

Napa Valley Transportation Authority

625 Burnell Street
Napa, CA 94559



Agenda - Final

Monday, September 27, 2021
5:30 PM

JoAnn Busenbark Board Room

Active Transportation Advisory Committee (ATAC)

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

PUBLIC MEETING GUIDELINES FOR PARTICIPATING VIA PHONE/VIDEO CONFERENCING

Consistent with Governor's Executive Orders No. N-25-20 and N-29-20 from the State of California and Napa County's workplace restrictions, the Napa Valley Transportation Authority (NVRTA) Active Transportation Advisory Committee (ATAC) meeting will be held virtually. To maximize public safety while still maintaining transparency, members of the public may observe and participate in the meeting from home. The public is invited to participate telephonically or electronically via the methods below, barring technical difficulties:

- 1) To join the meeting via Zoom video conference from your PC, Mac, iPad, iPhone or Android at the noticed meeting time, go to <https://zoom.us/join> and enter meeting ID 92900898715
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Public Comments

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

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

Members of the public may submit a public comment in writing by emailing info@nvta.ca.gov by 12:00 p.m. on the day of the meeting with PUBLIC COMMENT as the subject line (for comments related to an agenda item, please include the item number). All written comments should be 350 words or less, which corresponds to approximately 3 minutes or less of speaking time. Public comments emailed to info@nvta.ca.gov after 12 p.m. the day of the meeting will be entered into the record but not read out loud. If authors of the written correspondence would like to speak, they are free to do so and should raise their hand and the Chair will call upon them at the appropriate time.

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

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

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All materials relating to an agenda item for an open session of a regular meeting of the NVTA ATAC are posted on the NVTA website 72 hours prior to the meeting at: <https://nctpa.legistar.com/Calendar.aspx> or by emailing info@nvta.ca.gov to request a copy of the agenda.

Materials distributed to the members of the Committee present at the meeting will be available for public inspection after the meeting. Availability of materials related to agenda items for public inspection does not include materials which are exempt from public disclosure under Government Code sections 6253.5, 6254, 6254.3, 6254.7, 6254.15, 6254.16, or 6254.22.

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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 Safe Routes to School (SRTS) Update
- 6.2 Napa Valley Vine Trail Update
- 6.3 Active Transportation Legislative Updates*

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.

PRESENTATIONS

7. CONSENT AGENDA

- 7.1 **Meeting Minutes of July 26, 2021 ATAC Meeting (Diana Meehan)**
(Pages 7-10)

Recommendation: ATAC action will accept the July 26, 2021 meeting minutes.

Estimated Time: 5:45 p.m.

Attachments: [Draft Minutes.pdf](#)

8. REGULAR AGENDA ITEMS

8.1 Fiscal Year 2020-21 Fourth Quarter Vine Transit Update (Rebecca Schenck) (Pages 11-16)

Recommendation: Staff will provide an update on the operational performance for Vine Transit services covering the fourth quarter of Fiscal Year (FY) 2020-21. The report will also provide an update on operational and service changes related to the pandemic. Information only

Estimated Time: 5:45 p.m.

Attachments: [Staff Report.pdf](#)

8.2 2022 Draft Federal and State Legislative Advocacy Program (Diana Meehan) (Pages 17-22)

Recommendation: The ATAC will review the 2021 Legislative Agenda and have the opportunity to provide comments or suggestions for the 2022 draft Legislative Agenda. Information only

Estimated Time: 5:55 p.m.

Attachments: [Staff Report.pdf](#)

8.3 ABAG-MTC Parking Policy Technical Assistance (Diana Meehan) (Page 23)

Recommendation: Information only

Estimated Time: 6:00 pm

Attachments: [Staff Report.pdf](#)

9. FUTURE AGENDA ITEMS

10. ADJOURNMENT

10.1 Approval of Next Regular Meeting Date of November 22, 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 September 21, 2021.

Kathy Alexander (e-sign) 09-21-2021

Kathy Alexander, Deputy Board Secretary

*Information will be available at the meeting

Glossary of Acronyms

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

Glossary of Acronyms

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

Napa Valley Transportation Authority

625 Burnell Street
Napa, CA 94559

September 27, 2021

ATAC Agenda Item 7.1

Continued from: New

Action Requested: Accept

Meeting Minutes - Draft Active Transportation Advisory Committee (ATAC)

Monday, July 26, 2021

5:30 PM

REFER TO COVID-19 SPECIAL NOTICE

1. Call To Order

The meeting was called to order at 5:35 p.m.

