

# Napa Valley Transportation Authority

625 Burnell Street  
Napa, CA 94559



## Agenda - Final

Thursday, December 3, 2020  
2:00 PM

**REFER TO COVID-19 SPECIAL NOTICE**

### **Technical Advisory Committee**

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

PUBLIC MEETING GUIDELINES FOR  
PARTICIPATING VIA PHONE/VIDEO CONFERENCING

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 Technical Advisory Committee (TAC) 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, please call at the noticed meeting time 1 (669) 900-6833, then enter Meeting ID 975 4590 0346 #. When asked for the participant ID or code, press #.

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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 11:00 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 the 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 or 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 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 then be re-muted. Instructions for how to "Raise Your Hand" is available at <https://support.zoom.us/hc/en-us/articles/205566129-Raise-Hand-In-Webinar>.

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.

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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.

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**1. Call To Order****2. Roll Call****3. Introductions****4. Public Comment****5. Committee Member and Staff Comments****6. STANDING AGENDA ITEMS****6.1 County Transportation Agency (CTA) Report (Danielle Schmitz)****6.2 Project Monitoring Funding Programs\* (Alberto Esqueda)****6.3 Caltrans' Report\* (Ahmad Rahimi)****6.4 Vine Trail Update (Joe Tagliaboschi)****6.5 Transit Update (Danielle Schmitz)****6.6 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.

**7. CONSENT AGENDA****7.1 Meeting Minutes of November 5, 2020 TAC Meeting (Kathy Alexander) (Pages 8-14)**

**Recommendation:** TAC action will approve the November 5, 2020 minutes.

**Estimated Time:** 2:25 p.m.

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

**8. PRESENTATION**

**8.1 Presentation by the Napa County Bicycle Coalition on the Safe Routes to School (SRTS) Program funded by One Bay Area Grant 2 (OBAG 2) (Pages 15-16)**

**Body:** Information only. Napa County Bicycle Coalition will provide an update on SRTS activities.

**Estimated Time:** 2:25 p.m.

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

## **9. REGULAR AGENDA ITEMS**

**9.1 Transportation Development Act Article 3 (TDA-3) Policy Updates (Diana Meehan) (Pages 17-25)**

**Recommendation:** Information only. The TAC will receive information on the TDA-3 Policy Updates.

**Estimated Time:** 2:35 p.m.

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

**9.2 Draft Countywide Transportation Plan: Advancing Mobility 2045 Project Scenarios Update (Alberto Esqueda) (Pages 26-37)**

**Recommendation:** Information only.

**Estimated Time:** 2:45 p.m.

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

**9.3 Legislative Update\* (Kate Miller)**

**Recommendation:** Information only. Staff will review the state and federal legislative updates.

**Estimated Time:** 2:55 p.m.

## **10. FUTURE AGENDA ITEMS**

## **11. ADJOURNMENT**

**11.1 Approval of Next Regular Meeting Date of January 7, 2021 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 Wednesday, November 25, 2020.

*Kathy Alexander (e-sign) November 25, 2020*

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Kathy Alexander, Deputy Board Secretary

\*Information will be available at the meeting

## Glossary of Acronyms

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

## Glossary of Acronyms

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

**Meeting Minutes - Draft**  
**Technical Advisory Committee**

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Thursday, November 5, 2020

2:00 PM

REFER TO COVID-19 SPECIAL NOTICE

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**1. Call To Order**

Chair Arias called the meeting to order at 2:00 p.m.

**Present:** 10 - Juan Arias  
Rick Kaufman  
Erica Ahmann Smithies  
Lorien Clark  
Daniel Gordon  
Aaron Hecock  
Steve Lederer  
Derek Rayner  
Emily Hedge  
Rosalba Ramirez

**Absent:** 3 - Brent Cooper  
Joe Tagliaboschi  
Doug Weir

**2. Introductions**

Chair Arias invited all in attendance to introduce themselves.

**Also present:**  
Mark Leong, Caltrans  
Yunsheng Luo, Caltrans  
Vamsee Modugula, TJKM  
Philip Sales, Napa Valley Vine Trail Coalition (NVVTC)  
Justin Hole  
Patrick Band, Napa County Bicycle Coalition (NCBC)

**3. Public Comment**

Public comment received from Justin Hole.

**4. Committee Member and Staff Comments**

Kate Miller, NVT – Provided an update on Regional Measure 3 (RM 3), recalling that the lower court and appellate court rejected Howard Jarvis Taxpayer Association's (HJTA's) lawsuit against the Bay Area Toll Authority with the argument that RM 3 is a tax and not a fee. HJTA subsequently filed a petition with the Supreme Court. The Supreme Court hearing is scheduled to start in November, and the RM 3 case will be heard in conjunction with another case. Expect at least a year for the Supreme Court decision. This will impact funding and/or delay the Vine Maintenance Facility and any State Route 29 projects.

Rick Kaufman, City of American Canyon – Announced that this is his last TAC meeting as he is leaving the City of American Canyon in November.



Danielle Schmitz, NVTa – Introduced NVTa's newest staff members, Senior Program Planner/Administrator, Libby Payan, and Office Manager/Board Secretary, Laura Sanderlin.

Steve Lederer, County of Napa – Provided an update on the road damage from the LNU and Glass fires: ten miles of guardrail; several hundred signs; thousands of trees; numerous tons of debris. Additionally he thanked the Cities of American Canyon, Napa, St. Helena, Calistoga, and Lakeport, and the County of Lake for deploying mutual aid work crews to assist in clearing the roads of trees and debris.

## **5. STANDING AGENDA ITEMS**

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

Report by Danielle Schmitz.

Ms. Schmitz provided the following updates from the October 30, 2020 Bay Area County Transportation Authority (BACTA) Executive Directors meeting:

- Caltrans provided an update on the trash removal efforts along the highways that was mandated in the State Water Board's Cease and Desist order on District 4. In 2018 Caltrans District 4 programmed \$9 million in State Highway Operation and Protection Program (SHOPP) funds for highway trash removal, in 2020, Caltrans programmed \$85 million, and for 2022 has programmed \$70 million. Caltrans has developed a Maintenance Fund Investment Plan. Ms. Schmitz noted that the BACTA and Metropolitan Transportation Commission (MTC) are requesting that SHOPP funds for highway trash removal be allocated on a statewide level before allocating funds to each district.

- Caltrans District 4 Director, Tony Tavares, has been appointed as Director of District 7, however, he will stay on at District 4 as interim director until a replacement is appointed.

- MTC provided an overview of its 2021 Legislative Advocacy Program, which includes transit operating funding, a regional transportation revenue ballot measure, Blue Ribbon Transit Task Force recommendations, homelessness and housing, Regional Housing Needs Assessments (RHNA), SB 375 reform, wildfire mitigation, climate adaptation, Vision Zero, and changes to the Brown Act in response to COVID 19. Ms. Schmitz will forward the draft program to the TAC members following the meeting.

- MTC adopted the final Bay Area 2050 Blueprint Strategy. The next step is the implementation plan and draft environmental impact report.

- The Blue Ribbon Task Force has transitioned from CARES Act funding distribution to adopting goals for recovery, network, management, equity, governance, and current initiatives. The task force is also working on a roadmap to outline the remainder of the task force meetings.

- NVTa is participating in the Healthy Transit Plan, and reports Vine Transit's COVID 19 safety metrics such as drivers and riders practicing social distancing and the proper wearing of face masks on the [healthytransitplan.org](https://healthytransitplan.org) website.

- In response to the Supreme Court hearing the RM 3 appeal, MTC is working on letter of no prejudice for project sponsors that used RM 3 funds as a match. Additionally, MTC is working with California Transportation Commission staff to see if SB 1 project applications identifying RM 3 funds as a source will be impacted by the delay.

## 5.2 Project Monitoring Funding Programs (Alberto Esqueda)

Alberto Esqueda reviewed the updates to the Project Monitoring Spreadsheets.

## 5.3 Caltrans' Report (Ahmad Rahimi)

No report - Ahmad Rahimi was unable to attend the meeting.

