project Monitoring Funding Programs\* (Alberto Esqueda)****5.3 Caltrans' Report\* (Ahmad Rahimi)****5.4 Vine Trail Update (Joe Tagliaboschi)****5.5 Transit Update (Alan Budde)****5.6 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.

**6. CONSENT AGENDA****6.1 Meeting Minutes of July 9, 2020 TAC Meeting (Kathy Alexander)  
(Pages 8-11)**

**Body:** TAC action will approve the July 9, 2020 meeting minutes.

**Estimated Time:** 2:20 p.m.

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

**7. REGULAR AGENDA ITEMS**

- 7.1 Metropolitan Transportation Commission (MTC) Plan Bay Area 2050 Update(Raleigh McCoy, MTC Staff) (Pages 12-17)**
- Body:** MTC staff will provide an update presentation on the Plan Bay Area 2050.
- Recommendation:** Information only
- Estimated Time:** 2:20 p.m.
- Attachments:** [Staff Report.pdf](#)
- 7.2 Lifeline Transportation Program Cycle 6 Update (Diana Meehan) (Pages 18-21)**
- Body:** That the TAC recommend the NVTA Board approve the Lifeline Cycle 6 Program of Projects.
- Estimated Time:** 2:40 p.m.
- Attachments:** [Staff Report.pdf](#)
- 7.3 Vine Transit Update (Alan Budde) (Pages 22-27)**
- Body:** Staff will provide an update on Vine Transit services covering the third and fourth quarter of Fiscal Year 2019-2020.
- Recommendation:** Information only.
- Estimated Time:** 2:45 p.m.
- Attachments:** [Staff Report.pdf](#)
- 7.4 Legislative Update\* (Kate Miller)**
- Body:** Staff will review the state and federal legislative updates.
- Recommendation:** Information only.
- Estimated Time:** 2:50 p.m.
- 7.5 September 16, 2020 NVTA Board Meeting and NVTA-TA Board Meeting Draft Agendas\* (Kate Miller)**
- Body:** Staff will review the September 16, 2020 NVTA Board and NVTA-TA Board meeting draft agendas.
- Recommendation:** Information only.
- Estimated Time:** 2:55 p.m.

## **8. FUTURE AGENDA ITEMS**

## **9. ADJOURNMENT**

### **9.1 Approval of Next Regular Meeting Date of October 1, 2020 and Adjournment.**

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 Thursday, August 27, 2020

*Kathy Alexander (e-sign) August 27, 2020*

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Kathy Alexander, Deputy Board Secretary

\*Information will be available at the meeting

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## Glossary of Acronyms

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

## Glossary of Acronyms

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

# Napa Valley Transportation Authority Meeting Minutes - Draft

625 Burnell Street  
Napa, CA 94559

## Technical Advisory Committee

September 3, 2020  
TAC Agenda Item 6.1  
Continued From: New Action  
Requested: Approval

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Thursday, July 9, 2020

2:00 PM MEETING LOCATION: REFER TO COVID-19 SPECIAL NOTICE

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### 1. Call To Order

Chair Arias called the meeting to order at 2:02 p.m.

### 2. Introductions

Chair Arias invited all participants to introduce themselves.

Also present:

Julie Lucido (appointment to TAC pending)  
Patrick Band, Napa Valley Bicycle Coalition  
Philip Sales, Napa Valley Vine Trail Coalition

### 3. Public Comment

None.

### 4. Committee Member and Staff Comments

Aaron Hecock, City of St. Helena - Requested an update on the vehicle miles traveled (VMT) thresholds.

Alberto Esqueda, NVTA Responded that NVTA is working with TJKM to develop a VMT mitigation tool, and that each jurisdiction would need to establish their own VMT threshold. TJKM will provide jurisdictions technical assistance and they may work with NVTA's consultant to develop their VMT thresholds.

Kate Miller, NVTA - Provided an update on the status of Regional Measure 3.

## 5. STANDING AGENDA ITEMS

### 5.1 County Transportation Agency (CTA) Report (Danielle Schmitz)

Danielle Schmitz reported on the following items covered at the June Bay Area County Transportation Agencies (BACTA) meeting:

- Metropolitan Transportation Commission (MTC) staff provided a presentation on its Plan Bay Area (PBA) 2050 draft blueprint, noting that the Plan may be released in the fall.
- MTC's efforts to ensure California Air Resources Board's (CARB's) greenhouse gas (GHG) reduction requirements have not yet been met by mitigations proposed in the PBA 2050 planning horizon.
- MTC staff issued a request for proposals for its Vision Zero planning process. The plan will include policy initiatives, a data repository, technical assistance to jurisdictions and a regional safety data mapping system.
- Several SB-1 grant applications are due soon including the Trade Corridor Enhancement Program (TCEP), Solutions for Congested Corridors Program (SCCP) and the Local Partnership



Program (LPP).

- Caltrans announced that Sergio Ruiz is the new Caltrans Complete Streets Branch Chief Coordinator.

## 5.2 Project Monitoring Funding Programs (Alberto Esqueda)

Alberto Esqueda reviewed the updates to the Project Monitoring Spreadsheets.

## 5.3 Caltrans' Report (Ahmad Rahimi)

Ahmad Rahimi reviewed the updates to the Caltrans Report.

Kate Miller requested whether the SHOPP funds can be advanced for City of Napa Silverado Five-way Intersection project for pre-construction phases.

Mr. Rahimi indicated he would research for discussion at the next Caltrans/NVTA monthly meeting.