2. Roll Call

Present: 6 - Frances Knapczyk
Barry Christian
Colin Petheram
Grant Dinsdale
Spiro Makras
Michael Rabinowitz

Absent: 1 - Sean Hughes

3. Introductions

Public Present:

Patrick Band, Napa County Bicycle Coalition
Lorien Clark, City of Napa
Kara Oberg, Metropolitan Transportation Commission
Rich Collins
Philip Sales, Napa Valley Vine Trail Coalition

Staff Present:

Diana Meehan

4. Public Comment

Member Barry Christian provided information on a new proposal to extend Newell Drive in American Canyon through property that is currently zoned agricultural but is requesting a zoning change to commercial/industrial. Mr. Christian requested the ATAC advocate for a walking/biking path along the proposed road to connect to SR 29 and to Jameson Canyon and the Suscol Ridge hiking area (Bay Area Ridge Trail). The proposal for zoning change is currently under review by the Board of Supervisors.

Member Christian announced a special event called Pedalfest taking place on Sunday September 26 on Mare Island.

5. Committee Member and Staff Comments

None

6. STANDING AGENDA ITEMS

6.1 Safe Routes to School (SRTS) Update

Patrick Band, NCBC Executive Director provided an update on the Safe Routes to School (SRTS) program:

- A comprehensive parent perception survey by EMC Research is now complete and outcomes are being shared with agencies and the public.
- Walk and Roll to School day is on Wednesday October 6
- NCBC will receive some funding through the MTC Quick Strike program that will continue NCBC SRTS activities for one year. NCBC is doing a fundraising ride in November to help secure additional funds for the program.
- Napa County Office of Education (NCOE) is providing some in-person pedestrian safety education in conjunction with their after school program. The current programming will end in September until additional funding can be secured.

6.2 Napa Valley Vine Trail Update

Philip Sales, Executive Director of the Napa Valley Vine Trail Coalition (NVVTC) provided the following updates:

- The NVVTC worked with NVTa and Mike Thompson's office to secure funding for pre-construction phases of the Vine trail from St. Helena to Yountville segment of the Vine Trail under the Federal Transportation Infrastructure reauthorization. The project is part of Bay Area priority projects.
- NVVTC has issued a work authorization contract to RSA Consultants to start preliminary easement work for the Vine Trail segment between St. Helena and Yountville. 29 easements are required for this section.
- NVTa may go out for a construction contract in September for the Calistoga to St. Helena segment
- Lorien Clark, City of Napa Transportation Planner, announced the Soscol Gap segment of the Vine Trail between Vallejo Street and Third Street in the City of Napa will begin construction this summer and should be completed by early next year.
 - o Patrick Band asked if bike and pedestrian access will be provided along Soscol Avenue during construction. Ms. Clark said that a traffic control plan is required but did not have specifics and will have the project manager for the Soscol Gap project provide details to the Bicycle Coalition.

6.3 Active Transportation Legislative Updates*

None

7. PRESENTATIONS

7.1 Metropolitan Transportation Commission (MTC) Regional Active Transportation Plan Overview (MTC Staff)

Kara Oberg, MTC Active Transportation Plan project manager, provided ATAC with an update on the Regional Active Transportation Plan (AT Plan).

- The AT Plan will guide transportation policy, funding and implementation for Active Transportation in the Region.
- MTC is working with Toole Design Group on the plan
- Two main strategies under Plan Bay Area (PBA) that fall under creating healthy and safe streets are:
 - o Building a Complete Streets Network
 - o Vision Zero

- The AT Plan will be the implementation plan for those two components of Plan Bay Area
- The plan will include five tasks:
 - o Stakeholder engagement - supplemented by Technical Advisory Committee and paid community based organization outreach
 - o Policy and program analysis with a focus on Vision Zero and equity
 - o Development of the Regional Active Transportation network
 - o 5-year Implementation Plan – in coordination with the 5-year PBA implementation plan
 - o Funding assessment to understand funding constraints and potential funding scenarios
- The Complete Streets Policy, adopted in 2006 will also be updated - including the Complete Streets Checklist, which helps implement complete streets policies in the region. Caltrans is also updating its Complete Streets policy and both will coordinate.
- The program timeline is:
 - o Plan Kick-off April 2021
 - o June-Aug. 2021 - Policy Analysis/Data Assembly
 - o Sept.-Dec 2021 - Network Development & Implementation Plan
 - o Jan-June 2022 - Finalize Implementation Plan & Develop AT Plan
- ATAC members provided feedback on the AT Plan Draft Vision and Mission statements
- MTC and NVTa staff will bring periodic updates and requests for comment throughout the process