## 5.4 Vine Trail Update (Joe Tagliaboschi)

Report by Sanjay Mishra.

- The 100% design was sent to Caltrans along with responses to Caltrans' comments.
- Working with the County of Napa on the responses to its comments.
- Still working with Cal Fire on an alternative option for crossing SR 29 from its property, as well as finalizing alignments with a couple of property owners.
- The design is still on schedule and will be presented to the Board in November or December.
- The goal is to start construction in Calistoga in June 2021.

## 5.5 Transit Update (Danielle Schmitz)

Danielle Schmitz provided Vine Transit ridership statistics for the first quarter of Fiscal Year 2020/2021.

Public comment was received from Justin Hole.

## 5.6 Measure T Update (Alberto Esqueda)

Report provided by Alberto Esqueda.

Staff is currently working on the Measure T 2018/2019 and 2019/2020 bi-annual report - all projects will be listed in the report, however, the jurisdictions have been requested to select two projects that will be highlighted in the report and provide expanded information. This information is needed as soon as possible as the goal is to publish the report mid-January 2021.

Mr. Esqueda reminded the TAC that Maintenance of Effort (MOE) certifications are due December 31, 2020.

The next Independent Taxpayer Oversight Committee (ITOC) meeting is December 2, the County of Napa and the City of American Canyon will provide project presentations.

Antonio Onorato reported that Measure T revenues for the first quarter of Fiscal Year 20/21 are higher than the downsized projections. Final numbers will be provided at the December 2 ITOC meeting.

## **6. CONSENT AGENDA**

### **6.1 Meeting Minutes of September 3, 2020 TAC Meeting (Kathy Alexander) (Pages 9-12)**

MOTION by CLARK, SECOND by LEDERER to APPROVE the September 3, 2020 Technical Advisory Committee Meeting Minutes as presented. Motion passed with the following vote:

Aye: 8 Chairperson Arias

Vice Chair Kaufman  
Member Ahmann Smithies  
Member Clark  
Member Gordon  
Alternate Member Lederer  
Member Rayner  
Member Ramirez

Absent: 3    Member Cooper  
              Member Tagliaboschi  
              Member Weir

Abstain: 2    Member Hecock  
               Member Hedge

## **7. PRESENTATIONS**

### **7.1     Caltrans CEQA Review Updates - SB 743 Implementation Presentation (Yunsheng Liu, Caltrans Staff) *(Pages 13-20)***

Mark Leong and Yunsheng Luo, Caltrans staff, provided a presentation on SB 743 that included an overview of the following:

- SB 743 implementation website and resources
- Local Developmental Intergovernmental Review Branch
- Transportation Impact Study Guide
- Vehicle Miles Traveled (VMT) classifications
- Interim Safety Guidance
- Transportation Demand Management Toolbox

### **7.2     NVTa Travel Model Update (Alberto Esqueda) *(Pages 21-22)***

Vamsee Modugula provided an update on the NVTa Travel Model that included:

- A background of the previous model, improvements and additional features
- A comparison of traffic counts and the inclusion of transit ridership counts in the new model
- Land use projections
- Traffic volume growth
- Model uses
- VMT analysis tool being set up for jurisdictions

Chair Arias asked how the model was tailored for Napa County.

Ms. Modugula responded that they added several traffic analysis zones inside Napa County, utilized highway network details coded in all of the transit bus lines in the county, and tripled the amount of sample rates for more accuracy in the analysis of highway and transit counts for the model.

## **8. REGULAR AGENDA ITEMS**

### **8.1     Quick Build Program (Diana Meehan) *(Pages 23-53)***

Report by Diana Meehan.

Ms. Meehan provided an overview of the Quick Build program that included:

- The purpose of the program
- Types of projects
- The benefits of developing a Quick Build program
- An example of program goals
- Funding sources that may be used for Quick Build projects

Ms. Meehan asked the TAC members to review the information with their staff and let her know if they were interested in developing a Quick Build program.

Member Rayner expressed interest as Calistoga recently installed some parklets and have more projects that would be a good fit under the Quick Build program.

Chair Arias added that the County of Napa is interested in the Quick Build program.

## **8.2 Countywide Transportation Plan: Advancing Mobility 2045 Project List Update (Alberto Esqueda) (Pages 54-61)**

Report by Alberto Esqueda.

Mr. Esqueda reported that staff took a qualitative approach while developing the scoring system which is based on the plan's six goals and all of the objectives for each goal. Staff used each project's description summary for the analysis which may not have included all of the information applicable to goals and objectives and therefore potentially impact some of the scoring. He asked the jurisdictions to provide additional input for scoring by November 13.

Philip Sales noted that the Vine Trail projects were condensed and asked if the projects could be expanded as some of the projects would significantly increase safety for cyclists and pedestrians and would like the scoring to reflect the safety improvements.

Mr. Esqueda explained that the CTP Project list is too far along in the process to make significant changes such as separating the Vine Trail projects on the list and encouraged Mr. Sales to contact the jurisdictions with any additional information so that they can include it on their project list.

## **8.3 2021 Draft Federal and State Legislative Advocacy Program (Kate Miller) (Pages 62-68)**

Kate Miller reviewed the 2021 Draft Federal and State Legislative Advocacy Program and invited input from the TAC.

Chair Arias asked that streamlining the approval process be added to the streamlining the FEMA reimbursement process item, noting that there are often delays in the approval process.

## **8.4 Legislative Update\* (Kate Miller)**

Kate Miller reviewed the Legislative Update and State Matrix.

## 8.5 Draft 2021 Technical Advisory Work Plan and Calendar (Danielle Schmitz) (Pages 69-72)

Danielle Schmitz reviewed the Draft 2021 TAC Work Plan and invited the TAC to provide input. She also encouraged the TAC to review the Draft 2021 NVTA Meeting calendar that will be presented to the NVTA Board at the November meeting.

Hearing no input from the TAC members, Chair Arias called for a motion to approve the Work Plan.

**MOTION by GORDON, SECOND by HECOCK, to APPROVE the 2021 Technical Advisory Committee Work Plan as presented. Motion passed with the following vote:**

**Aye: 10** Chairperson Arias  
Vice Chair Kaufman  
Member Ahmann Smithies  
Member Clark  
Member Gordon  
Member Hecock  
Alternate Member Lederer  
Member Rayner  
Member Hedge  
Member Ramirez

**Absent: 3** Member Cooper  
Member Tagliaboschi  
Member Weir

## 8.6 Nomination and Election of Chairperson and Vice Chairperson of the Technical Advisory Committee (TAC) (Danielle Schmitz) (Pages 73-74)

Danielle Schmitz reviewed the duties of the chair and vice chair, provided a brief history of past chairs and vice chairs. Ms. Schmitz noted that the practice has been to nominate the vice chair to serve as chair for the following year, however, Rick Kaufman announced that he is leaving the City of American Canyon in November, therefore the TAC would need to nominate a chair and vice chair.

**MOTION by AHMANN SMITHIES, SECOND by GORDON to ELECT TAGLIABOSCHI as CHAIR and HECOCK as VICE CHAIR for calendar year 2021. Motion passed with the following vote:**

**Aye: 10** Chairperson Arias  
Vice Chair Kaufman  
Member Ahmann Smithies  
Member Clark  
Member Gordon  
Member Hecock  
Alternate Member Lederer  
Member Rayner  
Member Hedge  
Member Ramirez

**Absent: 3** Member Cooper  
Member Tagliaboschi

Member Weir

**8.7 November 18, 2020 NVTA Board Meeting and NVTA-TA Board Meeting Draft Agendas\* (Kate Miller)**

Kate Miller reviewed the draft agenda for the November 18, 2020 NVTA Board meeting and reported that the November 18, 2020 NVTA-TA meeting had been canceled.

**8. FUTURE AGENDA ITEMS**

No future agenda items requested.

**9. ADJOURNMENT**

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

Chair Arias adjourned the meeting at 4:03 p.m.



