



NAPA VALLEY TRANSPORTATION AUTHORITY COVER MEMO

SUBJECT

Resolution No. 20-17 Approving the California Environmental Quality Act (CEQA) Mitigated Negative Declaration and adopting the Mitigation Monitoring and Reporting Program for the Napa Valley Vine Trail: St. Helena to Calistoga Section

STAFF RECOMMENDATION

That the Napa Valley Transportation Authority (NVRTA) (1) approve Resolution 20-17 adopting the Napa Valley Vine Trail Project – St. Helena to Calistoga Segment California Environmental Quality Act (CEQA) for the Mitigated Negative Declaration and (2) direct staff to file a Notice of Determination for the CEQA document.

EXECUTIVE SUMMARY

On June 17th 2020, the NVRTA Board approved the release of the Draft Initial Study/Mitigated Negative Declaration (IS/MND) for the Napa Valley Vine Trail Project – St. Helena to Calistoga. The public comment period ended on July 27, 2020 and NVRTA addressed these comments in a Response to Comments Appendix included with the Final IS/MND. A Mitigation Monitoring and Reporting Program has been prepared to ensure CEQA compliance during project implementation. Following NVRTA Board approval of the adoption of the IS/MND, staff will file a Notice of Determination for the CEQA document.

FISCAL IMPACT

None



August 19, 2020
NVTA Agenda Item 10.1
Continued From: New

Action Requested: APPROVE

NAPA VALLEY TRANSPORTATION AUTHORITY

Board Agenda Memo

TO: NVTA Board of Directors

FROM: Kate Miller, Executive Director

REPORT BY: Rebecca Schenck, Principal Planner
(707) 259-8636 / Email: rschenck@nvta.ca.gov

SUBJECT: Resolution No. 20-17 Approving the California Environmental Quality Act (CEQA) Mitigated Negative Declaration and Adopting the Mitigation Monitoring and Reporting Program for the Napa Valley Vine Trail: St. Helena to Calistoga Section

RECOMMENDATION

That the Napa Valley Transportation Authority (NVTA) (1) approve Resolution 20-17 (Attachment 1) adopting the Napa Valley Vine Trail Project – St. Helena to Calistoga Section California Environmental Quality Act (CEQA) for the Mitigated Negative Declaration (Attachment 2) and adopting the Mitigation Monitoring and Reporting Program and (2) direct staff to file a Notice of Determination for the CEQA document.

COMMITTEE RECOMMENDATION

None

BACKGROUND

The California Department of Transportation (Caltrans) granted NVTA's request to be CEQA Lead Agency for the Napa Valley Vine Trail: St. Helena to Calistoga Section (Project) in June of 2019. NVTA conducted the studies and assessed the environmental impacts of the Project. The Public Review Draft of the CEQA Initial Study/Mitigated Negative Declaration was prepared with the assistance of Kimley Horn in June of 2020 and a Public Notice of Intent to Adopt CEQA findings was published on June 26, 2020 with a public comment period closing on July 27, 2020.

Description

The Project would consist of an approximately 6.8-mile Class I bicycle and pedestrian trail within St. Helena and Napa County. The Napa Valley Vine Trail: St. Helena to

Calistoga project would be located within California Department of Transportation (Caltrans) right of way (ROW), State Park lands, existing easements, and easements to be granted from property owners. The St. Helena to Calistoga project would begin in St. Helena at the intersection of Pratt Avenue and State Route (SR) 29 at postmile (PM) 29.244 and extend to the north end where it would terminate at Dunaweal Lane east of SR 29 at PM 35.308 near the city limits of Calistoga.

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

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

CEQA Environmental Impacts

In accordance with the California Environmental Quality Act (CEQA) (California Public Resources Code [PRC] §21000 et seq.) and the State CEQA Guidelines (California Code of Regulations [CCR], Title 14, §15000 et seq.), the Initial Study/Mitigated Negative Declaration (IS/MND) was prepared to evaluate the potential environmental effects associated with the construction and operation of the proposed Napa Valley Vine Trail St. Helena to Calistoga Section. This IS/MND includes a description of the proposed Project; an evaluation of the Project's potential environmental impacts; the findings of the environmental analyses; and recommended standard conditions and mitigation measures to lessen or avoid the project's potential significant adverse impacts on the environment.

Based on the environmental checklist form completed for the proposed Project and supporting environmental analysis, the Project would have no impact or a less than significant impact on the following environmental issue areas: aesthetics, air quality, energy, greenhouse gas emissions, hydrology, land use, mineral resources, population and housing, public services, recreation, transportation, utilities and service systems, and wildfire. The proposed Project's impacts on the following issue areas would be less than significant with the implementation of mitigation: agriculture, biological resources, cultural resources, geology and soils, hazards, noise, and tribal cultural resources. All impacts would be less than significant after mitigation. As set forth in the State CEQA Guidelines

Section 15070, an Initial Study leading to a Mitigated Negative Declaration (IS/MND) can be prepared when the Initial Study has identified potentially significant environmental impacts but revisions have been made to the project, prior to public review of the Initial Study, that would avoid or mitigate the impacts to a level considered less than significant, and there is no substantial evidence in light of the whole record before the public agency that the project may have a significant effect on the environment.

Comments were received on the IS/MND from the California Department of Forestry and Fire Protection (CALFIRE), Napa Valley Vine Trail Coalition and local residents and property owners. A total of 11 entities or people made comments regarding environmental issues. Staff and Kimley Horn worked closely with affected agencies and jurisdictions to address the comments. These comments were addressed in a Response to Comments Appendix included with the Final IS/MND. A Mitigation Monitoring and Reporting Program has been prepared to ensure CEQA compliance during project implementation. Following NVTB Board approval of the adoption of the IS/MND, staff will file a Notice of Determination for the CEQA document.

Next Steps

Caltrans, the lead agency under the National Environmental Quality Act (NEPA), will move forward with a Categorical Exclusion (CE) under CFR 771.117(c)(3) construction of bicycle and pedestrian lanes, paths and facilities. Once a CE is adopted under NEPA, the Project will move forward with right-of-way certification and finalize the design.

ALTERNATIVES

- 1) Delay the adoption of the IS/MND until a later date. This alternative would delay the Project schedule and could compromise \$6.1 million in Active Transportation Program funds.
- 2) Decide not to adopt the IS/MND. This alternative would result in the Project not moving forward at this time and result in delays that could result in losing the Active Transportation Program grant funds.

STRATEGIC GOALS MET BY THIS PROPOSAL

Goal 1- Serve the transportation needs of the entire community regardless of age, income, or ability

The Vine Trail is a critical project that supports alternative transportation for individuals who may not have the income or the ability to drive an automobile.

Goal 2 – Improve system safety in order to support all modes and serve all users

This segment of the Vine Trail will allow bikers and walkers to safely navigate from St. Helena to Calistoga on a Class I bike path – separated from automobile traffic.

ATTACHMENTS

- (1) Resolution No. 20-17
- (2) CEQA Initial Study/Mitigated Negative Declaration Napa Valley Vine Trail: St Helena to Calistoga Section <https://www.nvta.ca.gov/vinetrail>
- (3) Responses to Public Comments Initial Study/Mitigated Negative Declaration Napa Valley Vine Trail: St Helena to Calistoga Section
- (4) Mitigation Monitoring and Reporting Plan

RESOLUTION No. 20-17

**A RESOLUTION OF THE
NAPA VALLEY TRANSPORTATION AUTHORITY (NVTA)
APPROVING THE CALIFORNIA ENVIRONMENTAL
QUALITY ACT MITIGATED NEGATIVE DECLARATION AND ADOPTING
THE MITIGATION MONITORING AND REPORTING PROGRAM FOR
THE NAPA VALLEY VINE TRAIL: ST. HELENA TO CALISTOGA SECTION**

WHEREAS, the subject project is known as the Napa Valley Vine Trail: St. Helena to Calistoga Section; and

WHEREAS, the Napa Valley Vine Trail Project: St. Helena to Calistoga Section will construct a Class I bicycle and pedestrian trail from the intersection of Pratt Avenue and State Route 29 (SR 29), through Napa County, to the Calistoga City limit on Dunaweal Lane at the intersection of an existing segment of the Vine Trail; and

WHEREAS, an Initial Study was prepared for the Napa Valley Vine Trail Project: St Helena to Calistoga Section (Project) pursuant to California Environmental Quality Act (CEQA) and it was determined that a Mitigated Negative Declaration should be prepared; and

WHEREAS, the Initial Study/Mitigated Negative Declaration concluded that implementation of the Napa Valley Vine Trail Project: St. Helena to Calistoga Section would result in a number of potentially significant effects on the environment and identified mitigation measures that would reduce the significant effects to less-than-significant levels; and

WHEREAS, a Notice of Intent to adopt a Mitigated Negative Declaration was prepared and circulated for public review pursuant to CEQA guidelines on June 26 2020, and the NVTA independently reviewed the mitigated negative declaration and considered written and public comments on the proposed Napa Valley Vine Trail Project: St. Helena to Calistoga Section received through July 27, 2020 together with any additional comments received by the NVTA Board through August 19, 2020; and

NOW, THEREFORE, BE IT RESOLVED, by the NVTA Board as follows:

1. The foregoing recitals are true and correct.
2. The Board has independently reviewed, analyzed, and considered the Initial Study/Final Mitigated Negative Declaration and the Mitigation Monitoring and Reporting Program, for the Napa Valley Vine Trail Project: St. Helena to Calistoga Section, together with public comments and the responses, and based on the foregoing, the Board hereby finds and determines that all environmental impacts of the Project with mitigation

measures are below a level of significance and there is no substantial evidence supporting a fair argument that the Project will have a significant effect on the environment.