## 5.4 Vine Trail Update (Joe Tagliaboschi)

Rebecca Schenck noted the Vine Trail update would be addressed in Items 7.2 and 7.4.

## 5.5 Transit Update (Alan Budde)

Alan Budde provided an update on the Vine transit service.

## 5.6 Measure T Update (Alberto Esqueda)

Alberto Esqueda reminded the jurisdictions to request a project number when starting a new project, and to be sure to post Measure T signs at project sites. The County of Napa is scheduled to present their projects at the September 2 Independent Taxpayer Oversight Committee (ITOC).

Antonio Onorato provided an update on Measure T revenues, noting there is a two-month lag time in receiving reports from the state.

The ITOC selected the City of Napa and the Town of Yountville for the first round of Measure T performance audits on specific projects. Mr. Onorato will send an email next week with additional information. Mr. Onorato also requested that semi-annual reports be submitted by August 15, as the auditors will need them during their examination of Fiscal Year 2019-2020 records.

## 6. CONSENT AGENDA

### 6.1 Meeting Minutes of June 4, 2020 Technical Advisory Committee Meeting (Kathy Alexander) (Pages 9-12)

MOTION by HECOCK, SECOND by CLARK to APPROVE the June 4, 2020 TAC Meeting Minutes as presented. Motion passed with the following vote:

Ayes: Member Clark, Chair Arias, Member Hecock, Member Gordon, Vice Chair Kaufman, Member Lederer

[Member Weir was unable to respond during the vote.]

## **7. REGULAR AGENDA ITEMS**

### **7.1 Draft Community Based Transportation Plan (CBTP) (Danielle Schmitz) (Pages 13-16)**

Danielle Schmitz provided a presentation on the Community Based Transportation Plan that included a review of the:

- Four Communities of Concern (COCs) identified by MTC, and the specific demographics or criteria that classify them as a COC
- NVTa-identified locally significant COCs
- CBTP Outreach efforts
- COC identified project list
- Implementation and monitoring

MOTION by WEIR, SECOND by CLARK to RECOMMEND the NVTa Board approve the Napa Valley Community Based Transportation Plan. Motion passed with the following vote:

Ayes: Vice Chair Kaufman, Member Clark, Member Hecock, Member Gordon, Chair Arias, Member Lederer, Member Weir.

### **7.2 Amend the OBAG 2 Program and Proposal to Address the Calistoga to St. Helena Vine Trail Funding Shortfall (Kate Miller) (Pages 17-19)**

Kate Miller provided a status on the Vine Trail Calistoga to St. Helena Segment Project funding shortfall and reviewed a proposal to backfill the shortfall by moving One Bay Area Grant Cycle 2 (OBAG 2) funds from the City of Napa's Silverado Five-way Project to the Vine Maintenance Facility, which would free up Transportation Development Act (TDA) funds banked for the Vine Maintenance Facility to backfill the Vine Trail Calistoga to St. Helena Segment Project shortfall. Included in the proposal is prioritizing the Silverado Five-way project for OBAG 3 or other future funding.

The presentation included a comprehensive list of factors involved for this proposal and the pros and cons of moving the funds. The City of Napa and MTC support this proposal.

Chair Arias asked if staff had considered options if the project cost came in above or below projected costs.

Ms. Miller answered that adjustments would be made accordingly, noting that the project would be going out to bid by the end of this year and she anticipates bids will come in under the projected costs.

Member Kaufman asked if this proposal would impact funds committed to existing Vine Trail projects prior to this proposal, i.e., the Green Island Road segment.

Ms. Miller replied that it does not affect existing fund commitments not included in the proposal.

Member Gordon asked if staff considered asking involved jurisdictions for additional funding contributions.

Ms. Miller responded that staff had, however, all jurisdictions have experienced reduced revenues due to COVID-19 which have required budget reductions.

**MOTION by LEDERER, SECOND by HECOCK to recommend the NVT Board approve:**

**1) Amending the One Bay Area Grant Cycle 2 (OBAG 2) Program to move \$2 million Congestion Mitigation and Air Quality (CMAQ) funds currently programmed to the Silverado Five-Way Intersection to the Vine Maintenance Facility in order to free up Transportation Development Act (TDA) funds for the Vine Trail; 2) Commit \$2 million in funding from the One Bay Area Grant Cycle 3 (OBAG 3) or other future OBAG cycle to the Silverado Five-Way Project.**

**Motion passed with the following vote:**

**Ayes:**

**Member Clark, Member Hecock, Member Gordon, Chair Arias, Member Lederer, Member Weir.**

Vice Chair Kaufman had to leave the meeting prior to the vote, however he requested that the record show he was in favor of the proposal.

### **7.3 Lifeline Transportation Program Cycle 6 (Diana Meehan) (Pages 20-23)**

Diana Meehan provided an overview of the Lifeline Transportation Program Cycle 6 that included local matching fund requirements, an updated time schedule, and types of projects allowed in the program.

### **7.4 Draft Environmental Document for the Napa Valley Vine Trail Project - St. Helena to Calistoga Segment (Rebecca Schenck) (Pages 24-28)**

Rebecca Schenck provided a report on the Draft Environmental Document for the Napa Valley Vine Trail Project - St. Helena to Calistoga that included details on when the document was released to the public for comment and noted that comments are due to NVT by July 27, 2020.

### **7.5 Legislative Update (Kate Miller) (Pages 29-38)**

Kate Miller reviewed the Legislative Update.

### **7.6 July 15, 2020 NVT Board Meeting and NVT-TA Board Meeting Draft Agendas\* (Kate Miller)**

Kate Miller reviewed the July 15, 2020 NVT-TA and NVT Board meeting agendas.