## 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 Program Planner/Administrator  
(707) 259-8327 / Email: [dmeehan@nvta.ca.gov](mailto:dmeehan@nvta.ca.gov)  
**SUBJECT:** Presentation by the Napa County Bicycle Coalition on the Safe Routes to School (SRTS) Program funded by One Bay Area Grant 2 (OBAG 2)

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### **RECOMMENDATION**

Information only

### **EXECUTIVE SUMMARY**

The Napa County Safe Routes to School Program provides bicycle and walking safety education and training to students in Napa County schools. The program is operated under the Community Programs branch of the Napa County Office of Education (NCOE) in cooperation with the Napa County Bicycle Coalition (NCBC). The 3-year program is funded through the One Bay Area Grant (OBAG 2 \$227,000) and Active Transportation Program Non-Infrastructure Grant (ATP \$437,000) through June 2022. NCOE and NCBC are providing matching funds of \$147,000 combined for the project. Patrick Band, NCBC Executive Director, will provide the committee with a program update and next steps.

### **FISCAL IMPACT**

Is there a Fiscal Impact? No

### **BACKGROUND AND DISCUSSION**

The Napa County Safe Routes to School project focuses on comprehensive education and encouragement, as well as data analysis and community engagement to guide future infrastructure improvements and encouragement programs. Through this program, NCBC is conducting Walk Audits at all public schools countywide, and developing summary reports identifying infrastructure and non-infrastructure barriers to increased

walking and biking by students. Up to thirteen (13) identified “High Needs” schools will receive additional evaluation through an Active Transportation Action Plan, with the goal of creating a long-term sustainable mode shift toward pending future education and encouragement funding for the overall Safe Routes to School program.

NCBC tasks for the program include:

- A - School site evaluations and Walk Audit reports for all public school sites
- B - Up to thirteen (13) “High Needs” Active Transportation Action Plan reports
- C – Qualitative and quantitative transportation safety and perception analysis

Preliminary evaluations have been completed for all school sites, and draft Walk Audit reports and Action Plans are being drafted by NCBC staff.

Prior to publication of Walk Audit and Action Plan reports, NCBC will provide local agencies an Administrative Draft for review and comment. Current estimates are that drafts will be submitted to agencies starting in February 2021, with a 45-day window for comment. As noted above, all work must be completed by June 30, 2021.

NCBC Executive Director, Patrick Band, will provide an update and next steps for these tasks, and be available to answer questions.

### **SUPPORTING DOCUMENTS**

Attachment(s): None



Thursday December 3, 2020

TAC Agenda Item 9.1

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:** Diana Meehan, Senior Planner  
(707) 259-8327/ Email: [dmeehan@nvta.ca.gov](mailto:dmeehan@nvta.ca.gov)  
**SUBJECT:** Transportation Development Act Article 3 (TDA-3) Policy Updates

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### **RECOMMENDATION**

Information only

### **EXECUTIVE SUMMARY**

The Metropolitan Transportation Commission (MTC) is proposing revisions and updates to the Transportation Development Act Article 3 (TDA-3) policies and procedures, which were last updated in 2016. MTC is proposing to include Quick Build projects as an eligible project type, and make additional changes to reflect current standards in bicycle and pedestrian infrastructure design and best practices.

### **FISCAL IMPACT**

Is there a Fiscal Impact? No

### **BACKGROUND AND DISCUSSION**

The TDA-3 program is funded by approximately 2% of the ¼ cent Statewide Sales Tax. This generates approximately \$160,000 per year in revenues for Napa jurisdictions. Unused funds are accumulated and rolled over for programming in future cycles. The TDA-3 program is used exclusively to fund bicycle and pedestrian projects.

The Covid-19 pandemic has accelerated the implementation of bike and pedestrian projects. To support faster implementation of bike and pedestrian projects, MTC staff is proposing changes to the TDA-3 policies to allow Quick Build as an eligible project type.

In addition, MTC staff is proposing to change the Bicycle Advisory Committee (BAC) requirement to Bicycle and *Pedestrian* Advisory Committee (BPAC) and is making changes for clarity on the fiscal audit requirement. MTC staff is also suggesting changes regarding maintenance of Class I facilities and the removal of Class III routes as eligible.

NVTA staff submitted the following comments on the proposed changes:

- Page 2-b. 2: Request addition of Class IV facility (also closed to motorized vehicle traffic)
- Page 2-b. 5: Suggest adding buffered bike lanes and Class III Bike Boulevard street stencils
- Page 2 d: add Class IV bikeway project
- Page 3, 1: Update Congestion Management Agency (CMA) to County Transportation Agency here and throughout document.
- Page 3, 2, p 1: add bicycle and/or pedestrian plans or active transportation plans
- Page 3, 2, p 4: change county to countywide BPAC
- Page 6, 1: Do not strike roadway widening or paving - this treatment is sometimes needed in rural areas to allow enough space for Class III bike routes or Class II bike lanes.
- Page 6, 2: Suggest keeping Class III Bicycle Boulevards and/or Urban Greenways. These facility types are appropriate on low volume, low speed streets (25 mph or lower), help close gaps and improve connectivity.
- Page 6, 2: Stand-alone Class III projects in rural zones are often the only alternative to driving, particularly where there is no transit. Policies should allow provisions to include signage to alert vehicles, 3-foot law signage and pavement markings where appropriate.

Redline changes to the document are shown in Attachment 1. MTC is taking the proposed changes to its Programming and Allocations committee for final recommendations on December 9, and to the MTC Board on December 16 for final approval.

## **SUPPORTING DOCUMENTS**

Attachment 1: TDA-3 Proposed Policy Changes

Date: June 26, 2013

W.I.: 1514

Referred By: PAC

Revised: 02/24/16-C 12/16/20-C

DRAFT

Attachment A  
Resolution No. 4108  
Page 1 of 7

TRANSPORTATION DEVELOPMENT ACT, ARTICLE 3,  
PEDESTRIAN/BICYCLE PROJECTS  
Policies and Procedures

Eligible Claimants

The Transportation Development Act (TDA), Public Utilities Code Sections 99233.3 and 99234, makes funds available in the nine-county Metropolitan Transportation Commission (MTC) Region for the exclusive use of pedestrian and bicycle projects. MTC makes annual allocations of TDA Article 3 funds to eligible claimants after review of applications submitted by counties or County Transportation Agencies (CTAs) ~~congestion management agencies~~.

All cities and counties in the nine counties in the MTC region are eligible to claim funds under TDA Article 3. Joint powers agencies composed of cities and/or counties are also eligible provided their JPA agreement allows it to claim TDA funds.

Application

1. Counties or ~~congestion management agencies~~ CTAs will be responsible for developing a program of projects not more than annually, which they initiate by contacting the county and all cities and joint powers agencies within their jurisdiction and encouraging submission of project applications.
2. Claimants will send one or more copies of project applications to the county or ~~congestion management agency~~ CTAs (see "Priority Setting" below).
3. A project is eligible for funding if:
  - a. The project sponsor submits a resolution of its governing board that addresses the following six points:
    1. There are no legal impediments regarding the project.
    2. Jurisdictional or agency staffing resources are adequate to complete the project.
    3. There is no pending or threatened litigation that might adversely affect the project or the ability of the project sponsor to carry out the project.
    4. Environmental and right-of-way issues have been reviewed and found to be in such a state that fund obligation deadlines will not be jeopardized.
    5. Adequate local funding is available to complete the project.