3. The Board finds the Final Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program has been completed in compliance with CEQA and represents the independent judgment and analysis of NVTA as lead agency for the Project.

4. There Board considered the public comments received and determines that the minor revisions made to the Final Mitigated Negative Declaration do not require recirculation pursuant to CEQA Guidelines 15073.5(c)4.

5. The Board hereby approves the Initial Study/Final Mitigated Negative Declaration and adopts the Mitigation Monitoring and Reporting Program for the Napa Valley Vine Trail Project: St. Helena to Calistoga Section and are, by this reference, incorporated into this Resolution and adopted by this Board as Exhibits A and B as if fully set forth herein.

5. The NVTA Board hereby directs staff to file a notice of determination with the County of Napa and take all action necessary actions related to this approval.

Passed and Adopted the 19th day of August 2020.

Alfredo Pedroza, NVTA Chair

Ayes:

Nays:

Absent:

ATTEST:

Karalyn E. Sanderlin, NVTA Board Secretary

APPROVED:

DeeAnne Gillick, NVTA Legal Counsel

Appendix G

Response to Public Comments

1.0 Comments Received on the Draft Initial Study/Mitigated Negative Declaration and Responses

Table 1-1 lists the comments on the Draft Initial Study/Mitigated Negative Declaration. The assigned comment letter number, letter date, letter author, and affiliation, if presented in the comment letter or if representing a public agency, are also listed.

Table 1-1 List of Commenters

Comment Number	Individual or Signatory	Affiliation	Date
Local Agencies (LA)			
LA1	Steve Lederer	Napa County Public Works	June 29, 2020
LA2	Philip Sales	Napa Valley Vine Trail Coalition	July 21, 2020
LA3	Christina Snow	Department of Forestry and Fire Protection (CAL FIRE)	July 27, 2020
LA4	Michelle Squyer	California State Parks	June 26, 2020
General Public (GP)			
GP1	Kurt Kolhede	Individual	June 29, 2020
GP2	Don Scott	Individual	July 1, 2020
GP3	Shadow & Rana	Individual (The Queen's Apiary)	July 9, 2020
GP4	Vivian Lyman	Individual	July 9, 2020
GP5	Mike Quaglia	Individual	June 30, 2020
GP6	Dr. Madaiah Revana	Individual	July 24, 2020
GP7	Susan Blanco	Individual	July 7, 2020
GP8	T.J Dieveney	Individual	July 27, 2020
GP9	Robert Holder	Individual	July 12, 2020

2.0 Response to Comments

Written comments on the Draft Initial Study/Mitigated Negative Declaration are provided in Table 2.1 below. Original comment letters are provided following the Table. To assist in referencing comments and responses, the following coding system is used:

- Each comment letter is lettered (i.e., Letter GP [General Public] or Letter LA [Local Agency]), each comment within each letter is numbered (i.e., Comment GP1-1, Comment GP1-2, etc.), and each response is numbered correspondingly (i.e., Response GP1-1, Response GP1-2, etc.).

Table 2-1 Responses to Comments

Response Number	Response
LA1-1	As the commenter notes, some of the funds to maintain the Vine Trail could come from the Napa County Public Works Roads Department budgets. Napa County determines annually how to allocate funds in their capital improvements program. Funding maintenance of existing facilities, or a lack of funding, is not considered an impact under CEQA.
LA2-1	<p>Page 5 of the IS/MND says, “the trail would shift from the shoulder of SR 29 to the east of the Elm Tunnel at PM NAP 29.4. Pavers installed in the 1980’s immediately east of the Elm Tunnel would be removed and replaced with permeable pavement or similar design to meet ADA requirements and to allow water to pass through the trail surface to underlying soil.” The reference to the trail being west of the Elm Tunnel on Page 97 of the IS/MND is in error. The arborist was provided a copy of conceptual plans and was aware of the proposed location east of the Elm Tunnel during the site visit and preparation of the arborist report.</p> <p>Further consultation with the arborist confirmed that replacing pavers that currently form the path surface with asphalt paving would not negatively impact the Elm Tunnel trees. The primary potential to impact to the trees could come from grading activities to compact the soil surface to support the new paving. Soil compaction in this area was previously performed to install the existing pavers. Compacting the soil again is not likely to substantially change the soil environment. In addition, greater compaction is required to install permeable pavers as compared to an asphalt surface. Water infiltration into the soil would not be altered greatly by replacing the pavers with asphalt pavement, as runoff from the pavement will infiltrate to adjacent non-paved areas.</p>
LA3-1	Noted. NVTa will continue to coordinate with CAL FIRE as the project continues toward construction.
LA3-2	<p>Copies of the SHPO evaluation forms and requested cultural documents which identified relevant resources within the CAL FIRE property were sent to CAL FIRE on July 31, 2020 through August 7, 2020 for review. NVTa will continue coordination with CAL FIRE to facilitate their review of cultural documents.</p> <p>Throughout the entire project, including CAL FIRE property, the project design would avoid excavation into native subgrade where cultural resources are known to occur.</p>
LA3-3	See response to Comment LA3-2. Documents related to the eligibility determination for P-28-00454 along with SHPO concurrence for that resource were provided to CAL FIRE.
LA4-1	The project will comply with accessibility requirements where new trail would be constructed and applicable Shared Use Pathway guidelines where the trail would use existing park roads.
GP1-1	Project details and an exhibit on proposed work to occur in the area were provided to the commenter to address questions about the proposed trail in this location.
GP1-2	The truncated domes will be located on either side of the driveway entrance.

GP1-3	Along Dunaweal Lane on the west side of the bridge crossing, there would be up to three tree removals. These removals include a Colorado blue spruce with an 8" diameter at breast height (DBH), a Ponderosa Pine (28" DBH), and a Valley Oak (8" DBH). There would be some tree trimming along Dunaweal Lane.
GP1-4	There would be a retaining wall along Dunaweal Lane, in the vicinity of the pedestrian bridge. This retaining wall would vary in height, with a maximum height of 5 feet tall. The extent of the retaining wall can be seen in Figure 3I of the IS/MND.
GP1-5	See response to GP1-1
GP2-1	The commenter is correct that there are several trees located along Dunaweal Lane, and near the pedestrian bridge. See response to Comment GP1-3.
GP3-1	The Pedestrian Hybrid beacon would be reviewed and approved by Caltrans Traffic Operations to ensure the design meets Caltrans safety standards. Warning signs and beacons shall be mounted on overhead mast arm poles per CA MUTCD guidance on speed and roadside conditions. Advance warning signs and beacons would be included as required to meet applicable safety standards due to the high speed and rural nature of State Route 29 (SR 29), where a crossing may not be expected by motorists. Under the potential crossing treatment, average vehicular delay for mainline SR 29 vehicular traffic is projected to be on less than three seconds under existing peak hour traffic conditions. The delay could rise to between four and 10 seconds average peak hour delay if SR 29 vehicular traffic growth is consistent with levels projected by the STA / NCTPA model.
GP4-1	The response to this comment assumes that the 2 stop signs referenced in the comments are the Pedestrian Hybrid Beacons as no stop signs along SR 29 are otherwise proposed. Regarding safety and traffic delays along SR 29, see response to Comment GP3-1.
GP4-2	The project would create a multi-purpose trail, connecting to an existing portion of the Vine Trail system. As discussed in Section 4.20 of the IS/MND, the project would not exacerbate wildfire risk. The trail would run parallel to, and in some locations, on the SR 29 roadway. As such, the trail would be easily accessible by emergency service providers. The section of the Vine Trail would be maintained by Napa County, City of St Helena and Calistoga in each of the respective jurisdictions. Financial assistance for maintenance would be provided to the jurisdictions by the Napa Valley Vine Trail Coalition. Routine maintenance would be conducted to address litter and keep the trail maintained. This may include responding to homeless encampments should they occur along the trail. As is currently the case along this portion of SR 29, the Napa County Sheriff's Office, City of Calistoga and the City of St. Helena Police Departments would respond to concerns about illegal activity.
GP4-3	Comment noted.
GP5-1	The commenter is correct, the trail will terminate at Pratt and SR 29, as part of this project, and trail users will have to decide if they want to continue without a designated trail.
GP5-2	As project design has progressed, refinements to the trail alignment have been made to avoid and minimize potential impacts, and to optimize the user experience. The alignment presented in the IS/MND is what would be approved for construction. After further coordination with Caltrans, the project would cross the existing York Creek bridge. The trail would then continue along an improved sidewalk and end at the intersection of SR 29 and Pratt Ave. The trail would not continue east along Pratt Ave.