## **8. FUTURE AGENDA ITEMS**

No future agenda items were requested.

## **9. ADJOURNMENT**

### **9.1 Approval of Next Regular Meeting Date of September 3, 2020 and Adjournment**

Chair Arias adjourned the meeting at 3:16 p.m.

Thursday, September 3, 2020

TAC Agenda Item 7.1

Continued From: New

Action Requested: **INFORMATION**



## NAPA VALLEY TRANSPORTATION AUTHORITY TAC Agenda Letter

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**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](mailto:dschmitz@nvta.ca.gov)  
**SUBJECT:** Plan Bay Area 2050 Update

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### **RECOMMENDATION**

Information only

### **EXECUTIVE SUMMARY**

Metropolitan Transportation Commission (MTC) staff will provide an update on Plan Bay Area 2050, which is the 25-year long-range plan for the Bay Area with focus on four areas: the economy, the environment, housing and transportation.

### **FINANCIAL IMPACT**

Is there a fiscal impact? Not for this report.

### **BACKGROUND AND DISCUSSION**

In March, MTC released the Draft Blueprint for Plan Bay Area 2050 which weaves together the transportation, housing, economic, and environmental strategies alongside an expanded set of *growth geographies* to advance climate and equity goals. Over the last several months, MTC staff has been evaluating the Draft Blue Print strategies in how they address the guiding principles to ensure an affordable, connected, diverse, healthy, and vibrant Bay Area for all. The Plan forecasts 1.5 million new homes and 1.4 million new jobs over the Plan's horizon. The Draft Blueprint integrates strategies to address the severe and long-lasting housing crisis in the Bay Area and explores which policies and investments are best prepared for an uncertain future – from rising telecommute levels to economic boom & bust cycles to consumer preference shifts.

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**Key Findings from MTC Staff Analysis:**

- *Improving Affordability for All:* For a typical household, the cost burden for housing and transportation as a share of income declines by 9 points between 2015 and 2050. Reductions are even greater for low-income households – a decline of 26 points – with means-based fares and tolls yielding further dividends in advancing equity goals.
- *Expanding Housing Opportunities for Low-Income Residents:* With robust regional measures in play – as well as an expanded inclusionary zoning strategy – the Draft Blueprint includes funding capacity for the construction of over 400,000 permanently-affordable homes through 2050.
- *Focusing Growth in Walkable, Transit-Rich Communities:* The majority of future housing and job growth is located in walkable communities with frequent transit; the Final Blueprint may make further performance gains via additional transit strategies under consideration for the Final Blueprint.
- *Saving Lives and Protecting Communities:* Reduced speed limits and roadway redesigns help play a critical role in saving thousands of lives through 2050, even as more progress is needed to achieve Vision Zero goals. Investments in sea level rise infrastructure saves 98 percent of at-risk homes through 2050, and funding for seismic home retrofits protects 100 percent of homes at high risk of damage.
- *Positioning the Region for Robust Economic Growth:* Despite over \$200 billion in new taxes in the decades ahead to pay for the bold strategies approved in February 2020, Bay Area businesses are forecasted to rebound robustly, with per-capita gross regional product soaring by 65% through 2050.

**SUPPORTING DOCUMENT**

Attachment 1: PBA 2050 Draft Blueprint Strategies

# HELP US DRAFT THE BLUEPRINT.



## DRAFTING THE BLUEPRINT

### WHAT IS THE PLAN?

Plan Bay Area 2050 is the long-range plan now being developed by the Metropolitan Transportation Commission and the Association of Bay Area Governments to guide the growth of our nine-county region for the next generation. Scheduled for completion in 2021, the Plan will integrate strategies for transportation, housing, the environment and the economy and lead the Bay Area toward a future that is affordable, connected, diverse, healthy, and vibrant for all by 2050.

### WHAT REQUIREMENTS MUST THE PLAN MEET?

Among many statutory requirements, the Plan must be fiscally constrained and rely on reasonably expected revenues; it must meet or exceed a 19 percent per-capita GHG reduction target for light-duty vehicles by 2035; and it must plan for sufficient housing at all income levels.

### WHAT IS THE DRAFT BLUEPRINT?



Creating the Blueprint is the first step toward developing Plan Bay Area 2050. The Draft Blueprint integrates 25 equitable and resilient proposed strategies from the Horizon initiative and offers bold solutions to address nine primary objectives across key areas including: transportation, housing, the environment and the economy.

### WHAT IS A "STRATEGY"?



A strategy is either a public policy or set of investments that can be implemented in the Bay Area over the next 30 years. A strategy is not a near-term action, a mandate for a jurisdiction or agency, or a legislative proposal. In addition, because Plan Bay Area 2050 must be fiscally constrained, not every strategy can be integrated into the Plan given finite available revenues.

### WHO IMPLEMENTS THESE STRATEGIES?



Strategies in Plan Bay Area 2050 can be implemented at the local, regional, or state levels. Specific implementation actions and the role for MTC/ABAG will be identified through a collaborative process for the Implementation Plan in late 2020. **See inside to learn more about the Draft Blueprint's objectives and proposed strategies.**

## WHAT ABOUT PUBLIC INPUT? WHAT'S NEXT?

In addition to robust analysis conducted as part of the Horizon initiative and ongoing feedback from elected officials, thousands of comments from Bay Area residents and stakeholders helped define and refine the 25 proposed Blueprint strategies. Staff will now conduct a detailed analysis and report back on outcomes from the Draft Blueprint strategies this spring. Planned public engagement will provide additional opportunities for strategies and projects to be revised and integrated into the Final Blueprint, with the Final Blueprint scheduled for completion later in 2020.