6. The project has been conceptually reviewed to the point that all contingent issues have been considered.
- b. The funding requested is for one or more of the following purposes:
1. Construction and/or engineering of a bicycle or pedestrian capital or quick build projects.
  2. Maintenance of a ~~multi-purpose path~~ Class I shared-use path which is closed to motorized traffic and Class IV separated bikeways.
  3. Bicycle and/or pedestrian safety education program (no more than 5% of county total).
  4. Development of a comprehensive bicycle or pedestrian facilities plans (allocations to a claimant for this purpose may not be made more than once every five years).
  5. Restriping Class II bicycle lanes and buffered bicycle lanes.
- Refer to Appendix A for examples of eligible projects.
- c. The claimant is eligible to claim TDA Article 3 funds under Sections 99233.3 or 99234 of the Public Utilities Code.
- d. If it is a Class I, II, ~~or III,~~ or IV bikeway project, it must meet the mandatory minimum safety design criteria published in Chapter 1000 of the California Highway Design Manual (Available via Caltrans website); or if it is a pedestrian facility, it must meet the mandatory minimum safety design criteria published in Chapter 100 of the California Highway Design Manual (Available via Caltrans headquarters' World-Wide Web page). Funds may not be used for Class III projects on arterials or streets with posted speed limits above 25 mph.
- e. The project is ready to implement and can be completed within the three year eligibility period.
- f. *If the project includes construction, that it* meets the requirements of the California Environmental Quality Act (CEQA, Public Resources Code Sections 21000 et seq.) and project sponsor submits an environmental document that has been stamped by the County Clerk within the past three years.
- g. A jurisdiction agrees to maintain the facility. If the project is a quick build project, the jurisdiction agrees to maintain the project until permanent improvements are implemented. If the project is removed before such time, justification shall be provided to MTC.
- h. The project is included in a locally approved bicycle, pedestrian, transit, multimodal, complete streets, or other relevant plan.

## Priority Setting

1. The county or County Transportation Agency (CTA)~~congestion management agency (CMA)~~ shall ~~establish~~ create a process for establishing project priorities in order to prepare an annual list of projects being recommended for funding.
2. Each county and city is required to have a Bicycle and Pedestrian Advisory Committee (BPAC) ~~or equivalent body to~~ review and prioritize TDA Article 3 bicycle and pedestrian projects and to participate in the development and review of comprehensive bicycle pedestrian, or active transportation plans. BPACs should be composed of both bicyclists and pedestrians.

A city BPAC shall be composed of at least 3 members who live or work in the city. More members may be added as desired. They will be appointed by the City Council. The City or Town Manager will designate staff to provide administrative and technical support to the Committee.

An agency can apply to MTC for exemption from the city BPAC requirement if they can demonstrate that the countywide BPAC provides for expanded city representation.

A countywide BPAC shall be composed of at least 5 members who live or work in the county. More members may be added as desired. The County Board of Supervisors or ~~Congestion Management Agency (CMA)~~CTA will appoint BPAC members. The county or ~~congestion management agency~~CTA executive/administrator will designate staff to provide administration and technical support to the Committee.

3. All proposed projects shall be submitted to the County or ~~congestion management agency~~CTA for evaluation/prioritization. Consistent with the county process, either the Board of Supervisors or the ~~Congestion Management Agency (CMA)~~CTA will adopt the countywide list and forward it to MTC for approval.
4. The county or ~~congestion management agency~~CTA will forward to MTC a copy of the following:
  - a) Applications for the recommended projects, including a governing body resolution, stamped environmental document, and map for each, as well as a cover letter stating the total amount of money being claimed; *and confirmation that each project meets Caltrans' minimum safety design criteria and can be completed before the allocation expires.*
  - b) The complete priority list of projects with an electronic version to facilitate grant processing.

- c) A Board of Supervisors' or ~~CTACMA~~ resolution approving the priority list and authorizing the claim.

## MTC Staff Evaluation

MTC Staff will review the list of projects submitted by each county. If a recommended project is eligible for funding, falls within the overall TDA Article 3 fund estimate level for that county, and has a completed application, staff will recommend that funds be allocated to the project.

## Allocation

The Commission will approve the allocation of funds for the recommended projects. The County Auditor will be notified by allocation instructions to reserve funds for the approved projects. Claimants will be sent copies of the allocation instructions and funds should be invoiced in accordance with the "Disbursement" section below.

## Eligible Expenditures

Eligible expenditures may be incurred from the start of the fiscal year of award plus two additional fiscal years. Allocations expire at the end of third fiscal year following allocation. For example, if funds are allocated to a project in October 20~~21~~<sup>14</sup>, a claimant may be reimbursed for eligible expenses that were incurred on or after July 1, 20~~21~~<sup>14</sup>. The allocation expires on June 30, 20~~24~~<sup>17</sup> and all eligible expenses must be incurred before this date. All disbursement requests should be submitted by August 31, 20~~24~~<sup>17</sup>.

## Disbursement

1. The claimant shall submit to MTC the following, no later than two months after the grant expiration date:
  - a) A copy of the allocation instructions along with a dated cover letter referring to the project by name, dollar amount and allocation instruction number and the request for a disbursement of funds;
  - b) Documents showing that costs have been incurred during the period of time covered by the allocation.
  - c) With the final invoice, the claimant shall submit a one paragraph summary of work completed with the allocated funds. This information may be included in the cover letter identified in bullet "a" above and is required before final disbursement is made. ~~If the project includes completion of a Class I, II or III bicycle facility, this information should be added to Bikemapper or a request should be made to MTC to add it to Bikemapper.~~

Reimbursement requests should be sent to [acctpay@bayareametro.gov](mailto:acctpay@bayareametro.gov).

2. MTC will approve the disbursement and, if the disbursement request was received in a timely fashion and the allocation instruction has not expired, been totally drawn down nor been rescinded, issue an authorization to the County Auditor to disburse funds to the claimant.

## Rescissions and Expired Allocations

Funds will be allocated to claimants for specific projects, so transfers of funds to other projects sponsored by the same claimant may not be made. If a claimant has to abandon a project or cannot complete it within the time allowed, it should ask the county or ~~congestion management agency~~CTA to request that MTC rescind the allocation. Rescission requests may be submitted to and acted upon by MTC at any time during the year. Rescinded funds will be returned to the county's apportionment.

Allocations that expire without being fully disbursed will be disencumbered in the fiscal year following expiration. The funds will be returned to county's apportionment and will be available for allocation.

## Fiscal Audit

All claimants that have received ~~an allocation~~ disbursement of TDA funds are required to submit an annual certified fiscal and compliance audit for that fiscal year to MTC and to the Secretary of Business and Transportation Agency within 180 days after the close of the fiscal year, in accordance with PUC Section 99245. Article 3 applicants need not file a fiscal audit if TDA funds were not ~~expended~~ disbursed (that is, reimbursed by MTC ~~costs incurred~~) during a given fiscal year. Reimbursement may cover eligible expenditures from a previous fiscal year. ~~However, the applicant should submit a statement for MTC's records certifying that no TDA funds were expended during the fiscal year.~~ Failure to submit the required audit for any TDA article will preclude MTC from making a new Article 3 allocation. For example, a delinquent Article 4.5 fiscal audit will delay any other TDA allocation to the city/county with an outstanding audit. Until the audit requirement is met, no new Article 3 allocations will be made.

TDA Article 3 funds may be used to pay for the fiscal audit required for this funding.

## Appendix A: Examples of Eligible Projects

Below are some examples of eligible projects. If you have questions about whether a proposed project is eligible for funding, please contact the MTC Program Coordinator.