	See Figure 3A of the IS/MND. Trail users could continue on surface streets to downtown St. Helena. A future segment of the Vine Trail is proposed to connect this proposed project to other segments of the Vine Trail.
GP6-1	The commenter is correct, the trail would cross over the entrance to 2930 St Helena Highway, just north of Weinberg Road.
GP6-2	Safety improvements, such as signage consistent with MUTCD standards , will be installed at crossings to require cyclists to stop or yield. Additionally, ADA standard truncated domes will be installed to visually cue a crossing for trail users. Distance from the highway, geometry of the driveway opening, and lines of sight are all factored into the project design. These are reviewed by Caltrans to ensure they are consistent with current Plans and Specifications.
GP7-1	Comment noted.
GP8-1	See Response to GP6-2. The Silverado Trail is along the eastern side of the Napa Valley and provides bicycle and pedestrian access along the east side of the Napa River, which diverges further to the east of SR 29 as the Silverado trail moves north. Using the Silverado trail in lieu of the proposed project would not fully meet the purpose and need of the project, which is to provide access for bicyclists and pedestrians in the area along SR 29 between St. Helena and Calistoga.
GP9-1	See response to Comment GP3-1 and GP6-2.

3.0 Comment Letters

From: Lederer, Steven <Steven.Lederer@countyofnapa.org>

Sent: Monday, June 29, 2020 1:45 PM

To: Schenck, Rebecca <RSchenck@nvta.ca.gov>

Cc: Arias, Juan <Juan.Arias@countyofnapa.org>

Subject: Napa County Comment Regarding the Vine Trail Environmental Document

LA1-1

Under Public Services, the document should inform the public that the Vine Trail Coalition's estimate for maintaining the vine trail is \$12,000/mile/year. These funds are likely to come from Roads Department budgets, thus reducing funding for other roads maintenance, which may have impacts elsewhere in degraded roadways and traffic/transportation issues. While likely not rising to a "significant impact" under CEQA, the public should nonetheless be informed of this potential impact as a result of the project.

Steve Lederer

Napa County Public Works

From: Philip Sales <psales@vinetrail.org>
Sent: Tuesday, July 21, 2020 1:25 PM
To: Schenck, Rebecca <RSchenck@nvta.ca.gov>
Subject: Elm Tunnel Description

[External Email - Use Caution]

Rebecca

I have mentioned before that in the 1980s the City installed to interlocking pavers along the pathway on the Elm Tunnel to provide better air and water to the roots of the elm trees.

LA2-1 I have been reading through the IS/MND and there appears to be an error in reference to the Elm Tunnel on page 97. It refers to "The project would be located approximately 20 feet west of the St Helena Historic Elm Tunnel, thus would not result in any potential direct or indirect uses."

Actually the project is on the east side of the Elm Tunnel and will impact the roots of the trees. RSA+ 90% plans show 2" AC over 4" AB. Although the interlocking pavers are being removed the asphalt and base rock are being placed in that area and will compact and cut off air and water to the roots.

On page 97 states that "Impacts to the trees would be avoided, because design would be informed by an arborist ('s) report." However, the Consulting Arborist's report was not specific about the preservation methods and he obviously did not have access to the construction plans.

I had suggested at one of our meetings that permeable asphalt or even widening the path by replacing and resetting the interlocking pavers might be a solution.

There is a group from the St Helena Historical Society who are very active on Elm Tunnel issues and regularly meet with Caltrans re replacements and treating the trees for Dutch Elm Disease.

PHILIP SALES

Executive Director

NAPA VALLEY VINE TRAIL COALITION

707.252.3547 x200

OFFICE HOURS:

Monday-Thursday, 9am-5pm



From: Snow, Christina@CALFIRE <Christina.Snow@fire.ca.gov>
Sent: Monday, July 27, 2020 10:19 AM
To: Schenck, Rebecca <RSchenck@nvta.ca.gov>
Cc: Harris, Ben@CALFIRE <Ben.Harris@fire.ca.gov>; Lau, Albert@CALFIRE <Albert.Lau@fire.ca.gov>; Sjolund, Tena@CALFIRE <Tena.Sjolund@fire.ca.gov>; Parkes, Mike@CALFIRE <Mike.Parkes@fire.ca.gov>; Duggan, Mike@CALFIRE <Mike.Duggan@fire.ca.gov>; DeGraff, James@CALFIRE <James.Degraff@fire.ca.gov>; Jones, Shana@CALFIRE <Shana.Jones@fire.ca.gov>
Subject: Comments on the Draft Napa Valley Vine Trail Project - St. Helena to Calistoga IS/MND

[External Email - Use Caution]

Good morning Rebecca,

CAL FIRE has reviewed the subject MND. Based upon the project description and proposed trail alignment, the Napa Valley Vine Trail Section 4 would cross through the Sonoma-Lake-Napa Unit Headquarters property located at 1199 Big Tree Road in St. Helena.

The following comments are being submitted pursuant to CEQA for consideration:

- | | |
|-------|---|
| LA3-1 | <p>1. CAL FIRE is in the process of re-designing and expanding the headquarters on the subject property. It is imperative that the Napa Valley Transportation Authority continues to coordinate with CAL FIRE to ensure that operations onsite will not be impacted by the proposed trail. Such coordination may include items pertaining to the timing of onsite improvements, biological impacts, easement considerations, and operational constraints.</p> |
| LA3-2 | <p>2. The CAL FIRE Cultural Resources Program has not been afforded the opportunity to review or assess the adequacy of any cultural resource technical document(s) associated with this project. The proposed trail crosses CAL FIRE state property that has a previously recorded multi component prehistoric and historic archaeology site extending into the facility. CAL FIRE has not had an opportunity to assess the adequacy of the cultural resource investigation for compliance under Section 106 of the National Historic Preservation Act, the California Environmental Quality Act, or to address potential CAL FIRE obligations pursuant to Public Resource Code 5024, as it pertains to the state facility. The Napa Valley Transportation Agency is partnering with Caltrans on the federal component and has consulted with California State Parks on cultural resource regulatory compliance. CAL FIRE's Northern Region Cultural Resources Program requests copies of all affiliated technical cultural resource analysis documents and to review the document and fulfill any necessary PRC 5024 obligations. The CAL FIRE Northern Region Cultural Resources Program is unable to concur with CEQA impact significance determinations and findings without reviewing the cultural resource technical documentation associated with the Vine Trail.</p> |
| LA3-3 | <p>3. While it is understood that the previously recorded multi component prehistoric and historic archaeology site that extends into the CAL FIRE facility was found not eligible</p> |

for listing to the National Register of Historic Places by the State Historic Preservation Officer, **Table 4.5-1: Archaeological Sites Recorded within the Survey Area**, states under column **NRHP Evaluation Status** that P-28-00454 (CA-NAP-571/H) is “determined ineligible outside the BNVSP.” CAL FIRE is requesting further clarification on this statement.

If you have any questions regarding this email, please contact me at (916) 995-6044 or at christina.snow@fire.ca.gov.

Sincerely,

Christina Snow
Senior Environmental Planner
Technical Services
Department of Forestry and Fire Protection (CAL FIRE)
Office 916.324.1639
Fax 916.324.3400

Every Californian should conserve water. Find out how at:



SaveOurWater.com · Drought.CA.gov

From: [Squyer, Michelle@Parks](mailto:Squyer,Michelle@Parks)
To: [Schenck, Rebecca](#)
Cc: [Kamerath, Marcy](#); [Jeremy Sill \(jsill@rsacivil.com\)](mailto:Jeremy.Sill@rsacivil.com); [Mishra, Sanjay](#); [Woodbury, John](#)
Subject: RE: Vine Trail alternative alignment
Date: Friday, June 26, 2020 3:23:27 PM
Attachments: [image002.jpg](#)

Hello Rebecca,

Thank you for the IS/MND and 4(f) documents.