8. CONSENT AGENDA

8.1 Meeting Minutes of May 24, 2021 Active Transportation Advisory Committee (ATAC) (Diana Meehan) (Pages 7-10)

MOTION by CHRISTIAN, SECOND by MAKRAS to accept the May 24, 2021 meeting minutes as submitted. Motion passed unanimously with the following vote:

Aye: 6 - Chairperson Knapczyk, Vice Chair Christian, Member Petheram, Member Dinsdale, Member Makras, and Member Rabinowitz

Absent: 1 - Member Hughes

9. REGULAR AGENDA ITEMS

9.1 Bicycle and Pedestrian Path Maintenance (Diana Meehan) (Pages 11-13)

Staff member Diana Meehan reviewed a bicycle and pedestrian Road Maintenance matrix with ATAC. The information in the matrix was provided to NVTa by jurisdiction public works and road maintenance staff and Caltrans staff as related to the state highway system. The following six questions were asked of each jurisdiction:

1. Is there a regular sweeping/basic maintenance schedule for city streets? If yes, how often?
2. Does maintenance take place on all roads or just primary roads?
3. Does the city/county/town have a system for reporting hazards/debris? If yes, how is it accessed?
4. How are reported issues prioritized?
5. What is the turnaround time for managing a reported issue?

ATAC members discussed jurisdiction responses and challenges to daily and long term maintenance of bicycle and pedestrian facilities. Follow-up items include but are not limited to:

- Request county join the dialog and discuss ways to improve response for managing hazards more readily to improve safety, especially rock/gravel and debris on highly traveled corridors

- Potential for creating action plans for maintenance (daily and long term) on roadways
- What, if any funding mechanisms exist at the local, regional or state level to address maintenance needs for bicycle and pedestrian infrastructure?
- Could the Complete Streets policies address long-term maintenance?
- What best practice systems exist for communicating problems and issues?
- Goal should be consistency, especially on the Vine Trail since it crosses multiple jurisdictions

9.2 Vision Zero Program Overview (Diana Meehan) *(Pages 14-17)*

Staff member Diana Meehan provided an overview of Vision Zero from a State, Regional and Local level. The goal of Vision Zero is to reduce severe and fatal crashes on roadways to Zero across all modes.

- State-AB 2363 required establishment of a multi-sector Zero-fatality task force. One significant component of the task force was to review how speed limits are set and to find ways to change how this is done with the overall goal of speed reduction.
- Legislation (AB 550 Chiu) to create a pilot program using cameras to enforce speed limits was suspended by joint rule, and will likely be reintroduced next year.
- Regional - MTC adopted a vision zero policy (Resolution 4400) in June 2020. The MTC Active Transportation Plan will serve as an implementation plan for Vision Zero in the region.
- MTC is required to adopt safety performance measures and targets which will help implement regional Vision Zero policies.
- Local - NVTa completed the update of the Countywide Transportation Plan, Advancing Mobility 2045, which includes a goal of reducing severe/fatal roadway injuries by 2035.
- Next step locally will be to develop a Countywide Vision Zero Plan.

ATAC member Rabinowitz commented with concerns about enforcement and how it can be a deterrent to an effective program and suggested making sure to involve law enforcement in the planning effort.

He also suggested addressing the issues with intoxicated driving which is a severe issue in Napa County.

9.3 Bicycle Friendly Communities Overview (Diana Meehan) *(Pages 18-24)*

Staff member Diana Meehan provided an overview of the League of American Bicyclists Bicycle Friendly Community (BFC) Program. The BFC program requires submission of a comprehensive application that assesses the level of commitment to bicycling in a community and provides a Platinum, Gold, Silver, Bronze or Honorable Mention designation along with a report card to evaluate what is needed in the community to advance better bicycling infrastructure and riding conditions. The City of Napa is the only community in Napa County with BFC status and has achieved the Bronze designation since 2012.

