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Technical Advisory Committee (TAC)

AGENDA

Thursday, May 1, 2014
2:00 p.m.

625 Burnell Street
Napa CA 94559

General Information

All materials relating to an agenda item for an open session of a regular meeting of the Technical Advisory Committee (TAC) which are provided to a majority or all of the members of the TAC by TAC members, staff or the public within 72 hours of but prior to the meeting will be available for public inspection, on and after at the time of such distribution, in the office of the Secretary of the TAC, 625 Burnell Street, Napa, California 94559, Monday through Friday, between the hours of 8:00 a.m. and 5:00 p.m., except for NCTPA holidays. Materials distributed to a majority or all of the members of the TAC at the meeting will be available for public inspection at the public meeting if prepared by the members of the TAC or staff and after the public meeting if prepared by some other person. 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.

Members of the public may speak to the TAC on any item at the time the TAC is considering the item. Please complete a Speaker's Slip, which is located on the table near the entryway, and then present the slip to the TAC Secretary. Also, members of the public are invited to address the TAC on any issue not on today's agenda under Public Comment. Speakers are limited to three minutes.

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

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ITEMS

1. Call to Order
2. Introductions
3. Public Comments

Member Agencies: Calistoga, St. Helena, Yountville, City of Napa, American Canyon, County of Napa
Napa County Transportation and Planning Agency
Napa Valley Transportation Authority

- 4. TAC Member and Staff Comments
- 5. Standing:
 - 5.1 Congestion Management Agency (CMA) Report
 - 5.2 Project Monitoring Funding Programs (*Pages 4-20*)
 - 5.3 Transit Report (*VINE Ridership*) (*Pages 21*)
 - 5.4 Vine Trail Report
- 6. Caltrans Report (*Pages 22-25*)

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

7. <u>CONSENT AGENDA ITEMS (7.1-7.2)</u>	<u>RECOMMENDATION</u>	<u>TIME</u>
7.1 Approval of Meeting Minutes of April 3, 2014 (Renee Kulick) (<i>Pages 26-29</i>)	APPROVE	2:20 PM
8. <u>REGULAR AGENDA ITEMS (8.1-8.6)</u>	<u>RECOMMENDATION</u>	<u>TIME</u>
8.1 Napa County Travel Behavior Study Draft Report (Danielle Schmitz) (<i>Pages 30-61</i>)	INFORMATION/ REVIEW	2:30 PM
TAC will review and comment on the draft Napa Travel Behavior Study Report.		
8.2 Countywide Pedestrian Master Plan Draft Scope of Work (Diana Meehan) (<i>Pages 62-66</i>)	INFORMATION/ DISCUSSION	2:45 PM
TAC will review and comment on the draft scope of work for the County Pedestrian Master Plan.		
8.3 Napa Countywide Transportation Plan (CWP) Performance Measures (Danielle Schmitz) (<i>Pages 67-72</i>)	INFORMATION/ REVIEW	3:00 PM
TAC will review and comment on the CWP draft performance measures.		

*Item will be available at the meeting.

8.4 Legislative Update and State Bill Matrix (Kate Miller) (<i>Pages 73-83</i>)	INFORMATION/ DISCUSSION	3:15 PM
<ul style="list-style-type: none"> a. Staff will provide TAC with the latest Federal and State legislative update presented to the NCTPA Board.* b. Staff will share position recommendations on bills that will be presented to the NCTPA Board for consideration at its May meeting. 		
8.5 NCTPA Board of Directors Agenda for May 21, 2014* (Kate Miller)	INFORMATION	3:30 PM
TAC will review and comment on the CWP draft performance measures.		
8.6 Topics of Next Meeting	DISCUSSION	3:45 PM
Discussion of topics for next meeting by TAC members.		
9. <u>ADJOURNMENT</u>	<u>RECOMMENDATION</u>	<u>TIME</u>
Approval of next Regular Meeting date of June 5, 2014 and Adjournment	APPROVE	3:50 PM

*Item will be available at the meeting.

Inactive Obligations
Local, State Administered/Locally Funded and Rail Projects

Updated on
04/17/2014

Project No (newly added projects highlighted in GREEN)	Status	Agency/District Action Required	State Project No	Prefix	District	County	Agency	RTPA	MPO
5061007	Inactive	Submit invoice to District by 05/20/2014	0413000375L	BRLO	04	NAP	Calistoga	Metropolitan Transportation Commission	Metropolitan Transportation Commission
5042038	Future	Submit invoice to District by 08/20/2014	04924015L	BRLS	04	NAP	Napa	Metropolitan Transportation Commission	Metropolitan Transportation Commission