1. Projects that eliminate or improve an identified problem area (specific safety hazards such as high-traffic narrow roadways or barriers to travel) on routes that would otherwise provide relatively safe and direct bicycle or pedestrian travel use. For example, ~~roadway widening, shoulder paving, restriping or parking removal to provide space for bicycles; a bicycle/pedestrian bridge across a stream or railroad tracks on an otherwise useful route; a segment of multi-purpose path to divert young bicyclists from a high traffic arterial; a multi-purpose path to provide safe access to a school or other activity center; replacement of substandard grates or culverts; adjustment of traffic-actuated signals to make them bicycle sensitive.~~ Projects based on NACTO (National Association of City Transportation Officials) guidance or similar best practices guidance ~~to improve safety should be based on current traffic safety engineering knowledge.~~
2. Roadway improvements or construction of a continuous interconnected route to provide reasonably direct access to activity centers (employment, educational, cultural, recreational) where access did not previously exist or was hazardous. For example, development of multi-purpose paths on continuous rights-of-way with few intersections (such as abandoned railroad rights-of-way) which lead to activity centers; an appropriate combination of Multi-purpose shared-use paths (Class I), bike lanes (Class II), and Class III, or separated bikeways (Class IV) ~~on routes identified as high demand access routes; bicycle route signs or bike lanes on selected routes which receive priority maintenance and cleaning.~~
3. Secure bicycle parking facilities, especially in high use activity areas, at transit terminals, and at park-and-ride lots. Desirable facilities include lockers, sheltered and guarded check-in areas; self-locking sheltered racks that eliminate the need to carry a chain and racks that accept U-shaped locks.
4. Other provisions that facilitate bicycle/transit trips and walk/transit. For example, bike racks on buses, paratransit/trailer combinations, and bicycle loan or check-in facilities at transit terminals, bus stop improvements, wayfinding signage.
5. Maintenance of multiple purpose pathways that are closed to motorized traffic or for the purposes of restriping Class II bicycle lanes (provided that the total amount for Class II bicycle lane restriping does not exceed twenty percent of the county's total TDA Article 3 allocation).
6. Funds may be used for construction and plans, specification, and estimates (PS&E) phases of work. Funds may be used for quick build projects. Quick build projects are interim capital improvements that are built with durable, low to moderate cost material to



immediately address pedestrian and bicycle needs until capital upgrades are possible.  
Project level environmental, planning, and right-of-way phases are not eligible uses of funds.

7. Projects that enhance or encourage bicycle or pedestrian commutes, including Safe Routes to Schools projects.
8. Projects that address bicycle and pedestrian safety such as those in the Local Roadway Safety Manual. Intersection safety improvements including protected intersections, bulbouts/curb extensions, transit stop extensions, installation of pedestrian countdown or accessible pedestrian signals, or pedestrian signal timing adjustments. Striping high-visibility crosswalks or advanced stop-back lines, where warranted.
9. Purchase and installation of pedestrian traffic control devices, such as High-intensity Activated crossWalk (HAWK) beacons, rectangular rapid flashing beacons (RRFB), or pedestrian safety “refuge” islands, where warranted.
- ~~10. Projects that provide connection to and continuity with longer routes provided by other means or by other jurisdictions to improve regional continuity.~~
104. The project may be part of a larger roadway improvement project as long as the funds are used only for the bicycle and/or pedestrian component of the larger project.
112. Bicycle and Pedestrian Safety Education Programs. Up to five percent of a county's Article 3 fund may be expended to supplement monies from other sources to fund public bicycle and pedestrian safety education programs and staffing.
123. Comprehensive Bicycle and Pedestrian Facilities Plan. Funds may be allocated for these plans (emphasis should be for accommodation of bicycle and walking commuters rather than recreational uses). A city or county may not receive allocations for these plans more than once every five years. Environmental documentation and approval necessary for plan adoption is an eligible expense.



## NAPA VALLEY TRANSPORTATION AUTHORITY

### TAC Agenda Letter

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**TO:** Technical Advisory Committee  
**FROM:** Kate Miller, Executive Director  
**REPORT BY:** Alberto Esqueda, Senior Program Planner/Administrator  
(707) 259-5976 / Email: [aesqueda@nvta.ca.gov](mailto:aesqueda@nvta.ca.gov)  
**SUBJECT:** Draft Countywide Transportation Plan: *Advancing Mobility 2045*  
Project Scenarios Update

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### **RECOMMENDATION**

Information only

### **EXECUTIVE SUMMARY**

Napa Valley Transportation Authority (NVTA) staff received projects from jurisdictions and assessed the projects using the NVTA Board-adopted goals and objectives in the draft countywide plan, *Advancing Mobility 2045*. Staff presented these assessment results to the TAC at its November 2020 meeting. NVTA conducted one more round of project assessment by inputting the draft Plan's projects into NVTA's travel model to understand the impact of projects on Napa County's future road network. Four different scenarios were analyzed:

1. Scenario 1. Basic Plan Projects (Basic Plan) - This scenario includes all the projects in the draft Plan that can be modeled *except* express bus frequencies of 30 minutes.
2. Scenario 2. Investment Plan with Improved Express Bus Service (Proposed Plan) - This scenario includes all the projects in the draft plan that can be modeled *including* express bus frequencies of 30 minutes and Enhanced Express Bus Route Frequency. Under this scenario, regional Route 10 and Route 11 buses would run every 30 minutes during the morning and afternoon commute peak periods (currently these routes run approximately every hour).

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

A summary of the Plan's future scenarios are provided in Attachment 1.

## **BACKGROUND AND DISCUSSION**

The Metropolitan Transportation Commission (MTC) requires NVTa to develop a 25-year long-range countywide transportation plan (CTP) to support regional planning and programming efforts and to prioritize local projects. This effort informs MTC's Regional Transportation Plan (RTP) and the Sustainable Communities Strategy (RTP/SCS) which are updated every four years. The new Countywide Transportation Plan – *Advancing Mobility 2045*, will be completed before the next regional transportation plan – Plan Bay Area 2050. *Advancing Mobility 2045* is scheduled for adoption by the NVTa Board in spring 2021.

As part of this current RTP and CTP cycle, projects were submitted by jurisdictions, and the project list was evaluated by the NVTa and DKS, the Plan's consultant team. Projects from that list were selected and entered into NVTa's recently validated and calibrated activity-based travel model. By inputting projects into the travel model, staff is able to forecast how the future road network will be impacted by projects in the Plan. Due to the large size of the travel model and its derivation from MTC's regional model, not all projects can be evaluated by the model. Program categories such as local street and road rehabilitation, sidewalk gap closures, intersection reconfiguration and signal installations are also not included in the modeling exercise because these programs do not yield the granular-level data required for the travel model output to be meaningful.

The next step in the draft Plan process is to develop an investment strategy. This will involve NVTa compiling a comprehensive list of funding sources, project the the amount of funds it anticipates to receive from each source over the next 25 years and apportion the funds to the projects proposed in the plan.

## **SUPPORTING DOCUMENTS**

- (1) CTP 2045 Alternative Future Scenarios

## INTRODUCTION

The first chapter of this plan described current transportation patterns and the importance of mobility to Napa County's communities and economy. The next chapter described some of the strategies that NVTA is employing to move towards a more equitable, safe, efficient, economically vital, and sustainable transportation system that also prioritizes keeping the existing network in good repair.

The NVTA TDM is a model of typical weekday travel patterns for the entire Bay Area but with focused detail on Napa County. Based on a travel demand model maintained by the Metropolitan Transportation Commission (MTC) – Travel Model 1.5 – the NVTA TDM has been calibrated and validated to a year 2015 baseline. The model reproduces all trips by travel mode by modeling the individual daily travel patterns of a synthesized population. Future year 2040 conditions can be modeled with assumptions about future growth in population and jobs alongside future transportation network improvements.

This chapter presents a list of projects that NVTA and its member jurisdictions have agreed to seek funding for and hope to implement over the next 25 years. Many of the projects considered can be incorporated into NVTA's Travel Demand Model to predict how they might affect system performance in the future<sup>1</sup>. Four alternative project packages were developed to test the relative effectiveness of the scenarios with respect to mode share, vehicle miles traveled (VMT), and person hours of delay.

## ALTERNATIVE FUTURE SCENARIOS

### SCENARIO 1 –BASIC PLAN PROJECTS ("PLAN BASIC")

This scenario includes all the projects in the Investment Plan that can be modeled (see Section 5.3) *except* Project #67, which increases express bus frequency to 30 minutes.

### SCENARIO 2 - INVESTMENT PLAN WITH IMPROVED EXPRESS BUS SERVICE (PROPOSED PLAN)

This scenario includes all the projects in the Investment Plan that can be modeled (see Section 5.3) *including* Project #67, Enhanced Express Bus Route Frequency. Under this scenario, regional Route

<sup>1</sup> The mode choice models in the NVTA TDM are primarily sensitive to travel time and cost. Therefore, the model can be used to predict the effects of projects that change roadway capacity (number of lanes), roadway connectivity, driving costs, transit fares, and transit frequency. Other types of projects, while important and supportive of Advancing Mobility 2045 goals, cannot be reflected in a regional scale travel demand model such as the NVTA TDM.