# DRAFT BLUEPRINT STRATEGIES

## OBJECTIVES



## TRANSPORTATION STRATEGIES

### 1. Maintain and Optimize Existing Infrastructure



**Operate and Maintain the Existing System.** Commit to operate and maintain the Bay Area's roads and transit infrastructure, while ensuring that all Priority Development Areas have sufficient transit service levels.

**Enable Seamless Mobility with Unified Trip Planning and Fare Payments.** Develop a unified platform for trip planning and fare payment to enable more seamless journeys.

**Reform Regional Transit Fare Policy.** Streamline fare payment and replace existing operator-specific discounted fare programs with an integrated fare structure across all transit operators.

**Implement Per-Mile Tolling on Congested Freeways with Transit Alternatives.** Apply a per-mile charge on auto travel on select highly-congested freeway corridors where transit alternatives exist, with discounts for carpoolers, low-income residents, and off-peak travel, with excess revenues reinvested into transit alternatives in the corridor.

### 2. Create Healthy and Safe Streets



**Build a Complete Streets Network.** Enhance streets to promote walking, biking, and other micromobility through sidewalk improvements and 7,000 miles of bike lanes or multi-use paths.

**Advance Regional Vision Zero Policy through Street Design and Reduced Speeds.** Reduce speed limits to 25 to 35 miles per hour on local streets and 55 miles per hour on freeways, relying on design elements on local streets and automated speed enforcement on freeways.

### 3. Enhance Regional and Local Transit



**Advance Low-Cost Transit Projects.** Complete a limited set of transit projects that performed well in multiple futures and require limited regional dollars to reach fully-funded status.

**Build a New Transbay Rail Crossing.** Address overcrowded conditions during peak commute periods and add system redundancy by adding a new Transbay rail crossing connecting the East Bay and San Francisco.

## OBJECTIVES



## ECONOMIC STRATEGIES

### 4. Improve Economic Mobility



**Expand Childcare Support for Low-Income Families.** Provide a 50 percent childcare subsidy to low-income households with children under 5, enabling more parents with young children to remain in (or to enter) the workforce.

**Create Incubator Programs in Economically-Challenged Areas.** Fund pre-incubation services or technical assistance for establishing a new business, as well as access to workspaces, and mentorship and financing in disadvantaged communities.

**Retain Key Industrial Lands through Establishment of Priority Production Areas.** Implement local land use policies to protect key industrial lands identified as Priority Production Areas, including preservation of industrial zoning.

### 5. Shift the Location of Jobs



**Allow Greater Commercial Densities in Growth Geographies.** Allow greater densities for new commercial development in select Priority Development Areas and select Transit-Rich Areas to encourage more jobs to locate near public transit.

**Assess Transportation Impact Fees on New Office Developments.** Apply expanded county-specific fees on new office development that reflects associated transportation impacts.

**Assess Jobs-Housing Imbalance Fees on New Office Developments.** Apply a regional jobs-housing linkage fee to generate funding for affordable housing when new office development occurs in job-rich places, thereby incentivizing more jobs to locate in housing-rich places.

## OBJECTIVES



## HOUSING STRATEGIES

### 6. Spur Housing Production and Create Inclusive Communities



**Allow a Greater Mix of Housing Types and Densities in Growth Areas.** Allow a variety of housing types at a range of densities to be built in Priority Development Areas, select Transit-Rich Areas, and select High-Resource Areas.

**Reduce Barriers to Housing Near Transit and in Areas of High Opportunity.** Reduce parking requirements, project review times, and impact fees for new housing in Transit-Rich and High-Resource Areas, while providing projects exceeding inclusionary zoning minimums even greater benefits.

**Transform Aging Malls and Office Parks into Neighborhoods.** Transform aging malls and office parks into mixed-income neighborhoods by permitting new land uses and significantly reducing development costs for eligible projects.

### 7. Protect, Preserve, and Produce More Affordable Housing



**Fund Affordable Housing Protection, Preservation and Production.** Raise an additional \$1.5 billion in new annual revenues to leverage federal, state, and local sources to protect, preserve and produce deed-restricted affordable housing.

**Require 10 to 20 Percent of New Housing to be Affordable.** Require at least 10 percent to 20 percent of new housing developments of 5 units or more to be affordable to low-income households, with the threshold defined by market feasibility as well as access to opportunity and public transit.

**Further Strengthen Renter Protections Beyond State Legislation.** Building upon recent tenant protection laws, limit annual rent increases to the rate of inflation, while exempting units less than 10 years old.

## OBJECTIVES



## ENVIRONMENTAL STRATEGIES

### 8. Reduce Risks from Hazards



**Adapt to Sea Level Rise.** Protect shoreline communities affected by sea level rise, prioritizing areas of low costs and high benefits and providing additional support to vulnerable populations.

**Modernize Existing Buildings with Seismic, Wildfire, Drought, and Energy Retrofits.** Adopt new building ordinances and incentivize retrofits to bring existing buildings up to higher seismic, wildfire, water and energy standards, providing means-based subsidies to offset impacts.

### 9. Reduce Our Impact on the Environment



**Maintain Urban Growth Boundaries.** Using urban growth boundaries and other existing environmental protections, confine new development within areas of existing development or areas otherwise suitable for growth, as established by local jurisdictions.

**Protect High-Value Conservation Lands.** Provide strategic matching funds to help conserve high-priority natural and agricultural lands, including but not limited to Priority Conservation Areas.