10. FUTURE AGENDA ITEMS

11. ADJOURNMENT

11.1 Approval of Next Regular Meeting Date of September 27, 2021 and Adjournment.

Meeting was adjourned at 7:35 p.m.



NAPA VALLEY TRANSPORTATION AUTHORITY

Active Transportation Advisory Committee (ATAC) Agenda Letter

TO: Active Transportation Advisory Committee
FROM: Kate Miller, Executive Director
REPORT BY: Rebecca Schenck, Transit Manager
(707) 259-8636 / Email: rschenck@nvta.ca.gov
SUBJECT: Vine Transit Update

RECOMMENDATION

Information only. This report will provide an update on the operational performance for Vine Transit services covering the fourth quarter of Fiscal Year (FY) 2020-21. The report will also provide an update on operational and service changes related to the pandemic.

EXECUTIVE SUMMARY

This report summarizes the Vine's operational performance during the fourth quarter for Fiscal Year (FY) 2020-21, covering the period of April 1 to June 30, 2021, and provides an update on service changes in response to growing ridership trends. The board memo compares the fourth quarter of FY 2021 (April – June) to both the fourth quarter of FY 2020 and to the previous quarter (Jan - Mar) to highlight the differences between the same time period last year and to recent months of the COVID-19 pandemic.

FISCAL IMPACT

Is there a fiscal impact? No

BACKGROUND & DISCUSSION

Summary of Pandemic-related Operational Changes

In March 2020, NVRTA made a number of service changes in response to reduced ridership demand associated with the coronavirus pandemic and public health orders issued by the State and County of Napa. Specifically, service hours were reduced, fare payment was suspended, seat spacing was introduced, and buses began using rear door only boarding whenever feasible to ensure the safety of riders and drivers.

In mid-March, weekday service hours on Routes 10 and 11 were reduced to a Saturday schedule. Routes 10X and 11X were suspended – after already showing mixed ridership performance in the months preceding the pandemic. On April 27, 2020, local fixed route services in the City of Napa (A-H) were suspended and transitioned to Stop to Stop On-Demand service for local trips. On May 13, 2020, following the County of Napa's revised Shelter at Home order, NVRTA posted notices requiring the use of face coverings by passengers and staff. All of these service changes remained in effect during Q4 of FY21.

Napa On-Demand riders pay the same local \$1.60 full fare, \$1.10 student fare, and \$0.80 reduced fare for elderly and disabled riders that were previously established for local routes; 20-ride, and 31-day fare passes are also accepted. The Clipper fare card is encouraged and NVRTA, in partnership with MTC and other transit operators, rolled out a full Clipper marketing campaign to introduce the new Clipper-START program, which launched in January 2021 and provides subsidized fares for eligible low-income adults. Staff continues to coordinate with MTC on the next generation of Clipper (Clipper 2.0) and as a first step on the long road to Clipper 2.0, a new Clipper Mobile app was released in April 2021.

Throughout Q4 FY 2020-21, NVRTA continued to support auxiliary Emergency Operation Center (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. These operations ceased in August of 2021 as NVRTA returned to higher level of service and Napa County EOC operations slowed down.

On April 7, 2021, the State of California moved Napa County from Substantial Risk Level (Red Tier) to the less restrictive Orange Tier. Then on June 15, 2021, the State of California reopened and nearly all of the restrictions were lifted. As a result of reopening of the California economy and increased ridership in the fourth quarter of FY 2020-21, NVRTA added additional service on May 9, 2021 and on August 15, 2021.

On May 9, 2021, the Vine returned to a weekday schedule on the Routes 10 and 11 (which had been running on Saturday schedules since March 2020), implemented a fixed-route/on-demand hybrid which introduced two new fixed routes (Routes N and S) and maintained the existing on-demand service in the City of Napa, and extended hours on Friday and Saturday nights in Yountville and Calistoga by two additional hours.

Finally, on August 15th the Vine reintroduced the Route 11X in response to the Vallejo Ferry new service in July; added the Routes E and Route W in the City of Napa; added a second shuttle in Calistoga and American Canyon and reinstituted the fixed route school tripper in St Helena and American Canyon. Operational data on the August changes are not yet available.