10 and Route 11 buses would run every 30 minutes during the morning and afternoon commute peak periods (currently these routes run approximately every hour).

### **SCENARIO 3 – INVESTMENT PLAN WITH ENHANCED EXPRESS BUS SERVICE AND FREE LOCAL TRANSIT (“TRANSIT+”)**

This scenario includes all the projects in the Investment Plan that can be modeled (see Section 5.3). In addition, regional bus routes 10 and 11 would run every 15 minutes and local bus service would be provided free of charge (zero fare).

### **SCENARIO 4 – INVESTMENT PLAN WITH SR-29 CAPACITY EXPANSION (“LANES+”)**

This scenario includes all the projects in the Investment Plan that can be modeled (see Section 5.3) *except* Project 67, increased express bus frequency. This scenario also includes a project to widen SR-29 from 2 lanes to 3 lanes in each direction between Napa Junction road and South Kelly Road.

## **FUTURE PERFORMANCE – KEY FINDINGS**

Table 1 summarizes the results of the model runs for the 2015 baseline and the four alternative 2040 scenarios.

As shown in Figure 1, overall demand in terms of daily person trips is expected to increase by approximately 19% from 2015 to 2040.

Given the predominance of automobile travel, the differences among the future scenarios can be subtle.

- Figure 2 shows the percent change in number of trips by mode for Scenarios 2 and 3 as compared to the “Plan Basic” scenario.
- Figure 3 shows the percent change by mode for Scenario 4 (Lanes+) as compared Scenario 2 (Proposed Plan) scenario

Figure 4 compares all the future scenarios with respect to mode share to the Plan Basic scenario. As shown, the biggest decrease in transit mode share is seen with Scenario 4 (Lanes+) while the biggest increase is with Scenario 3 (Super Transit). The drive alone mode share is decreased somewhat with Scenarios 2 and 3 which offer improved transit service.

Figure 5 compares the daily VMT that occurs in Napa by future scenario. The lowest VMT is associated with Scenario 3 (Super Transit) and the highest with Scenario 4 (Lanes+).

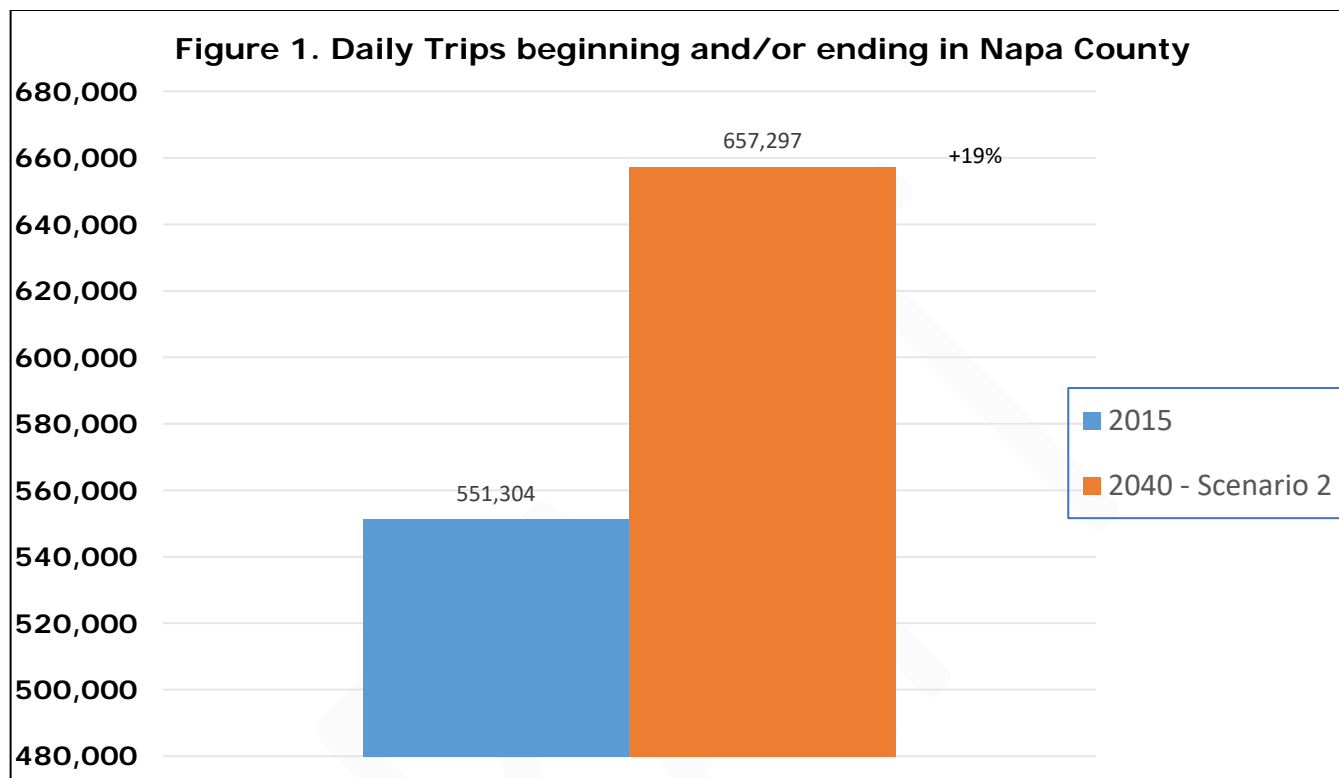
Figure 6 compares the daily person hours of delay associated with trips beginning or ending in Napa County. The highest level of delay is associated with Scenario 1 (Plan Basic). While Scenario 4 (Lanes+) is associated with somewhat reduced delay compared to Plan Basic, the reduction in delay only occurs on a relatively short stretch of roadway and affects fewer trips. In contrast, the improved levels of transit service associated with Scenarios 2 and 3 reduce waiting times for a larger number of trips and are associated with greater overall reductions in delay.