**Expand the Climate Initiatives Program.** Expand MTC's Climate Initiatives Program, which includes investments in transportation demand management and electrification incentive programs, while simultaneously working with the Air District and the State to reduce greenhouse gas emissions for other transportation sectors.



# ADVANCING EQUITY WITH BOLD STRATEGIES

As a cross-cutting issue of Plan Bay Area 2050, staff has worked to weave equity into every single strategy for the Draft Blueprint.



## AFFORDABLE



Consistent regional means-based discounts for fares and tolls.



## CONNECTED



Service frequency increases in both high-ridership corridors and in currently-underserved PDAs.



## DIVERSE



Emphasis on growth in High-Resource Areas to address the legacy of race-based exclusion.



## HEALTHY



Prioritization of retrofit assistance and sea level rise infrastructure in lower-income communities.



## VIBRANT



Incubator programs and childcare support designed to enable greater economic mobility.

## TELL US WHAT YOU THINK!

MTC and ABAG will hold public workshops all around the Bay Area later in 2020 and invite you to help shape the Plan Bay Area 2050 Blueprint. We want to find out what you – and your family, friends, and neighbors – have to say about the 25 proposed strategies and how these strategies could influence the way we will live, work and travel in the Bay Area over the next generation.

MTC and the ABAG Executive Board are scheduled to adopt a Final Blueprint in fall 2020. We look forward to hearing from you!

Visit [planbayarea.org](http://planbayarea.org) to learn more or to check the schedule of public workshops. You can also follow MTC BATA on social media.

### SPRING

- Release Draft Blueprint Outcomes and Growth Pattern

### SUMMER

- Revise Strategies for Final Blueprint
- Stakeholder and Public Workshops

### FALL

- Adopt Final Blueprint
- Advance to Environmental Impact Report (EIR)

### WINTER

- Environment Analysis



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## NAPA VALLEY TRANSPORTATION AUTHORITY TAC Agenda Letter

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**TO:** Technical Advisory Committee  
**FROM:** Kate Miller, Executive Director  
**REPORT BY:** Diana Meehan, Senior Planner  
(707) 259-8327 / Email: [dmeehan@nvta.ca.gov](mailto:dmeehan@nvta.ca.gov)  
**SUBJECT:** Lifeline Transportation Program Cycle 6 Update

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### **RECOMMENDATION**

That the Technical Advisory Committee (TAC) recommend the NVTA Board approve the Lifeline Cycle 6 Program of Projects.

### **EXECUTIVE SUMMARY**

Napa Valley Transportation Authority (NVTA) issued a notice for Letters of Interest for the Lifeline Transportation Program on June 22, 2020. There is \$156,657 in federal transit funds available to public transit operators, community based organizations and non-profits, and other local government agencies for lifeline transportation projects. Lifeline funds address transportation gaps or barriers identified in community-based transportation plans or other local planning efforts in low-income communities.

Two letters of interest were received, one from the City of St. Helena, and one from the City of Calistoga. Both projects are pedestrian projects that will enhance safety and connectivity and meet the criteria of the Lifeline Transportation Program.

### **FINANCIAL IMPACT**

Is there a fiscal impact? No, however NVTA Board approval will make \$156,657 available for programming.

### **BACKGROUND AND DISCUSSION**

The Metropolitan Transportation Commission (MTC) makes funding available to improve mobility of low-income communities through the Lifeline Transportation Program (LTP). LTP funds are distributed to counties based on a low-income population formula and are administered by each county transit operator. The Napa Valley Transportation Authority

(NVTA) serves as the Transit Operator for Napa County. NVTA issued a notice for all interested parties to submit Letters of Interest for lifeline funding.

The program is intended to fund projects included in community-based transportation plans or other planning efforts, including projects that: 1) Are developed through a collaborative and inclusive planning process; 2) improve transportation choices; 3) address transportation gaps identified in the Community Based Transportation Plans (CBTP) or other local planning efforts; and 4) focus on transportation needs specific to elderly and disabled residents of low income communities.

### **Eligible Applicants:**

Public agencies, county social service agencies, cities and counties, and non-profit organizations are eligible applicants. However, since Federal Transit Administration (FTA) Section 5307 funds are all statutorily restricted to eligible public transit agencies, applicants must partner with NVTA to access the revenues.

### **Available Funding:**

Table 1. Lifeline Fund Sources

Fund Source	Amount		Total
	FY 2018-19	FY 2019-20	
FTA Section 5307 Funds	\$77,528	\$79,129	\$156,657

### **Local Matching Fund Requirement:**

LTP Cycle 6 requires a minimum match of 20% of the total project cost.

Two exceptions to the 20% requirements:

- 1) FTA Section 5307 operating projects require a 50% match.
- 2) All vehicle purchase projects require a 50% match.

Local match for FTA funds can be federal funds providing they are not Department of Transportation Funds.

### **Eligible Projects:**

The program goal is to improve mobility for low-income communities in Napa County. Eligible Projects under FTA Section 5307 include:

- New and existing transportation and transit services
- Capital and operating projects

Projects will be selected based on:

- 1) Community-identified priority/ local support
- 2) Implementation plan/project readiness
- 3) Ability to provide required match
- 4) Accountability and Reporting
- 5) Cost effectiveness
- 6) Project budget/sustainability

Project Priority is given to projects addressing the four overarching priorities identified in the CBTP:

- Improve Pedestrian Safety – Improve conditions to reduce traffic incidents and increase pedestrian safety
- Mobility – options that expand mobility for low-income, senior and disabled residents
- Transit related – Increase local transit evening frequencies, increase amenities, decrease fares for low-income individuals
- Americans with Disabilities – Increase transit ADA access

**Project Delivery Requirements:**

For projects receiving FY 2018-19 funds, the project must be completed by August 2023, and August 2024 for FY 2019-20 funds.