Vine Transit Performance

The first four tables compare ridership across different services in the fourth quarter of FY 2020-21 (April to June) to the same period in the prior fiscal year. Table 1 shows a 5.9% decrease in ridership from 18,740 to 17,628 in the City of Napa compared to the fourth quarter of FY 2019-20.

Table 1: City of Napa – Comparing Q4 of FY20 & FY21

	FY 19/20	FY 20/21	% Difference	Numerical Difference
Total	18,740	17,628	-5.9%	-1,112

Table 2 indicates an increase in ridership on the regional and express routes (10, 11, 21 and 29) in contrast to the local routes. The increase in the fourth quarter between Fiscal Years 2019-20 and 2020-21 was 18.75% percent. Routes 10 showed the largest percentage increase in ridership (37.92%) of all of the regional and express routes.

Table 2: Routes 10, 11, 21 and 29 Ridership – Comparing Q4 of FY20 & FY21

	FY 19/20	FY 20/21	% Difference	Numerical Difference
Route 10	20,432	28,180	37.92%	7,748
Route 11	22,525	24,040	6.73%	1,515
Route 21	4,189	4,845	15.66%	656
Route 29	7,718	8,087	4.78%	369
Total	54,864	65,152	18.75%	10,288

Part of the reason for the decrease in the City of Napa ridership compared to the significant increase in Regional ridership is that the number of revenue hours across these four regional routes returned to pre-COVID levels in the middle of Q4 on May 9, 2021. Meanwhile, the revenue hours on the local routes remained well below pre-pandemic levels and will only return to comparable levels on August 15, 2021.

Table 3 shows the ridership patterns on the four community shuttles. The combined ridership is up 112% compared to the same quarter in the prior fiscal year. Ridership increased across all the community shuttles in the fourth quarter of the current fiscal year.

Table 3: Community Shuttles– Comparing Q4 of FY20 & FY21

	FY 19/20	FY 20/21	% Difference	Numerical Difference
Calistoga Shuttle	1,308	2,923	123%	1,615
St. Helena Shuttle	665	1,121	69%	456
Yountville Trolley	290	1,553	436%	1,263
American Canyon Transit	1,292	1,932	50%	640
Total	3,555	7,529	112%	3,974

VineGo ridership is also starting to rebound (42.88%) compared to the same time last year as shown in Table 4. NHTA still has a reduced number of vehicles serving VineGo as ridership remains well below pre-COVID. Many of the customers who use VineGo travel for programs that remain suspended during the pandemic such as Collabria Day Program, Napa Senior Center events, and Clinic Olé classes.

Table 4: VineGo Ridership – Comparing Q4 of FY20 & FY21

	FY 19/20	FY 20/21	% Difference	Numerical Difference
VineGo	723	1,033	42.88%	310

Tables 5, 6 and 7, compare the third quarter of FY 2020-21 to the fourth quarter of FY 2020-21 to provide additional context on ridership during the COVID-19 pandemic. Table 5 shows a solid increase in ridership in the City of Napa between the last two quarters. This is most likely caused by the movement of Napa County from the Substantial Risk Level (Red Tier) to the Moderate Risk Level (Orange Tier) on April 7, 2021, along with the overall reopening of the State of California on June 15, 2021. The less restrictive Orange Tier meant that most activities reopened in the County with various modifications, resulting in an overall increase in ridership.

Table 5 City of Napa Ridership – Comparing Q3 of FY21 & Q4 of FY21

	Q3 FY 21	Q4 FY 21	% Difference	Numerical Difference
Napa Local On-Demand	13,361	13,294	-0.50%	-67
Route N (started May 9th)	N/A	2,995	N/A	N/A
Route S (started May 9th)	N/A	1,339	N/A	N/A
Total	13,361	17,628	31.9%	4,267

Ridership increased over the prior quarter on the regional routes by 27.64% as seen in Table 6. This is most likely caused by Napa moving into the Orange Tier and then fully reopening causing some commuters to return to the office.

Table 6: Routes 10, 11, 21 & 29 Ridership – Comparing Q3 of FY21 & Q4 of FY21

	Q3 FY 21	Q4 FY 21	% Difference	Numerical Difference
Route 10	20,225	28,180	39.33%	7,955
Route 11	19,876	24,040	20.95%	4,164
Route 21	4,014	4,845	20.69%	831
Route 29	6,928	8,087	16.73%	1,159
Total	51,044	65,152	27.64%	14,108

For the community shuttles, ridership increased on all services compared to the third quarter of the current fiscal year as seen in Table 7 as tourists began to return to Napa Valley and locals began to take more trips.