For the two alignments under consideration through Bothe-Napa Valley State Park, State Parks has accessibility requirements with the grade. Before the design progresses, we hope the specification can be communicated. If there are profiles or contour designs that we can review before final design, we are happy to discuss. I know you had said there would be 90% drawings sometime in July?

Below are the specific comments from our Accessibility Review section.

Accessibility Section has determined that any new improvement to any portion of the proposed Napa Valley Vine Trail on any California State Park property must compliant with 5% or less running slopes and 2% or less cross slopes. If the proposed route(s) plan to use existing park roads as a route, there is no Accessibility requirement at this time. If and when improvements are planned for a road section that is designated as the route for the Napa Valley Vine Trail, those improvements would be required to comply with the most recent Accessibility Guidelines for Share Use Pathways at the time of the improvement.

If the only route options on any California State Park property potentially impact any natural, cultural, historical, etc. resource there are possible exemptions from complying with the accessibility requirements if documentation is provided.

I will watch for your ROE request.

Thank you,

Michelle P. Squyer
Planner/Project Manager
California State Parks
(415)328-2036 cell

From: KURT K <kwkolhede@gmail.com>

Sent: Monday, June 29, 2020 11:41 AM

To: Schenck, Rebecca <RSchenck@nvta.ca.gov>

Subject: Napa Valley Vine Trail Project- 1121 Dunaweal Lane - Parcel 020-180-020-000

[External Email - Use Caution]

Hi Rebecca

- GP1-1 | This project is going to impact me.... I live on Dunaweal (Trail Section 5 on the plans) - just before the bridge.
- GP1-1 | I talked with surveyors many months ago but I'm unclear as to what things will end up looking like where you 'span' the river by my property.
- GP1-2 | #1 I trust this will have no effect on the driveway access that serves the 4 houses on our gravel road - other than *truncated cones* on the driveway entrance. I think I can visual that I guess the biker will have to scale the rise from the Twomey drainage ditch up to the higher driveway elevation.
- GP1-3 | #2- I was told by a surveyor that to clear the path much of the trees outside my fence will be cut down. I don't have a problem with that but am concerned about privacy. I can probably deal with that via landscaping on the other side of my fence.
- GP1-4 | It sounded like there would also be a retaining wall- the 3.5ft size I recall.
- GP1-5 | Is there a drawing rendition of how this will look that can be worked up. The birdseye view on Panel 18 can't provide the detail I need. I would appreciate this and perhaps a visit from someone in your office to go over it with me

Thanks

Kurt Kolhede

1121 Dunaweal Lane

Calistoga

kwkolhede@gmail.com

510-415-5566 (Cell)

From: don@napanet.net <don@napanet.net>
Sent: Wednesday, July 1, 2020 5:39 PM
To: Schenck, Rebecca <RSchenck@nvta.ca.gov>
Subject: Vine Trail project

[External Email - Use Caution]

I live near Dunaweal Lane, and walk, bicycle, and jog down Dunaweal Lane almost every day. There is a very large oak tree at the southerly corner, near the river bank, where the bridge crosses Dunaweal.

GP2-1

I am concerned that your project will destroy that tree. I tried finding information in the Initial Study, and found nothing. I reviewed the study, and I searched "Dunaweal Lane" and I don't find any mention of that tree and what its future is.

Are your plans to cut down that tree?

Sincerely,
Don Scott
321 0274

Marcy see comment below. This probably falls into more of the design question. I am going to respond directly to Shadow and Rania with a video on Pedestrian Hybrid Beacons, but figure it can also be addressed in the RTC.

Rebecca

From: The Queen's Apiary <us@queensapiary.com>
Sent: Thursday, July 9, 2020 10:11 AM
To: Schenck, Rebecca <RSchenck@nvta.ca.gov>
Subject: Comment on Calistoga/St Helena vinetrail segment

[External Email - Use Caution]

Hello

We live on Tucker road near the proposed crossing at larkmead lane.

One major concern for us is that vehicles are given plenty of time and notification to come to a complete stop should someone activate the crosswalk stop light

The section of Highway 29 between Bothe and Peterson drive is very "open" and as a result vehicles consistently exceed the speed limit in this area, they should be given ample warning they need to come to a complete stop. Additionally please keep in mind that we have experienced many traffic accidents at and around the intersection of larkmead and highway 29.

Thank you

--

Shadow & Rana

The Queen's Apiary
us@queensapiary.com
(707) 968-7609

GP3-1

From: LuLii <mslulii@yahoo.com>
Sent: Thursday, July 9, 2020 4:18 PM
To: Schenck, Rebecca <RSchenck@nvta.ca.gov>
Subject: vine trail st helena

[External Email - Use Caution]

Hi Rebecca-

I live in the area where they want to put 2 stop signs in for the vine trail section and going through the state park.

Besides the toll of accidents that could happen due to backed up traffic on hwy 29.

The area near Ehlers lane has a hill coming down that you cannot see past the curve if there is backed up traffic you cannot see, will cause many accidents. Also the same next to bale lane coming from calistoga, blind turn.

But my main worry is that with all that is going on with the homeless population increasing in santa rosa and napa, we are getting increased homeless people here.

If you are not aware of the homeless crisis on the bike trail in Santa Rosa the Joe Radota Trail, please look it up.

I am afraid the homeless will come and take over this trail, with no security and no police officers can get to it.

With the heightened fire situation, it is very dry behind the park.

There is no talk of security and in the end, nobody will be using these trails if it gets overloaded with homeless and trash.

Please do not move forward with this one route.

Thanks so much for reading!

Vivian Lyman

From: mquaglia1933@outlook.com <mquaglia1933@outlook.com>
Sent: Monday, July 6, 2020 12:52 PM
To: Schenck, Rebecca <RSchenck@nvta.ca.gov>
Cc: Jan Keene <jankeene77@gmail.com>; Mishra, Sanjay <SMISHRA@nvta.ca.gov>
Subject: RE: Napa Valley Wine Trail St. Helena to Calistoga Segment

[External Email - Use Caution]

Thank You Rebecca,

These give us a much more detailed perspective of the project. I appreciate all of your assistance with this and I will keep an eye on the city of St. Helena with regard to the continuation of the path. Once again Thanks.

Mike

From: Schenck, Rebecca <RSchenck@nvta.ca.gov>
Sent: Monday, July 6, 2020 8:37 AM
To: mquaglia1933@outlook.com
Cc: Jan Keene <jankeene77@gmail.com>; Mishra, Sanjay <SMISHRA@nvta.ca.gov>
Subject: RE: Napa Valley Wine Trail St. Helena to Calistoga Segment

Mike,

Attached you will find more detailed drawings that are much more clear than Panel 1. It shows that we will hold the existing sidewalk line and all Vine Trail improvements will occur west of the existing sidewalk towards SR 29. As you can see in the attached engineering drawing, a corner of your property line extends onto the existing York Creek Bridge. We are not going to pave or make improvements on this corner of property (see note in drawing) and it will remain as is.

You are correct, the path will just end at Pratt and SR 29 as part of this project and bikers will have to decide if they want to continue riding without a designated trail. I believe the City of St. Helena is looking at options to continue the path into the City of St. Helena, but I am not up to date on their plans or the route. You could contact Erica Ahmann Smithies ESmithies@cityofsthenelena.org at the City of St. Helena for more information on the City's plans.

Thanks,
Rebecca

From: mquaglia1933@outlook.com <mquaglia1933@outlook.com>
Sent: Tuesday, June 30, 2020 2:12 PM
To: Schenck, Rebecca <RSchenck@nvta.ca.gov>
Cc: Jan Keene <jankeene77@gmail.com>
Subject: RE: Napa Valley Wine Trail St. Helena to Calistoga Segment

[External Email - Use Caution]

GP5-1

Thanks for the quick response and yes it does address most of our concerns. Just to confirm at this point in the project the trail will just end at Pratt and 29 ? So travelers will just decide on their own where to go from there or is there some preliminary plan in place to connect the trail to the South side of St. Helena? Will the improved sidewalk you mentioned from York Creek Bridge to Pratt ave be completed using the existing sidewalk as the drawing in Panel 1 actually make it look like it's in our front yard. I know that is probably not the case however I though I'd ask. Thanks again Rebecca for all of your time.