**Draft Proposed Program**

The cities of Calistoga and St. Helena submitted letters of interest for projects. The City of St. Helena is requesting funds for pedestrian crossing and safety improvements along Pope Street. This project is listed in the CBTP as a high priority project. Staff is recommending 60% of the funding, \$94,000, be awarded to this project, which would cover the cost of the project less the 20% local match.

The City of Calistoga requested funds for a pedestrian improvement project, the Riverside Path to cover a shortfall in funding. The path connects downtown Calistoga to parking and facilities along Washington Street. This project is not specifically identified in the CBTP, but it meets the program criteria for pedestrian safety improvement and access in a community of concern. The City of Calistoga has been identified in the CBTP as a community of concern. Staff is recommending the remaining 40% of funding, \$62,657 be awarded to the Riverside Path project.

Table 2, below, summarizes the staff recommended Lifeline Program for the NVTB Board's consideration at its September meeting.

Table 2. Lifeline Cycle 6 Napa Projects

Project Sponsor	Project Title	Description	Lifeline \$	Match \$	Total \$
St. Helena	Pope St. Crossing	Crossing safety improvements on Pope St. such as RFRB	\$94,000	\$18,800	\$112,800
Calistoga	Riverside Path Project	Pathway connection from Washington to downtown Calistoga	\$62,657	\$12,531	\$75,188
			\$156,657		

**SUPPORTING DOCUMENTS**

None



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## NAPA VALLEY TRANSPORTATION AUTHORITY TAC Agenda Letter

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

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### **RECOMMENDATION**

Information only

### **EXECUTIVE SUMMARY**

This report will provide the operational performance for Vine Transit services covering the third and fourth quarter of Fiscal Year (FY) 2019-20, which is January 2020 to June 2020, as well as July 2020. The report will also provide an update on operational and service changes related to the pandemic.

### **FINANCIAL IMPACT**

Is there a fiscal impact? Not for this report.

### **BACKGROUND AND DISCUSSION**

In response to the COVID-19 pandemic and public health orders issued by the State and County of Napa starting in March, a series of service modifications were instituted. Specifically, service hours were reduced, fare payment was suspended, seat spacing was introduced, and buses began using rear door only boarding whenever feasible. In mid-March, service hours on Routes 10 & 11 were reduced to a Saturday schedule during weekdays. Routes 10X and 11X were suspended – after already showing mixed ridership performance in the months preceding the pandemic. On April 27<sup>th</sup>, local fixed route services in the City of Napa (A-H) were suspended and transitioned to On-Demand service for local trips. On May 13<sup>th</sup> following the County of Napa's revised Shelter at Home order, NVRTA posted notices requiring use of face coverings by passengers and staff.

NVTA is working with the Vine operator, Transdev, to install barriers in the driver's compartments on transit buses, for the protection of drivers and passengers. The project is expected to be complete in early September. Currently, there is not an established option for the smaller, cutaway shuttle buses. Once the barrier installation is completed, Vine will recommence fare collection on Sunday, September 13<sup>th</sup> on all services. Napa On-Demand riders will pay the same local \$1.60 full fare, \$1.10 student fare, and \$0.80 reduced fare for elderly and disabled riders that was previously established for local routes. Day, 20-ride, and 31-day fare passes will also be accepted. Using Clipper is encouraged and NVTA in partnership with MTC and other transit operators will be rolling out a full Clipper marketing campaign to introduce the new Clipper-START program for low income adults and the next generation of Clipper.

NVTA continues to support auxiliary EOC functions that include meal delivery to residents in isolation and quarantine sites, food bank distribution while centers are closed to the public, and related transportation. NVTA was also activated as part of the Napa Lightning Complex response on August 19 to support potential evacuation requests.

### Fixed Route Performance

The entire Vine system experienced steep ridership declines starting in March with a low in April and May. During June and July, ridership on Regional and Express Services increased by 18% compared to the prior two months (Table 1 and Chart 1). Taking into consideration reduced service hours, passengers per hour performance was relatively better (Table 2 and Chart 2) for Routes 10 and 11. Nevertheless, as compared to some of the other systems in the region, ridership on the Vine is relatively good which reflects the sustained high demand of transit dependent riders.

Table 1: Fixed Route Ridership

Passengers Carried	January	February	March	April	May	June	July
Route 10	16,261	16,936	6,255	5,525	6,693	8,214	8,122
Route 11	18,464	19,827	8,027	7,285	7,228	8,012	7,973
Route 10X	167	1,019	462	0	0	0	0
Route 11X	553	1,589	882	0	0	0	0
Route 21	3,091	2,985	1,462	1,372	1,334	1,483	1,559
Route 29	5,639	5,209	3,801	2,908	2,310	2,500	3,270
TOTAL	44,175	47,565	20,889	17,090	17,565	20,209	20,923

Table 2: Passengers per Hour by Route

Passengers per hr	January	February	March	April	May	June	July
Route 10	10.7	11.6	4.3	4.3	5.2	6.3	6.3
Route 11	11.45	13.06	5.43	5.77	5.96	6.59	6.56
Route 10X	0.63	4.34	2.62	N/A	N/A	N/A	N/A
Route 11X	1.98	6.33	4.67	N/A	N/A	N/A	N/A
Route 21	6.0	6.3	2.8	2.6	2.8	2.9	2.9
Route 29	7.55	7.63	5.07	3.90	3.41	3.34	4.19