TABLE 1 SUMMARY

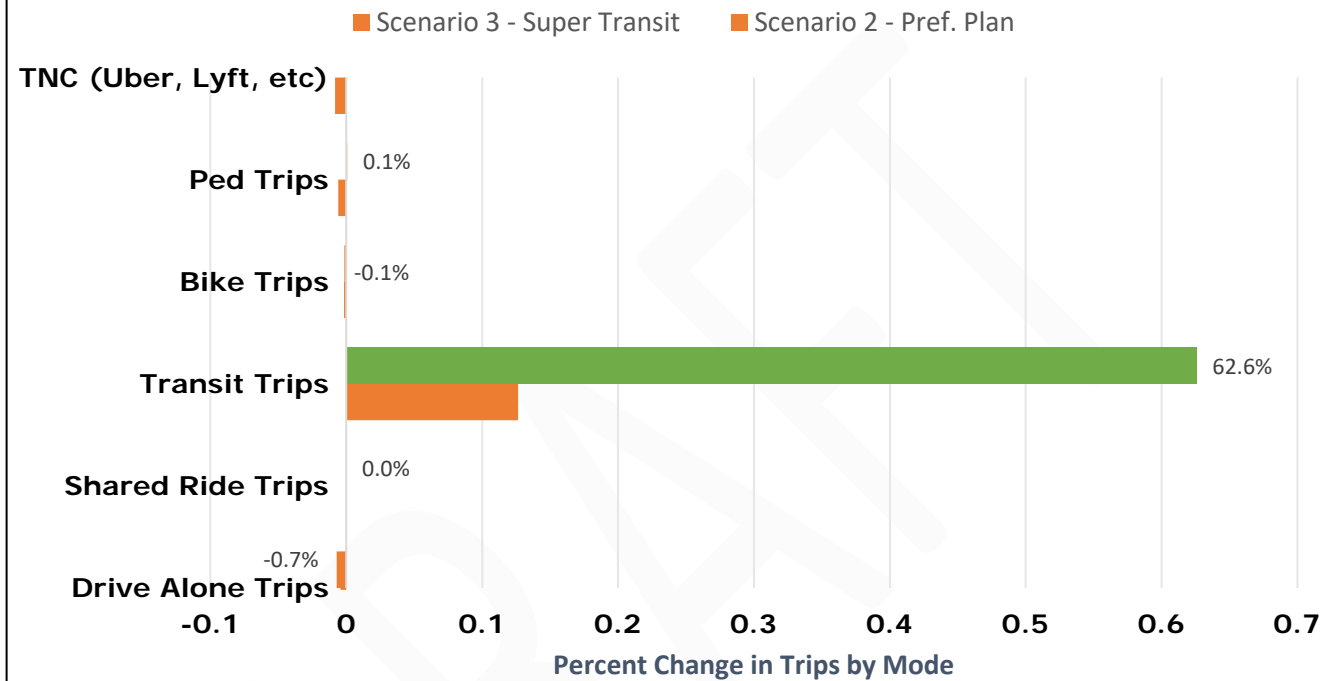
Metric	2015 Conditions Baseline	Scenario 1 Plan Basic	Scenario 2 - Preferred Plan		Scenario 3 - Super Transit		Scenario 4 - Lanes+	
		(1)	(2)	Difference from (1)	(3)	Difference from (1)	Scenario 4 - Lanes+	Difference from (2)
Drive Alone Mode Share	57.03%	58.44%	58.12%	-0.31%	57.96%	-0.48%	58.44%	0.54%
Shared Ride Mode Share	31.68%	30.70%	30.67%	-0.02%	30.66%	-0.03%	30.70%	0.07%
Transit Mode Share	1.00%	0.92%	1.04%	0.12%	1.50%	0.58%	0.92%	-11.13%
Bike Mode Share	1.49%	1.36%	1.36%	0.00%	1.36%	0.00%	1.36%	0.29%
Ped Mode Share	7.21%	6.95%	6.90%	-0.05%	6.95%	0.00%	6.95%	0.70%
TNC (Uber, Lyft, etc)	1.58%	1.63%	1.62%	-0.02%	1.57%	-0.06%	1.63%	0.93%
Total VMT	2,831,209	3,862,312	3,849,521	-0.3%	3,844,006	-0.5%	3,863,409	0.4%
Delay	5,468	19,428	18,938	-2.5%	18,919	-2.6%	19,213	1.5%

Notes: Mode shares based on average daily person trips with origin and/or destination in Napa County. Total VMT is daily and occurring on Napa County roadways. Delay is total daily person hours of delay for trips beginning or ending in Napa County

Source: NVTA Travel Demand Model.



**Figure 2. PERCENT CHANGE IN TRIPS BY MODE  
COMPARED TO "PLAN BASIC" SCENARIO**





**Figure 3. PERCENT CHANGE IN TRIPS BY MODE  
"LANES+" COMPARED TO PROPOSED PLAN "  
SCENARIO**

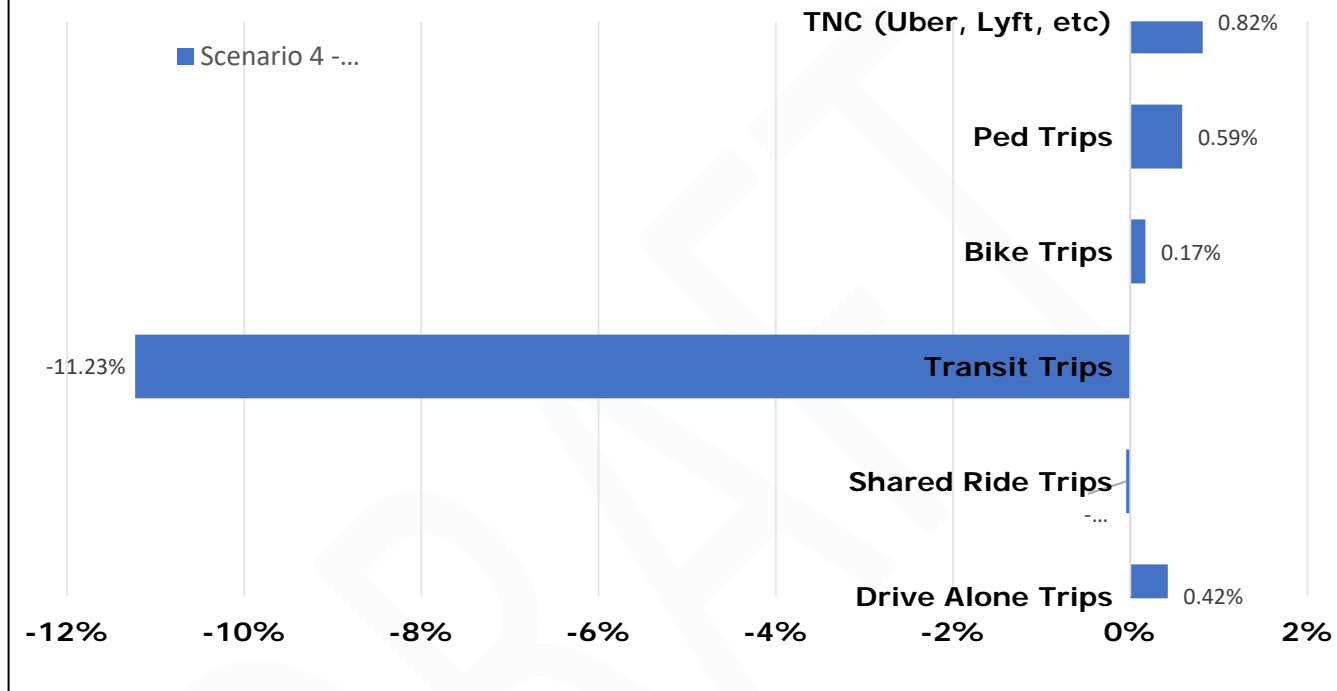
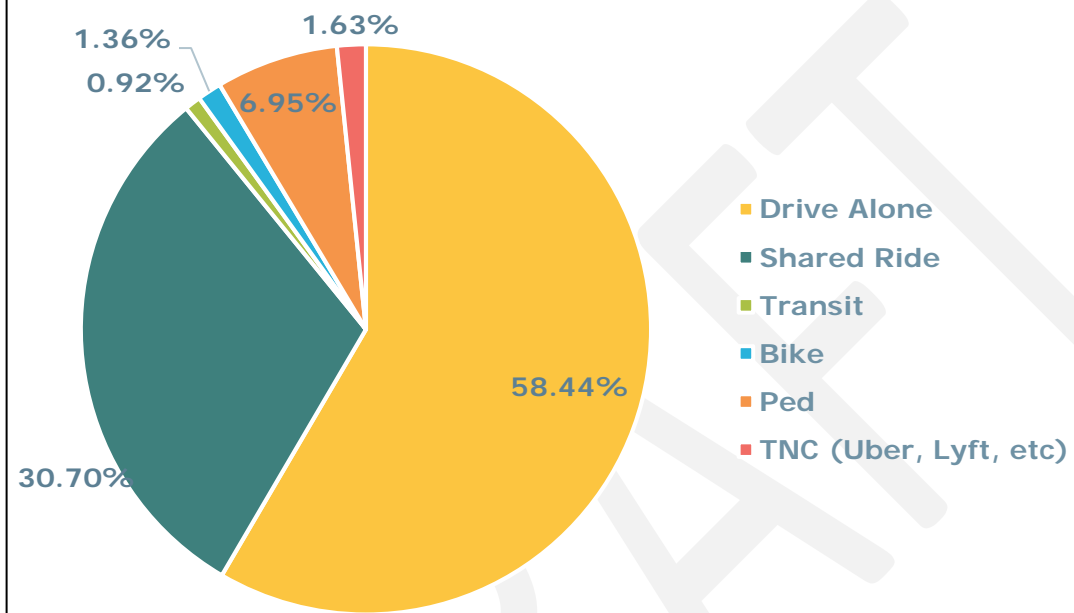
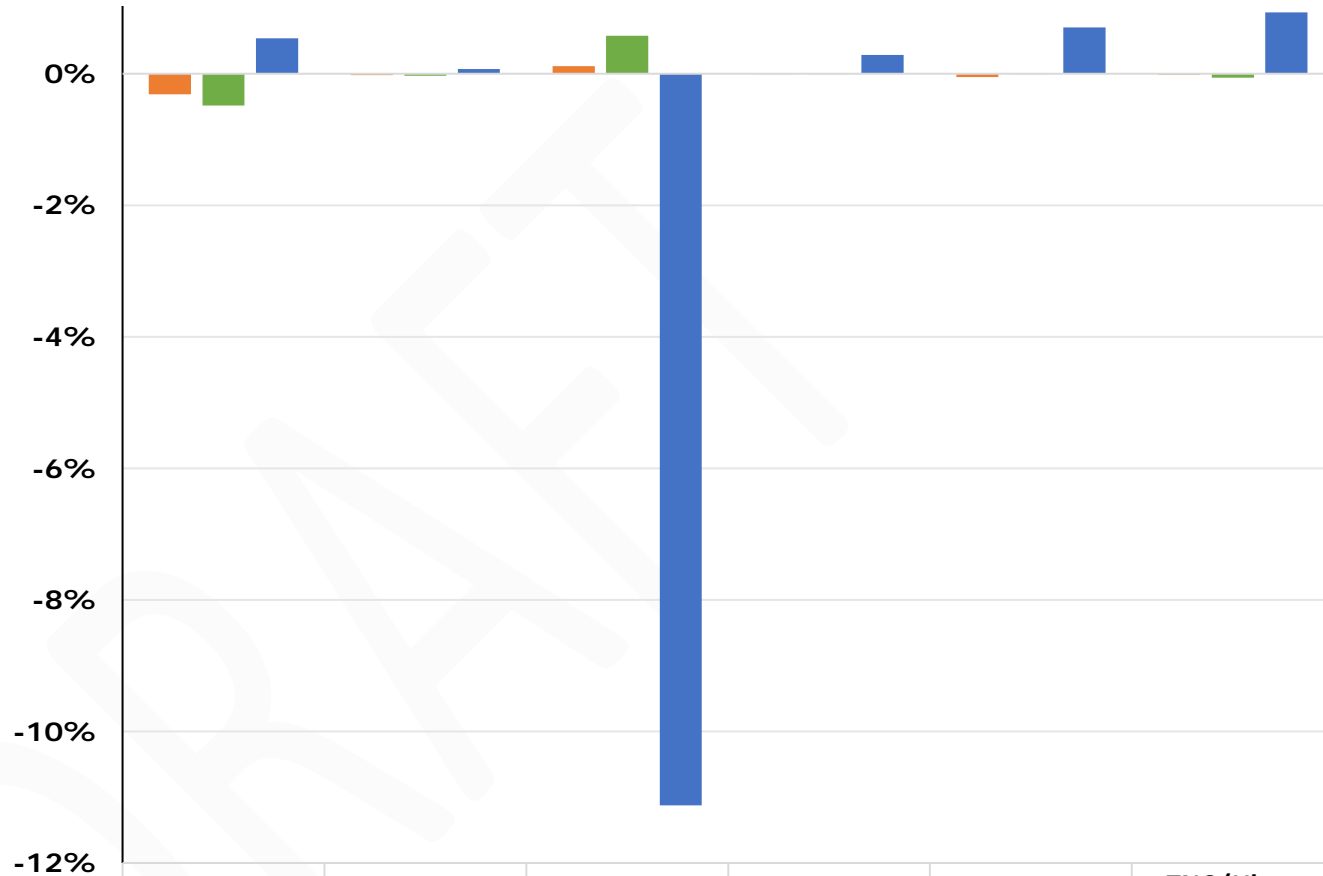