Mike

From: Schenck, Rebecca <RSchenck@nvta.ca.gov>
Sent: Tuesday, June 30, 2020 12:22 PM
To: mquaglia1933@outlook.com
Cc: Jan Keene <jankeene77@gmail.com>
Subject: RE: Napa Valley Wine Trail St. Helena to Calistoga Segment

Mike,

Thanks for the email and call. NVTa is planning to use the York Creek Bridge. We have gotten permission from Caltrans to make some minor modifications to the bridge make the Vine Trail work. The trail would then continue along an improved sidewalk and end at the intersection of SR 29 and Pratt Ave. It would not continue east along Pratt Ave. See PDF Page 20 (Panel 1) of the environmental document. I believe this address your families concern because the trail would not be in your father's backyard.

https://www.nvta.ca.gov/sites/default/files/St%20Helena%20to%20Calistoga%20Draft%20Initial%20Study%20Mitigated%20Negative%20Declaration%20_0.pdf

If you are interested, I can set up a Zoom call sometime between 2:30pm and 5pm today or another time at your convenience and we could look at the document together and I could answer any questions.

Thank you,
Rebecca

From: mquaglia1933@outlook.com <mquaglia1933@outlook.com>
Sent: Tuesday, June 30, 2020 10:06 AM
To: Schenck, Rebecca <RSchenck@nvta.ca.gov>
Cc: Jan Keene <jankeene77@gmail.com>
Subject: Napa Valley Wine Trail St.Helena to Calistoga Segment

[External Email - Use Caution]

Good Morning Rebecca,

My name is Mike Quaglia and I just left you a message regarding the Vine Trail. I am contacting you and behalf of my father, Raymond Quaglia, who owns the parcel on the Northeast corner of Hwy 29 and Pratt Ave which consists of a vineyard and two residences totally approximately 3 acres.

Several months ago we were approached by Mr. Minnick who provided us with a proposal of the location of the vine trail. At that time it was proposed that the trail, while running South along Hwy 29, would turn due east on the North side of the York Creek Bridge on Beringer property and run parallel to York Creek and eventually cross over the creek at the Beringer property line on the South Side of the creek. The trail would then continue along Beringer's and my father's property line to Pratt ave.. Mr. Minnick was not sure how the bicycle traffic would get from Pratt Ave. to downtown St. Helena. At that time I verbally told Mr. Minnick that we were in adamant opposition to the plan he had presented as we were in no way in favor of a public trail in my father's backyard or adjacent to his house. I also contacted Debra Dommen of Beringer Winery to express our displeasure as their neighbor that they would propose a donation of their property for the trail in such close proximity to my father's residence when there were a variety of different options available with the size of the Beringer parcel.

GP5-2

Now I have read the current description of the trail which is describing the trail as now crossing York Creek on Hwy 29 no longer adjacent to my father's residence. (We were previously told that could not happen due to the lack of width on the York Creek bridge). It also describes the St. Helena segment starting at Pratt and Hwy 29. Before making a public comment I would like to know for sure that the trail has scrapped the plan previously presented to us and I would like to know how will the traffic get from the corner of Pratt and Hwy 29 to downtown St. Helena?

Sorry for the rambling e mail but I felt it necessary for me to give you a little background on the situation. I look forward to your response as I would like to participate in the public comment period before the deadline. Thanks.

Mike Quaglia
707-287-8770

-----Original Message-----

From: MADALIAH REVANA <drrevana@icloud.com>

Sent: Friday, July 24, 2020 7:41 PM

To: Schenck, Rebecca <RSchenck@nvta.ca.gov>

Cc: John Gabelhausen <john@revanawines.com>; Phillip <phillip@revanawine.com>

Subject: Madaiah Revana Revana family vineyard and winery

[External Email - Use Caution]

GP6-1

Hello Rebecca this is Dr Madaiah Revana owner of Revana family vineyard / Winery 2930 St Helena HWY.

I am reaching out to you to let you know that I have Major concerns regarding the proposed Vine trail(bike lane). This runs right across our winery drive way.

GP6-2

As I am sure you are aware ,that average speed of the Vehicles driving past the winery is 55+ MPH. My guests pulling in and out of our drive way already have to take extra precautions.

I believe it is reckless and Extremely dangerous for the Napa county to approve the vine trail on this Very Very busy Highway. Anyone entering or leaving the winery will not only have to navigate the high speed of traffic , but also make sure they do not hit a cyclist. Is the county assume the liability for any accidents that result from this dangerous situation created? My concern is the safety and well being our visitors and staff. I am also very concerned about bicyclists. I believe it is inevitable that there will be a Major accident and very possibly loss of life. I am not in favor of this project. I will be available to discuss this matter with you in detail.

Sincerely

Dr Madaiah Revana

C 2815433160

Sent from my iPhone

Hall, Danae

From: Schenck, Rebecca <RSchenck@nvta.ca.gov>
Sent: Wednesday, July 8, 2020 8:33 AM
To: Kamerath, Marcy
Subject: Comment #5 FW: Napa Valley Wine Trail: St Helena to Calistoga

Categories: External

From: Susan Blanco <susanblanco1@gmail.com>
Sent: Tuesday, July 7, 2020 9:39 PM
To: Schenck, Rebecca <RSchenck@nvta.ca.gov>
Subject: Napa Valley Wine Trail: St Helena to Calistoga

[External Email - Use Caution]

To Ms. Rebecca Schenck:

GP7-1 | As a St Helena resident, I STRONGLY SUPPORT this trail project. My family loves to ride our bicycles around our beautiful valley and we have long awaited a pathway to safely travel between St Helena and Calistoga without being at the mercy of intoxicated tourists or speeding semis on Hwy 29 or Silverado Trail.

Please let me know if there is any other way in which I can show my support for this project.

Thank you-

Susan Blanco

1830 Quail Ct

St Helena

From: [Schenck, Rebecca](#)
To: [Kamerath, Marcy](#)
Subject: Comment 11 FW: Vine Trail
Date: Tuesday, July 28, 2020 8:50:50 AM

-----Original Message-----

From: T.J. Dieveney <dieveneytj@gmail.com>
Sent: Monday, July 27, 2020 8:00 PM
To: Schenck, Rebecca <RSchenck@nvta.ca.gov>
Subject: Vine Trail

[External Email - Use Caution]

Hi Rebecca,

I have a home on York Lane in St Helena. I am writing to support the Revana Winery Team's concerns that vehicle traffic and the added biking/walking volume that may come with the Vine Trail highlight safety challenges.

GP8-1

Is there a way to move the Vine Trail to the Silverado Trail as there is less winery volume and fewer homes along the Silverado Trail.

I do like that Napa County is connecting Napa to Calistoga for visitors and locals to walk/run/bike in a safe way.

Best,

T.J.

Sent from my iPad

From: rlholder <rlholder@aol.com>
Sent: Sunday, July 12, 2020 3:35 PM
To: Roberts, Nathan@DOT <Nathan.Roberts@dot.ca.gov>
Subject: Napa Vly Vine Trail - st Helena to Calistoga

EXTERNAL EMAIL. Links/attachments may not be safe.

How will the traffic signals for the two Hwy 29 crossings work. How much of a negative impact on traffic flow will these crossings cause. Lacking any information, I can only oppose the creation of these crossings.

—Robert Holder. 953 Galleron Rd. St Helena CA

GP9-1

Mitigation Monitoring and Reporting Plan

The California Environmental Quality Act (CEQA) requires that all public agencies establish monitoring and/or reporting procedures for mitigation measures adopted as conditions of approval in order to mitigate or avoid significant environmental impacts. This Mitigation Monitoring and Reporting Program (MMRP) has been developed to provide a vehicle by which to monitor mitigation measures outlined in the Napa Valley Vine Trail – St. Helena to Calistoga Section, State Clearinghouse No. 2020060572.

The mitigation measures provided in Table 1 below have been revised for further clarity from those provided in the June 2020 Draft Initial Study/Mitigated Negative Declaration (IS/MND) for the St. Helena to Calistoga Section. The same changes to the mitigation measures were made in the Final IS/MND with ~~strike through~~ where text was removed, and underline where text was added. These revisions were for clarity only and do not represent any substantial changes to the project involving new or more significant impacts, nor any substantial changes in the conditions which the project is undertaken that would introduce new or more severe impacts, nor has there been any new information of substantial importance which would result in changes to the analysis and conclusions. Thus, determinations and conclusions in the Draft IS/MND remain the same in the Final IS/MND.