Chart 1: Fixed Route Ridership

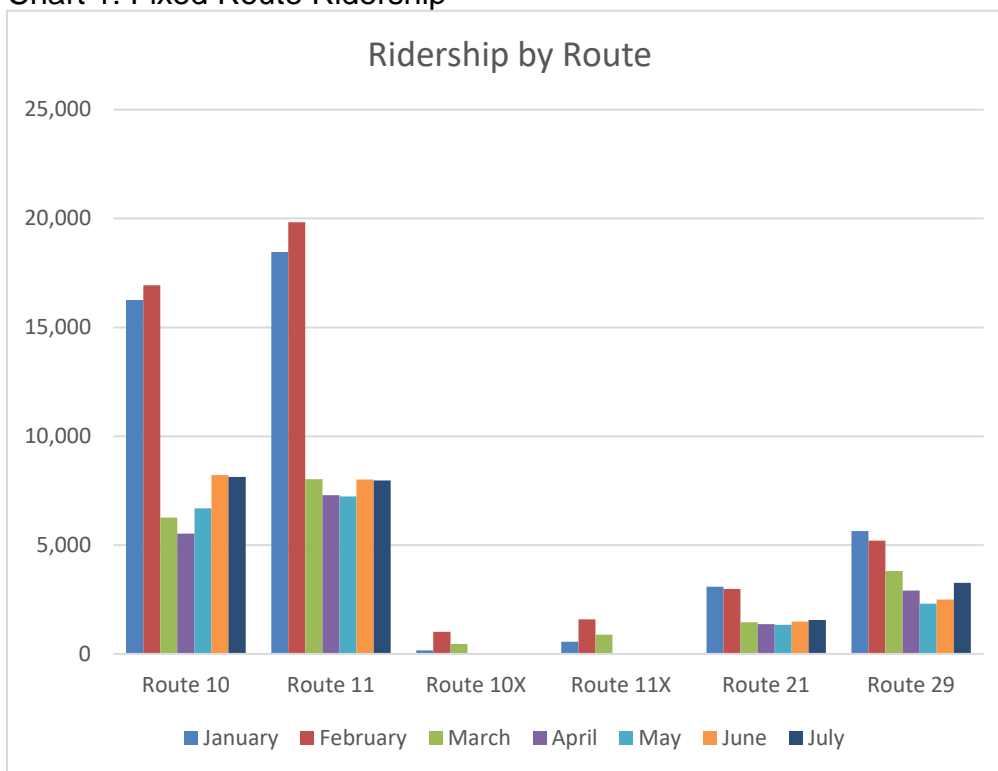
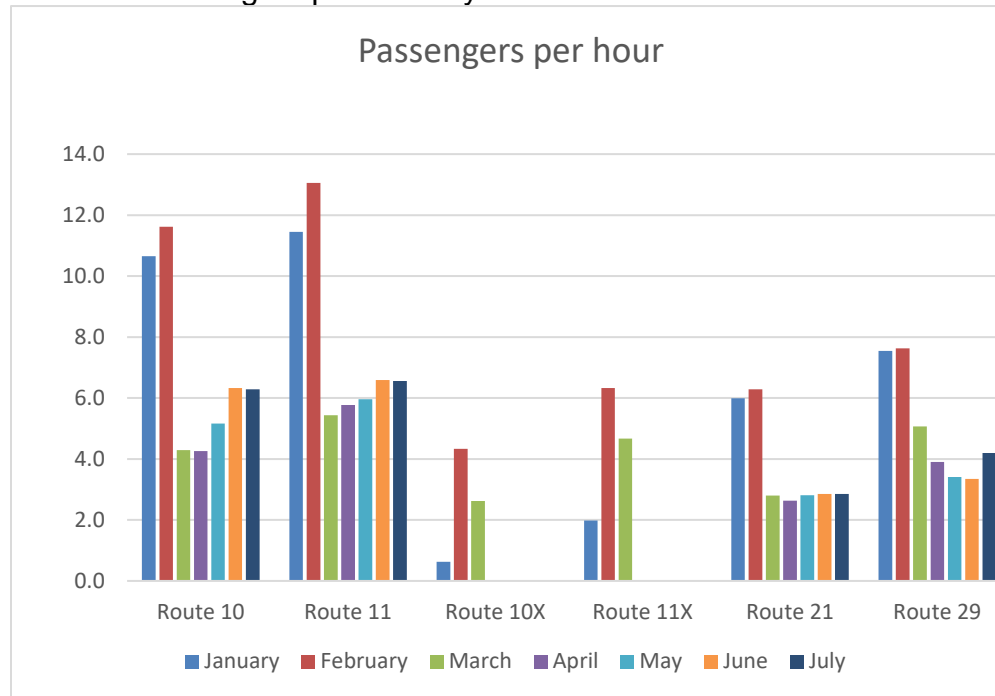




Chart 2: Passengers per Hour by Route



### City of Napa - On Demand Performance

On April 27, local fixed route services in the City of Napa (A-H) were suspended and Vine began operating On-Demand service for local trips Monday through Saturday, 7:30 AM to 5:30 PM. Since the implementation, weekday ridership has consistently increased every month. For the first half of August, the system carried 2.6 passengers per hour on weekdays, approaching the target of 4.0 passengers per hour. Saturday ridership has increased more slowly. (Table 3 and Chart 3)

Use of the Ride the Vine mobile application as a booking method has increased from 16.7% of riders in May to 20.3% in July and August. While ridership has increased, average wait times and average ride times have remained stable at about 10 minutes each, for a typical total trip time of 20 minutes.