Figure 4a– Scenario 1 (Plan Basic) Mode Shares

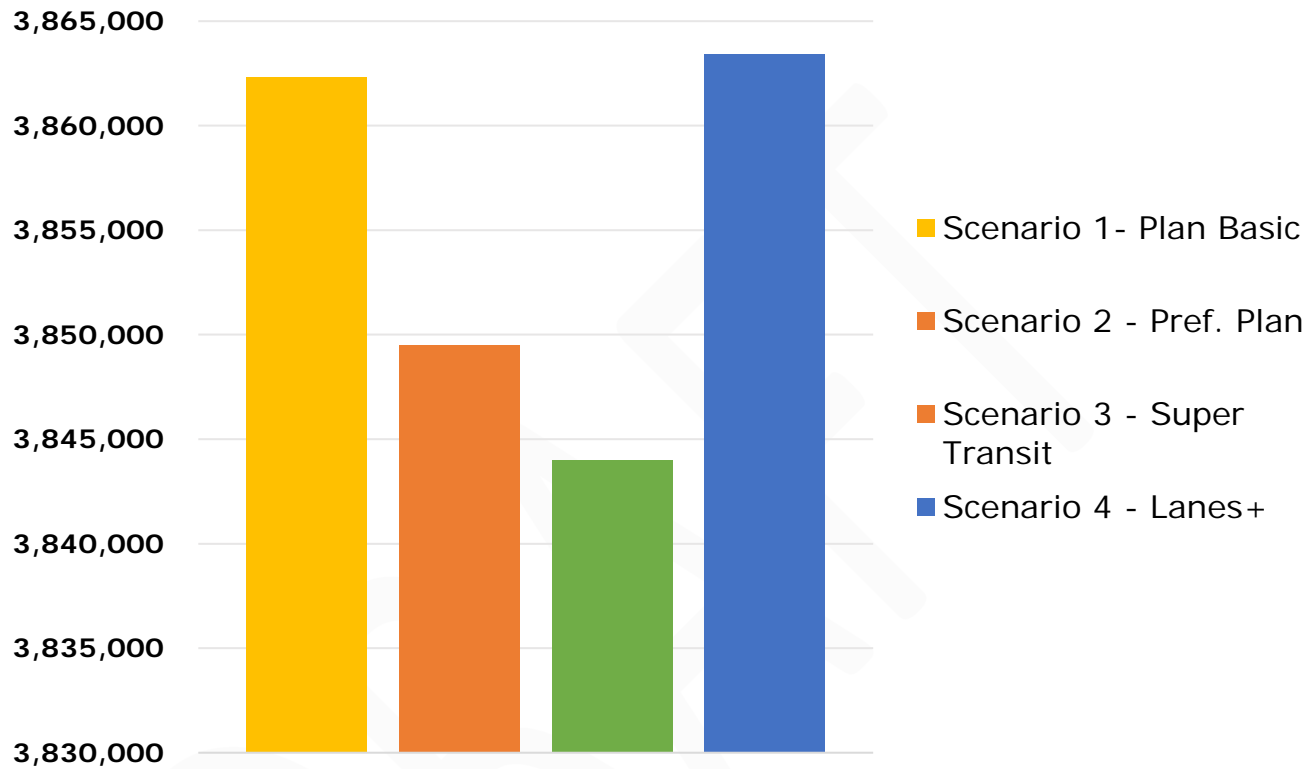


**Figure 4b. CHANGE IN MODE SHARE – COMPARISON TO "PLAN BASIC" SCENARIO**



	Drive Alone	Shared Ride	Transit	Bike	Ped	TNC (Uber, Lyft, etc)
Scenario 2 - Pref. Plan	-0.31%	-0.02%	0.12%	0.00%	-0.05%	-0.02%
Scenario 3 - Super Transit	-0.48%	-0.03%	0.58%	0.00%	0.00%	-0.06%
Scenario 4 - Lanes+	0.54%	0.07%	-11.13%	0.29%	0.70%	0.93%

**Figure 5. AVERAGE WEEKDAY VMT BY FUTURE SCENARIO**



**Figure 6. HOURS OF DELAY BY FUTURE SCENARIO**