The Napa Valley Vine Trail Project MMRP has been prepared in conformance with Section 21081.6 of the Public Resources Code. Specifically, Section 21081.6 states:

- (a) When making findings required by paragraph (1) of subdivision (a) of Section 21081 or when adopting a mitigated negative declaration pursuant to paragraph (2) of subdivision (c) of Section 21080, the following requirements shall apply:
 - (1) The public agency shall adopt a reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment. The reporting or monitoring program shall be designed to ensure compliance during project implementation. For those changes which have been required or incorporated into the project at the request of a responsible agency or a public agency having jurisdiction by law over natural resources affected by the project, that agency shall, if so requested by the lead or responsible agency, prepare and submit a proposed reporting or monitoring program.
 - (2) The lead agency shall specify the location and custodian of the documents or other material which constitute the record of proceedings upon which its decision is based.

CEQA Guidelines Section 15097 provides clarification with respect to mitigation monitoring and reporting requirements and guidance to local lead agencies on implementing strategies. The

reporting or monitoring program must be designed to ensure compliance during project implementation. The Napa Valley Transportation Authority (NVTa) is the Lead Agency for the Napa Valley Vine Trail – St. Helena to Calistoga Segment Project and is therefore responsible for implementing the MMRP. The MMRP has been drafted to meet the requirements of Public Resources Code Section 21081.6 as a fully enforceable monitoring program.

The MMRP is comprised of the Mitigation Program and includes measures to implement and monitor the Mitigation Program. The MMRP defines the following for each mitigation measure identified in Table 1. Mitigation Monitoring Reporting Plan:

- Definition of Mitigation Measure (MM). The mitigation measure contains the criteria for mitigation, either in the form of adherence to certain adopted regulations or identification of the steps to be taken in mitigation.
- Responsible Party. Unless otherwise indicated, the Applicant is the responsible party for implementing the mitigation measure, or a designated representative, is responsible for monitoring the performance and implementation of the mitigation measures.
- Time Frame. In each case, a time frame is provided for performance of the mitigation measure or the review of evidence that the specified mitigation measure has been implemented or taken place. The performance points selected are designed to ensure that impact-related components of project implementation do not proceed without establishing that the mitigation measure is implemented or ensured. All activities are subject to the approval of all required permits from agencies with permitting authority over the specific activity.

The numbering system in Table 1. Mitigation Monitoring Reporting Plan corresponds with the numbering system for Mitigation Measures used in the Draft IS/MND. The last column, “Sign-off” of the MMRP table will be used by the parties responsible for documenting when implementation of the mitigation measure has been completed. The ongoing documentation and monitoring of mitigation compliance will be completed by NVTa. The completed MMRP and supplemental documents will be kept on file at NVTa’s headquarters at 625 Burnell Street in Napa.

Mitigation Monitoring and Reporting Plan

The MMRP contained herein has been prepared to satisfy the requirements of CEQA as they relate to the Napa Valley Vine Trail: St. Helena to Calistoga Section IS/MND prepared by NVTa. This MMRP is intended to be used by Authority staff and mitigation monitoring personnel to ensure compliance with the mitigation measures identified in the IS/MND during project implementation.

The Napa Valley Vine Trail: St. Helena to Calistoga Section IS/MND presents a detailed set of mitigation measures that will be implemented throughout the lifetime of the project. Mitigation is defined by CEQA as a measure which:

- Avoids the impact altogether by not taking a certain action or parts of an action;

- Minimizes impacts by limiting the degree or magnitude of the action and its implementation;
- Rectifies the impact by repairing, rehabilitating, or restoring the impacted environment;
- Reduces or eliminates the impact over time by preservation and maintenance operations during the life of the project; or
- Compensates for the impact by replacing or providing substitute resources or environments.

Pursuant to Section 15126.4 of the CEQA Guidelines, mitigation measures must be fully enforceable through permit conditions, agreements, or other legally binding instruments. As noted above, the intent of the MMRP is to ensure the effective implementation and enforcement of adopted mitigation measures and permit conditions. The MMRP will provide for monitoring of construction activities as necessary and where applicable, in-the-field identification and resolution of environmental concerns.

This page intentionally left blank.

Table 1. Mitigation Monitoring Reporting Plan

Impact Number	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
Agriculture and Forestry Resources				
MM AG-1	<p>To preserve state-designated Prime Farmland the project applicant shall procure a long-term preservation of state-designated Prime Farmland, Farmland of Statewide Importance and Unique Farmland at a ratio of one acre of existing farmland of equal or higher quality for each acre that would be converted to non-agricultural uses, as required by the Napa County General Plan Environmental Impact Report (EIR) and City of St. Helena General Plan of state-designated Prime Farmland, Farmland of Statewide Importance and Unique Farmland. Alternatively, the project applicant may prepare a Land Evaluation and Site Assessment (LESA) model to identify farmland to be preserved. that would be converted to non-agricultural uses. The LESA report shall be submitted to Napa County and City of St Helena for review and approval prior to issuance of the first grading permit for the project site. This protection Preservation may consist of the establishment of farmland easements or other similar mechanism. The farmland to be preserved shall be located within the County for impacts to farmland within Napa County, and shall be located within the City of St. Helena for impacts to farmland within the City of St. Helena, to the extent feasible. and tThe preservation of such farmland shall occur prior to the conversion of the subject lands.</p>	Napa County	Post-Prior to issuance of Grading Permit Construction	
Biological Resources				
MM BIO-1	<p>Seasonal Work restrictions. The following seasonal work windows will be adhered to:</p> <ul style="list-style-type: none"> Napa River - Construction of the bridge crossing would occur between June 15 to October 15, to occur in the dry season, outside of the fall run and spawning period for Chinook and steelhead, and outside the period where FYF and WPT are likely to disperse to upland areas. 	United States Fish and Wildlife Service, California Department of Fish and Wildlife, Contractor	Construction	

	<ul style="list-style-type: none"> Tree removal that contains suitable nesting bat habitat – Removal must occur between March 15 to April 30 and Aug 15 to October 1, and as discussed further in MM BIO-12. All other tree removals - The MBTA limits vegetation clearing to the non-nesting season, from September 30 to January 31, to the extent possible. Vegetation removal work outside this window requires pre-construction nest clearance surveys by a biologist. 			
MM BIO-2	<p>Worker Environmental Awareness Training. Before the construction activities begin, a qualified biologist will conduct an education program for all construction personnel. The training will include a description of special-status species, including federal and state listed species and associated habitats with potential to occur in the BSA; the occurrence of the species within the project impact area; an explanation of the status of these species and protection under the FESA and CESA; the measures to conserve listed species and their habitats as they relate to the work site; and boundaries within which construction may occur. A fact sheet conveying this information will be prepared and distributed to all construction crews. Upon completion of the program, personnel will sign a form stating that they attended the program and understand all the AMMs and implications of the FESA and CESA.</p>	NVTA, Qualified biologist	Preconstruction	
MM BIO-3	<p>Environmentally Sensitive Area Fencing. Prior to the start of construction, specific project locations that are associated with listed species and sensitive habitats will be identified and designated as Environmentally Sensitive Areas (ESAs) using high-visibility orange fencing, flagging and signage, or silt fencing. These areas will be shown on project design plans or maps to be provided to construction personnel. A qualified biologist will conduct preconstruction surveys of these areas, including any temporary work areas that have potential for federal or state listed species to occur. Construction work areas include the active construction site and all areas providing support for the project including areas used for vehicle parking, equipment and material storage and staging, access roads, etc.</p>	NVTA, Qualified biologist, Contractor	Preconstruction, Construction	

	<p>Temporary work areas include the active construction site and all areas providing support for the project including areas used for vehicle parking, equipment and material storage and staging, access roads, etc. The ESA's will be monitored during active construction and the ESA fencing will remain in place throughout the duration of the project related construction activities to prevent the encroachment of construction equipment/personnel into sensitive areas. The bid package special provisions will clearly describe acceptable fencing material and prohibited construction-related activities, vehicle operation, material and equipment storage, and other surface-disturbing activities within ESAs. The final project plans would depict all locations where ESA fencing or flagging and signage would be installed. All hydrologic features within the BSA that have been identified as Waters of the State or Waters of the U.S. will be delineated as ESAs on project design plans and project-related activities, including water diversion, dredging, filling or grading would be prohibited.</p> <p>All equipment will be maintained such that there will be no leaks of automotive fluids such as gasoline, oils or solvents and a Spill Response Plan will be prepared.</p>			
MM BIO-4	<p>Waters and Wetlands Protection. Features within the BSA that have been identified as Waters of the State or Waters of the U.S. will be delineated on project design plans and designated as ESAs to be avoided during construction, except where allowed per Clean Water Act 404 permit and 401 Water Quality Certification.</p>	NVTA	Preconstruction	
MM BIO-5	<p>Avoidance of Entrapment. To prevent inadvertent entrapment of animals during construction, all excavated, steep-walled holes or trenches more than 1-ft deep will be covered at the close of each working day with plywood or other suitable material or provided with one or more escape ramps constructed of earth fill or wooden planks. Before such holes or trenches are filled, they must be thoroughly inspected for trapped animals.</p> <p>All replacement pipes, culverts, or similar structures stored in the project site overnight will be inspected before they are subsequently</p>	Contractor, Qualified biologist	Construction	