Table 7: Community Shuttles– Comparing Q3 of FY21 & Q4 of FY21

	Q3 FY 21	Q4 FY 21	% Difference	Numerical Difference
Calistoga Shuttle	1,541	2,923	89.68%	1,382
St. Helena Shuttle	1,060	1,121	5.75%	61
Yountville Trolley	1,154	1,553	34.58%	399
American Canyon Transit	1,679	1,932	15.07%	253
Total	5,434	7,529	38.55%	2,095

VineGo ridership increased by 328 passengers when compared to the third quarter of the current fiscal year as seen in Table 8. NVRTA has also seen an uptick in VineGo applications and renewals so VineGo ridership should continue to rise and more people become eligible.

Table 8: VineGo Ridership – Comparing Q3 of FY21 & Q4 of FY21

	Q3 FY 21	Q4 FY 21	% Difference	Numerical Difference
VineGo	705	1,033	46.52%	328

The final table (Table 9) shows the on-time performance for the six fixed route services that NVRTA is currently operating. The N and S Routes in the City of Napa are showing an acceptable level of on-time performance at 87.90%, but the Route 21 remains a problem. NVRTA made changes to the Route 21 schedule in May 2021 to improve on-time performance. The schedule change had little impact. This is something that will be a top priority with the installation of the new CAD/AVL system in the second quarter of FY 2021-22. The new CAD/AVL system will be increasingly accurate and allow NVRTA and dispatchers to pinpoint specific trips and driver actions that may cause the poor on-time performance

Table 9: On-Time Performance for June 2021

	On-Time	Late	Early
Route N	88.00%	8.60%	3.40%
Route S	87.80%	9.60%	2.60%
Route 10 N	57.20%	18.60%	24.20%
Route 10 S	66.70%	24.30%	9.10%
Route 11 N	51.90%	26.50%	21.60%
Route 11 S	58.90%	16.50%	24.70%
Route 21 N	42.60%	10.90%	46.50%
Route 21 S	60.20%	18.40%	21.40%
Route 29 N	79.40%	20.60%	0.00%
Route S	61.40%	23.10%	15.50%
Average	73.84%	14.48%	11.69%

August Service Changes to Accommodate Anticipated Ridership Increases

In response to increased ridership and the start of the school year, the Napa Valley Transportation Authority (NVRTA) deployed two new fixed-route services in the City of Napa, expanded local service hours and reinstated express service for commuters to the Vallejo Ferry Terminal beginning on August 15, 2021.

NVRTA began to operate longer hours on the Routes N, S, and Vine on-demand service. The Vine also started operating two new City of Napa routes, Route E and Route W, in the Shurtleff and Westwood neighborhoods. The new local routes offer a convenient option for riders in the high-demand areas and allow Vine Transit to continue to offer on-demand service in areas with lower demand.

NVRTA continues to follow recommended health and sanitation requirements. As mandated by the Transportation Security Administration, face masks are required on Vine vehicles, at bus stops, and all facilities.

ATTACHMENT(S)

None



NAPA VALLEY TRANSPORTATION AUTHORITY ATAC Agenda Letter

TO: Active Transportation Advisory Committee
FROM: Kate Miller, Executive Director
REPORT BY: Diana Meehan, Senior Planner/Program Administrator
(707) 259-8327 / Email: dmeehan@nvta.ca.gov
SUBJECT: 2022 Draft Federal and State Legislative Advocacy Program

RECOMMENDATION

Information only

EXECUTIVE SUMMARY

Napa Valley Transportation Authority (NVTA) Board adopts a legislative program each year. The Legislative Agenda allows staff to establish direction, and helps focus agency efforts in order to meet key agency goals and objectives. It also authorizes staff to advocate for various policy principals and projects. Staff will be updating the 2021 Legislative Agenda for 2022 and bringing it to the Board in October for approval. The 2021 Legislative Agenda can be found in Attachment 1. NVTA will review the 2021 Legislative Agenda with ATAC and take any comments and/or suggestions proposed for the 2022 draft Legislative Agenda.

FISCAL IMPACT

Is there a Fiscal Impact? No.