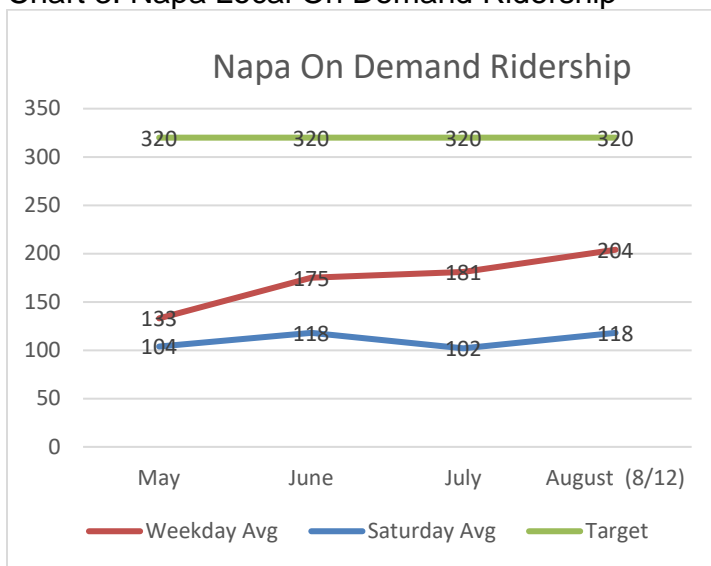
NVTA staff is hoping to sustain on demand services as long as possible but will likely need to put back some fixed route service when schools begin to hold in person classes again. Nevertheless, the on demand pilot project has been useful to understand the demand and the amount of resources may be needed to sustain this innovative and convenient form of service for the residents of the City of Napa.

Table 3 and Chart 3 summarize the ridership data from February through mid-August.

Table 3: Napa Local On-Demand Ridership

Passengers Carried	Fixed Routes A-H February	May	June	July	August
Weekday Average	1,512	133	175	181	204
Saturday Average	759	104	118	102	118

Chart 3: Napa Local On Demand Ridership



### VineGO and Community Shuttle Performance

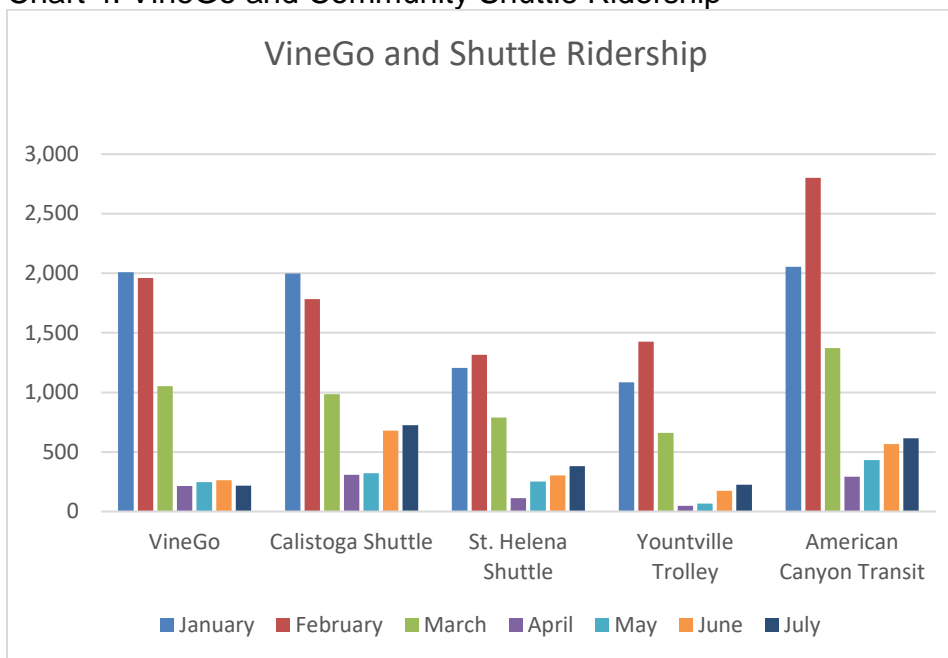
Ridership on VineGo remains roughly 10% of pre-COVID levels. VineGO is scheduling all requested trips for eligible riders. This is likely attributable to safety concerns among more vulnerable riders and that many community services are closed due to the pandemic. Reopening of community centers and social service offices are likely to result in new ridership. New ADA certifications are being conducted by phone appointment only at this time.

Total ridership on the four Community Shuttles has recovered to approximately 30% of pre-COVID levels with all services showing monthly improvement. Starting in March, reduced hours were instituted in response to the lower demand. Overall, the shuttles transported 1.9 passengers per hour in July compared to 4.9 passengers per hour in February. Some change is associated with the elimination of fixed route trips on some services, which had high student ridership. (Table 4 and Chart 4)

Table 4: VineGo and Community Shuttle Ridership

Passengers Carried	January	February	March	April	May	June	July
VineGo	2,009	1,960	1,052	214	247	262	216
Calistoga Shuttle	1,999	1,783	985	308	322	678	724
St. Helena Shuttle	1,207	1,317	789	111	252	302	380
Yountville Trolley	1,085	1,425	660	48	67	175	225
American Canyon Transit	2,055	2,802	1,373	292	433	567	615

Chart 4: VineGo and Community Shuttle Ridership

**SUPPORTING DOCUMENTS**

None