	moved, capped and/or buried. If at any time a special status species is discovered, the Resident Engineer and Qualified biologist will be immediately informed. The animal will be allowed to move out of the area on its own volition or until the Qualified biologist notifies the Resident Engineer to resume work in the area.			
MM BIO-6	Tree protection. Vegetation and tree removal would be required to construct the trail. Trees would be replanted within the project area at a ratio consistent with local tree protection requirements for trees removed within local agency jurisdiction, Caltrans requirements for trees removed within Caltrans ROW, and CDFW replanting requirements for trees removed within the riparian zone in CDFW's jurisdiction.	NVTA, Caltrans, California Department of Fish and Wildlife	Post construction	
MM BIO-7	Biological Monitor. A CDFW and USFWS-approved biologist will be present during construction-related activities in sensitive habitats as required by conservation measures in a Biological Opinion, Lake and Streambed Alteration Agreement, or Clean Water Act Section 404 permit. If special-status species are discovered during construction activities, the agency-approved biologist, through the Resident Engineer, will halt all work within 50 feet of the discovery and contact the appropriate agency to determine how to proceed.	NVTA, Qualified biologist	Construction	
MM BIO-8	Restoration of Disturbed Areas. All slopes or unpaved areas temporarily disturbed by the construction activities will be reseeded with native grasses and shrubs to stabilize and prevent erosion. The temporarily disturbed areas will be restored to pre-construction conditions to the maximum extent practicable. Where disturbance includes tree removal, native species will be replanted at ratios as described above.	NVTA, Qualified biologist, and Contractor	Post construction	
MM BIO-9	Storm Water Pollution Prevention Plan. NVTA would be required to prepare and a SWPPP in accordance with to Section 402 of the CWA and Caltrans' Construction General Permit (Order 2009-009-DWQ). The SWPPP shall incorporate best management practices (BMPs) to control sedimentation and runoff and address water quality on site. Protective measures would include the following:	NVTA, Contractor	Preconstruction, Construction, Post-Construction	

	<ul style="list-style-type: none"> • No discharge of pollutants from vehicle and equipment cleaning into any storm drains or watercourses. • Vehicle and equipment fueling and maintenance operations must be located away from watercourses, except at established commercial gas stations or established vehicle maintenance facility or staging areas with BMPs installed and maintained. • Concrete wastes would be collected in washouts and water from curing operations would be collected and disposed of properly. Neither will be allowed into watercourses. • Spill containment kits will always be maintained onsite at all times during construction operations. • Dust control measures will include a speed limit of 20 miles per hour in unpaved portions of the project, use of water trucks and organic tackifiers to control dust in disturbed areas, covering temporary access road entrances and exits with rock (rocking) or comparable stabilization techniques, and covering of temporary stockpiles when weather conditions require. • All food and food-related trash items will be enclosed in sealed trash containers and removed completely from the site at the end of each day. 			
MM BIO-10	<p>Species Specific Protections. To the extent practicable, in areas where WPT and FYF may occur, construction will be restricted to April 15 to October 15, when these species are least likely to disperse into upland habitat during dry hotter weather.</p> <p>Wildlife Exclusion Fencing (WEF). Prior to the start of construction, specific areas that may be in proximity of or adjacent to WPT and FYF habitat and may require exclusion fencing will be identified by a CDFW-approved biologist and shown on the project design plans. The installation of the fencing will be directed by the qualified biologist and the Resident Engineer based on habitat suitability. The bid_solicitation package special provisions will clearly describe acceptable fencing material and proper WEF installation and maintenance. The WEF will remain in place while construction</p>	NVTA, Qualified biologist, Contractor	Preconstruction, Construction	

	<p>activities are ongoing in the suitable habitat area and will be regularly inspected and maintained. The WEF will be completely removed upon completion of project-related activities within these areas and the areas returned to pre-construction condition.</p> <p>To prevent WPT and FYF from becoming entangled or trapped in erosion control materials, plastic mono-filament netting (i.e., erosion control matting) or similar material will not be used within the project site. Acceptable substitutes include coconut coir matting or tackified hydroseeding compounds.</p> <p>Preconstruction surveys will be conducted by a CDFW-approved biologist immediately prior to the initiation of initial ground disturbing activities (e.g., site mobilization, vegetation removal, and grading) within or adjacent to suitable WPT or FYF habitat. Visual encounter surveys will be conducted within areas subject to ground disturbing activities. All suitable aquatic and upland habitats, including refugia habitat such as under shrubs, downed logs, small woody debris, burrows, etc., will be thoroughly inspected.</p> <p>If WPT or FYF are observed during preconstruction surveys or during the course of active construction, all construction activities within 50 ft of the animals will be stopped until the CDFW-approved biologist may determine that project activities can be resumed without harming or injuring the animal(s).</p>			
MM BIO-11	<p>Pre-Construction Nesting Surveys. Grading or removal of nesting trees should be conducted from September 30 to January 31 to avoid the nesting bird and raptor season.</p> <p>If grading between September 30 and January 31 is infeasible and groundbreaking must occur within the nesting season, a pre-construction nesting bird survey of the grasslands and adjacent trees shall be performed by a qualified biologist within 7 days of groundbreaking. If no nesting birds are observed no further action is required and grading shall occur within one week of the survey to prevent “take” of individual birds that could begin nesting after the survey.</p>	Qualified biologist, California Department of Fish and Wildlife	Preconstruction	

	<p>If active bird nests are observed during the pre-construction survey, a disturbance free buffer zone shall be established around the nest tree(s) until the young have fledged, as determined by a qualified biologist. The radius of the required buffer zone can vary depending on the species, (i.e., 300 feet for raptors), determined by a qualified biologist in consultation with CDFW.</p> <p>To delineate the buffer zone around a nesting tree, orange construction fencing shall be placed at the specified radius from the base of the tree within which no machinery or workers shall intrude.</p> <p>After the fencing is in place there would be no restrictions on grading or construction activities outside the prescribed buffer zones.</p>			
MM BIO-12	<p>Roosting Bat Protection. A daytime bat habitat assessment should be conducted by a qualified bat biologist at least one year in advance of construction to evaluate the suitability of habitat in the existing Napa River bridge and in the trees to be removed.</p> <p>If no individual bats, bat habitat that may support bats or evidence of bats are present during the day, no further action is required. If individual bats, bat habitat that may support bats or evidence of bats are present, additional timing efforts would be required.</p> <p>To prevent disturbance to daytime roosting bats, if present, construction will occur outside the maternity season and winter torpor season. If no daytime habitat is present, as determined by the bat habitat assessment, then no seasonal limitations will apply to construction of the bridge over Napa River.</p> <p>For trees which would be impacted by the project and contain roosting bat habitat, tree removal would adhere to seasonal limits and follow a two-step process. Tree removal must only occur during seasonal periods of bat activity, between March 15 (or after evening temperatures rise above 45°F and/or rainfall and/or no more than 0.5 inches of rainfall within 24 hours occurs), and April 30, prior to parturition of pups. Tree removal can also occur between August 15 and about October 1 (or before evening temperatures fall below</p>	Qualified biologist	Preconstruction	