ATTACHMENT

(1) 2021 Federal and State Legislative Advocacy Program

2021 Federal and State Legislative Advocacy Program and Project Priorities

Federal Legislative Advocacy Program

- **Revenues**
 - Support efforts to pass federal stimulus bill(s) with a robust transit element, funding for state and local governments, and other measures that would help working families and the local economy in response to the COVID-19 Pandemic.
 - Support efforts to pass a surface transportation authorization legislation that grows the programs established and sustained in the Fixing America's Surface Transportation (FAST) Act that expired this year.
 - Support efforts to stabilize and increase revenues that flow to the Highway Trust Fund.
 - Support efforts to expand competitive grant programs.
 - Advocate for grant programs that fund clean fuel technologies, including the FTA Low and No Emission Vehicle Deployment program.
 - Advocate for increased appropriations for the New Starts and Small Starts program, as well as establishing a robust set aside for Small Starts projects in rural areas.
 - Advocate for increased appropriations for the Department of Transportation's (DOT) Better Utilizing Investments to Leverage Development (BUILD) Transportation (formerly TIGER) program.
 - Advocate for increased appropriations for Federal Transit Administration (FTA) Bus and Bus Facilities funds (FTA §5339 C).
 - Support efforts that ensure continued protection of transportation programs subject to across-the-board cuts through budget sequestration.
 - Respond to Federal Transit Administration's and Federal Highway Administration's implementation of Fixing America's Surface Transportation Act (FAST) or successor legislation, as rulemakings, circulars, and other administrative actions are issued.
 - Support efforts to address the National Environmental Policy Act (NEPA) reciprocity language to align the statute of limitation to file a claim to be consistent with the 30-day statute of limitation in the California Environmental Quality Act (CEQA), or at a minimum, to align it with existing NEPA statute of limitations for highway and transit projects which is set at 150 days.
 - Support efforts to educate the next Administration on the need for increased investment in transportation infrastructure.

- Support increased funding for advanced/emerging technologies pilot and demonstration programs.
- Streamline Federal Emergency Management Agency (FEMA) reimbursement processes.

State Legislative Advocacy Program

- Revenues
 - Support efforts to stimulate the economy, including aid to transportation and local government programs, and subsidies for families in response to the Coronavirus Pandemic.
 - Work closely with state legislators and agencies to maximize AB 32 Cap and Trade revenues for transportation projects, specifically expanding eligibility to include travel demand management program and traffic congestion relief, grow the transit program, and identify measures to advance funds.
 - Support efforts that allow direct investments in transit infrastructure projects eligible for Cap & Trade offsets.
 - Support efforts to lower the 2/3rds voting threshold for local transportation sales tax measures.
 - Support efforts that stabilize funding for transportation programs to address fleet transition from traditional fuels to cleaner fuels in response to Governor Newsom's Executive Order N-79-20 requiring all vehicles to be zero emission by 2035.
 - Support new funding innovations such as user-based fees (e.g. tolls, parking fees, and other congestion pricing mechanisms) that reduce congestion and stabilize and or generate new revenues for transportation such as voluntary mileage based program (that might arise from SB 1077 or other).Protect transportation funds from being diverted for other purposes or conditioned for housing production.
 - Protect existing formulas that maximize local and regional control of state transportation funds.
 - Support efforts to identify new revenues and mechanisms to implement redevelopment projects and support priority development areas.
 - Identify and advocate for measures that would preserve and grow local streets and road revenues.
 - Support efforts that encourage and fund affordable housing programs that honor existing urban growth boundaries, preserving agricultural lands and open space areas.
 - Sponsor and support legislation that would condition the sale of excess property in Napa County owned by the California Department of Transportation to be used for highway transportation projects in Napa County as identified by NVTAs Countywide Transportation Plan.
 - Support consistent interpretation of the Transportation Development Act (TDA) which guides both TDA and State Transit Assistance (STA) specific to qualifying revenues and eligible recipients and support TDA reform that would benefit the Vine Transit system.