	<p>45°F and/or more than 0.5 inches of rainfall within 24 hours occurs). Tree removal shall be conducted under the supervision of a qualified bat biologist using a two-step process conducted over two consecutive days (e.g., Tuesday and Wednesday, or Thursday and Friday). With this method, small branches and small limbs not containing cavity, crevice or exfoliating bark habitat are removed with chainsaws or other similar tools. On Day 2, the remainder of the tree is removed.</p> <p>The disturbance caused by chainsaw noise and vibration, coupled with the physical alteration, has the effect of causing bats to abandon the roost tree after nightly emergence for foraging. Removing the tree the next day prevents re-habituation and re-occupation of the altered tree.</p> <p>Non-habitat trees and all other vegetation proposed for removal further than 25 feet from identified habitat trees may be removed immediately, using any suitable means that does not cause damage to the roosting tree.</p>			
Cultural Resources				
MM CUL-1	<p>Prior to initiating ground disturbing activities within the project area, construction personnel should be alerted to the possibility of encountering buried prehistoric or historic period cultural remains. Personnel should be advised that upon discovery of buried archaeological deposits, work in the immediate vicinity of the find should cease and a qualified archaeologist should be contacted immediately. Once the find has been identified, plans for the treatment, evaluation, and mitigation of impacts to the find shall be developed if it is found to be eligible for the National Register of Historic Places or the California Register of Historical Resources.</p>	NVTA, Qualified archeologist	Preconstruction	
MM CUL-2	<p>Archaeological resources unearthed by project construction activities shall be evaluated by a qualified archaeologist and Native American monitor. If the resources are Native American in origin, the tribe shall coordinate with the jurisdiction regarding treatment of these resources. The treatment plan established for the resources shall be in accordance with CEQA Guidelines Section 15064.5(f) for historical resources and PRC Section 21083.2(b) for unique</p>	NVTA, Qualified archeologist	Construction	

	archaeological resources. Preservation in place (i.e., avoidance) shall be the preferred manner of treatment. If preservation in place is not feasible, treatment may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis; provided no data recovery will be permitted to tribal cultural resources without prior consultation and consent of the Middletown.			
MM CUL-3	California Health and Safety Code Section 7050.5, State CEQA Guidelines Section 15064.5, and PRC Section 5097.98 mandate the process to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery. California Health and Safety Code Section 7050.5 requires that in the event that human remains are discovered, disturbance of the site shall be halted until the coroner has investigated the circumstances, manner and cause of death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation, or to his or her authorized representative, in the manner provided in PRC Section 5097.98. If the coroner determines that the remains are not subject to his or her authority and if the coroner recognizes or has reason to believe the human remains to be those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission.	NVTA, Napa County Coroner, Native American Heritage Commission	Construction	
Geology and Soils				
MM GEO-1	If buried paleontological materials are encountered during construction, it is Caltrans' policy that work stop in that area until a qualified paleontologist can evaluate the nature and significance of the find and excavation activities within a 100-foot radius of the find shall be temporarily halted or diverted. The certified paleontologist shall document any discoveries as needed in accordance with the Society of Vertebrate Paleontology standards and assess the significance of the find under the criteria set forth in CEQA Guidelines Section 15064.5. The paleontologist shall notify the NVTA to determine procedures that would be followed before construction activities are allowed to resume at the location of the find. If the NVTA determines that avoidance is not feasible, the	NVTA, Qualified paleontologist	Construction	

	paleontologist shall prepare an excavation plan for mitigating the effect of construction activities on the discovery.			
Hazards and Hazardous Materials				
MM HAZ-1	<p>Prior to construction, if deemed necessary, a Phase II Site Assessment shall be performed to further investigate hazardous material of concern surface soils along the project area for total lead. The Phase II Site Assessment shall be conducted by a California Professional Geologist and/or a California Professional Civil Engineer with experience in contaminated site investigation. General areas and contaminants of concern to be included in the Phase II Site Assessment include:</p> <ul style="list-style-type: none"> Soil Investigation. Soil samples shall be collected prior to construction <u>and analyzed for total lead</u>. Soil analytical results shall be screened against the Regional Water Quality Control Board's (2013) Environmental Screening Levels (ESLs) to determine appropriate actions to ensure the protection of construction workers and shall also be screened against hazardous waste thresholds, including total lead, to determine soil management options. Hazardous Materials <u>Aerially Deposited Lead</u> Management and Disposal. Based on the findings of the Phase II Site Assessment, special soil and groundwater management and disposal procedures for hazardous materials <u>aerially deposited lead</u> may need to be implemented. Specialized construction worker health and safety measures during construction may also need to be implemented. Recommendations for any special aerially deposited lead management and disposal procedures should <u>would</u> be included in the Phase II Site Assessment. 	NVTA, Professional geologist/engineer	Preconstruction	
Noise				
MM NOI-1	The following multipart measure shall be implemented to reduce construction noise impacts to a less-than-significant level:	Contractor	Construction	

	<ul style="list-style-type: none"> • All equipment shall have sound-control devices that are no less effective than those provided on the original equipment. No equipment shall have unmuffled exhaust. • All equipment shall be properly maintained and operated. The contractor shall implement appropriate additional measures to reduce noise when adjacent to receptor locations including but not limited to, changing the location of stationary construction equipment, using temporary noise barriers, and placing noise blankets around pile drivers. • Within 14 days of starting construction, the contractor shall notify adjacent residents in advance of construction of the work hours and scheduled work. • The construction contractor's specifications shall stipulate that noise generating construction activities not be allowed between the hours of 7:00 p.m. and 7:00 a.m. daily for unincorporated Napa County or City of Calistoga or at any time on Sunday or a legal holiday except when permitted by the governing Planning Director for an extreme situation. For the City of St. Helena, construction activities shall not be allowed between 5:00 p.m. and 8:00 a.m. Monday through Saturday. Although the delivery of materials/equipment, and cleaning and servicing machines/equipment is allowed between 7:00 a.m. and 6:00 p.m. • A Noise Control Plan shall be required of the construction contractor. The Plan would describe abatement measures to be utilized to comply with the noise regulations. The Plan shall also include a noise monitoring program to be implemented by the construction contractor. Special attention shall be given to minimizing noise effects near sensitive receptors. 			
Tribal Cultural Resources				
MM TCR-1	Prior to initial ground disturbance, NVTa shall, in consultation with Tribal Contacts, approve a Tribal Cultural Advisor. The Tribal Cultural Advisor will collaborate with project applicants to develop a monitoring plan for project related ground disturbing activities. Tribal monitoring shall be conducted by qualified tribal monitor(s)	NVTa, Tribal Cultural Advisor	Preconstruction	

	<p>approved by NVTa in consultation with Tribe Contacts. This individual(s) shall have experience with identification, collection and treatment of tribal cultural resources of value to the Tribe.</p> <p>The project applicant shall coordinate with Tribal Contacts, at least 45 days prior to commencing project-related ground disturbing activities to address specific notification, protection, treatment, care and handling of any discovered tribal cultural resources.</p> <p>Monitoring Frequency/Duration. All ground disturbing activities shall be monitored on a full-time basis by qualified tribal monitor(s) approved by NVTa, in consultation with the Tribe Contacts and supervised by the project Tribal Cultural Advisor. Duration and timing of monitoring will be determined by the project Tribal Cultural Advisor. Once ground disturbing activities are completed, the onsite tribal monitoring shall end monitoring activities or recommend that tribal monitoring be reduced to periodic spot-checking, if warranted. Tribal monitoring would be reinstated in the event of any new or unforeseen ground disturbances or discoveries.</p>			
MM TCR-2	Project-related ground disturbing activities are defined as soils testing requiring excavation, installation of concrete pilings, mechanical brush removal, rescrapes, pot-holing or auguring, boring, grading, trenching, foundation excavation, and any other activities requiring ground disturbance involving the moving of dirt or rocks with heavy equipment or hand tools within the project area.	NVTa, Tribal Cultural Advisor and/or Qualified archeologist	Construction	
MM TCR-3	Prior to initiation of ground disturbing activities, the applicant shall ensure that all on-site project personnel shall receive adequate cultural resource sensitivity training through the project's Worker Environmental Awareness Program (WEAP). This training shall be developed in collaboration with the project's Tribal Cultural Advisor or his or her authorized designee. The training shall ensure worker awareness of requirements regarding the protection of tribal cultural resources and the procedures to be implemented in the event that tribal resources are encountered. All training materials related to Tribal cultural resources shall be prepared in collaboration with the project's Tribal Cultural Advisor or his or her authorized designee and shall be confidential and excluded from public records.	NVTa, Tribal Cultural Advisor and/or Qualified archeologist	Preconstruction	

MM TCR-4	In the event that unanticipated tribal cultural resources are encountered during ground-disturbing activities, the project Tribal Cultural Advisor and tribal monitor(s) shall notify the project applicants by phone and may halt ground disturbance activities in the immediate area of discovery until further evaluation can be made in determining their significance and appropriate treatment or disposition.	NVTA, Tribal Cultural Advisor	Construction	
MM TCR-5	The Tribe shall have an opportunity to inspect and determine the nature of the discovered resources and the best course of action for further avoidance, protection and/or treatment of tribal cultural resources to the extent permitted by law. If a resource is determined to be a tribal cultural resource of value to the Tribe, the Tribe will coordinate with the project applicant to establish appropriate treatment and disposition of the resources with appropriate dignity; this could include reburial or preservation of resources. The project applicant shall facilitate and ensure that the determination of treatment and disposition by the Tribe is followed to the extent permitted by law. No laboratory studies, scientific analysis, curation, or video recording are permitted for tribal cultural resources without prior written consent of the Tribe.	NVTA, Tribal Cultural Advisor	Construction	