- Support efforts to create new funding for Bay Area regional corridor operations and transit connectivity.
- Streamline the State's FEMA approval and reimbursement processes.
- Project Delivery
 - Support efforts to streamline project delivery requirements and reduce costs for delivering projects, including efforts that streamline CEQA processes.
 - Support efforts to expand local and regional authority to enter into public-private partnerships for transportation improvement projects.
- Environment and Resiliency
 - Support regulatory and legislative efforts to encourage van pools, transit use, and alternative commute options.
 - Support programs that assist employers in meeting the SB 1339 requirements.
 - Support programs intended to minimize natural disasters that impact transportation infrastructure.
 - Support efforts that would minimize public safety power shutoff (PSPS) and other power outages in order to sustain electric vehicle fleet operations especially during disasters.
- Congestion Relief
 - Support efforts to establish and maintain HOV lanes on State Highways.
 - Support efforts that allow Express Bus and Regional Routes to operate on highway shoulders.
 - Support Caltrans efforts to expand traveler information and other solutions that reduce congestion and increase throughput.
- Regulatory Reform
 - Support efforts to identify solutions for improving transit coordination and connectivity as well as corridor operations at the regional and local level.
 - Support efforts that allow local jurisdictions to set speed limits based on other criteria consistent with Vision Zero principles in addition to the 85th percentile speed criterion.
 - Support legislation to exempt public transit vehicles from state and local truck route ordinances.
 - Support efforts that ease compliance for small operators, and provide financial assistance for infrastructure investments and vehicle purchases associated with to the California Air Resources Board's Innovative Clean Transit Rule.
 - Support Regional Housing Needs Allocation reform that expands the definition of acceptable dwelling units.

Project Priorities

- Improvements to State Route 29 and parallel routes, included in the Comprehensive Multi-Modal Corridor Plan, including improvements to key intersections such as Soscol Avenue (SR 29/SR121/SR12), Carneros (SR 221/SR 29/SR12), Airport (SR 29/SR 12), improvements on SR 29 in American Canyon between Napa Junction and American Canyon Road, and parallel routes along the corridor.
- Congestion relief projects and sea level rise mitigation on State Route 37 including Resilient SR 37 access to public lands.
- Projects located in the County's two Priority Development Areas
- Transit Maintenance Facility
- Technology projects that increase transit operating efficiencies and reduce emissions.
- Technology projects that improve highway and local street and road operations, including autonomous vehicle infrastructure.
- Projects included in the Countywide Transportation Plan and Plan Bay Area for NVTa and Napa's jurisdictions.
- Pedestrian and Bicycle Infrastructure, Wayfinding, and Safety, included in the Countywide Bicycle and Pedestrian Plans.
- Improvements included in the Imola Complete Streets Corridor Plan.
- Rapid Bus corridor improvements on major corridors including project in NVTa's 2017 Express Bus Plan
- Upgrades to Soscol Gateway Transit Center
- Major Corridor Management, Operations and Control Center Projects
- Vine bus fleet electrification and regional charging network
- Countywide electric vehicle charging network
- Safe and accessible routes and infrastructure to transit and schools
- Sonoma Marin Area Rail Transit expansion to Suisun Amtrak/Capital Corridor Station and Vallejo Ferry Terminal.
- Vallejo Ferry operational improvements/service frequencies.



September 27, 2021
ATAC Agenda Item 8.3
Continued From: New

Action Requested: **INFORMATION**

NAPA VALLEY TRANSPORTATION AUTHORITY ATAC Agenda Letter

TO: Active Transportation Advisory Committee
FROM: Kate Miller, Executive Director
REPORT BY: Diana Meehan, Senior Planner/Program Administrator
(707) 259-8327 / Email: dmeehan@nvta.ca.gov
SUBJECT: ABAG-MTC Parking Policy Technical Assistance

RECOMMENDATION

Information only

EXECUTIVE SUMMARY

The Association of Bay Area Governments (ABAG) and the Metropolitan Transportation Commission (MTC) have been working to develop a guide “playbook” to assist local jurisdictions with implementation of updated parking policies in support of vehicle trip reduction.

James Choe, Climate Program Manager with MTC/ABAG Regional Planning, provided a presentation to several working groups in August and will provide information to the NVRTA Technical Advisory Committee on October 7 at 2:00 p.m.

NVRTA staff will provide ATAC with an overview of the program and will relay any requests for information to MTC/ABAG. ATAC members are encouraged to attend the TAC meeting in October. The parking policy playbook is scheduled to be completed in September.

FISCAL IMPACT

Is there a Fiscal Impact? No.

ATTACHMENT

None