Inactive Obligations
Local, State Administered/Locally Funded and Rail Projects

Updated on
04/17/2014

Project No (newly added projects highlighted in GREEN)	Description	Latest Date	Authorization Date	Last Expenditure Date	Last Action Date	Program Codes	Total Cost	Federal Funds	Expenditure Amt	Unexpended Bal
5061007	BERRY ST. OVER NAPA RIVER, NEAR WASHINGTON ST., BRIDGE REPLACEMENT (TC)	5/28/2013	5/28/2013		5/28/2013	M233	\$319,000.00	\$319,000.00	\$0.00	\$319,000.00
5042038	FIRST ST OVER NAPA RIVER BRIDGE 21C-0095 . , BRDG REPLACEMENT	8/1/2013	12/13/2002	8/1/2013	8/1/2013	Q120 , Q100 , L1C0 , H1C0 , H120	\$15,244,910.00	\$13,340,362.00	\$13,026,357.10	\$314,004.90

FUNDING STATUS REPORT

TFCA Project Tracking Sheet - May 2014

TFCA Project #	Project Title	Project Sponsor	Initial TFCA Funds Awarded	Current TFCA Funds Awarded, if Different from Initial	TFCA\$ Paid Out To Date	Funds from CP/UB	TFCA\$ Reprgm to Project# or FY	% Cmpl per CMA Update	Project Cmpl Date per CMA Update	Upcoming Required Activity	Date Required	Comments
10NAP04	SNCI Commuter Incentives and Marketing Materials	Solano Napa Commuter Information	\$40,000.00		\$38,917.46			95%	06/30/13	final report form	05/23/14	closeout documents needed
10NAP05	Lincoln Signal Interconnect Project	City of Napa	\$177,693.43		\$177,693.43			85%	06/30/13	synchronize signals and final analysis - final report form	05/23/14	Need to synchronize signals and do final analysis
11NAP01	Bicycle Racks and Bicycle Locker	City of Napa	\$10,443.00		\$10,026.44	UB	\$416.56	75%	06/30/13	Final Report form and photos of bicycle racks	05/23/14	Invoice submitted - need final report
11NAP02	Lincoln Ave Class II bike lane between Jefferson St. and Railroad Crossing	City of Napa	\$148,100.00		\$71,547.74			95%	06/30/13	Final Report Form	05/23/14	Design work is 95% complete
12NAP01	California Bike Lane Gap Closure	City of Napa	\$112,600.00		\$1,427.06			20%	06/30/14	Status Report - extension request	05/23/14	
12NAP02	American Canyon Signal Interconnect	American Canyon	\$25,987.00		\$25,987.00			80%	06/30/14	Status Rport Form/Extension Request	05/23/14	This project may be canceled - working with AD
12NAP03	Light Duty Hybrid Vehicle Purchase	County of Napa	\$11,990.00		\$6,540.00			50%	06/30/14	Status Report Form/Extension Request	05/23/14	5 vehicles purchased
12NAP05	Saratoga Drive Class II Bike Lane	City of Napa	\$31,154.00		\$31,154.00			100%	06/30/14			received final report form
14NAP01	Napa Commute Challenge	SNCI	\$40,000		\$0			0%	7/1/2016	status report	5/23/2014	
14NAP02	Pope Street Class II Bike Lane	St. Helena	\$40,000		\$0			0%	7/1/2016	status report	5/23/2014	Agreement executed
14NAP03	City of American Canyon Park and Ride Lot and Signage	American Canyon	\$95,000		\$0			0%	7/1/2016	status report	5/23/2014	

FUNDING STATUS REPORT

14NAP04	City of Napa Electric Vehcile Charging Stations	City of Napa	\$14,140		\$0			0%	7/1/2016	Execute Agreement	5/1/2014	
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Red Zone Projects

Index	TIP ID	Sponsor		Project Title			Date Req'd By	Zone	Notes	Prev Zone
		Source	Prog'd Amount (\$x 1,000)	Phase	FY	Req'd Activity				
1	NAP110007	American Canyon	Theresa Ave Sidewalk Phase III							
	CMAQ	\$200	CON	13/14	submit invoice	10/14/14	Y	E76 received - going out for bid	R	
2	NAP110006	American Canyon	American Canyon PDA Development Plan							
	STP	\$318	PE	13/14	Submit invoice to Caltrans	4/7/2014	R	Funds were re-obligated; invoice needs to be submitted	Y	
	PDA - STP	\$475	PE	13/14	Submit invoice to Caltrans	4/7/2014	R	Funds were re-obligated; invoice needs to be submitted	Y	

Yellow Zone Projects Continued

Index	TIP ID	Sponsor	Project Title	Phase	FY	Req'd Activity	Date Req'd By	Zone	Notes	Prev Zone
		Source	Prog'd Amount (\$x 1,000)							
3	NAP110013	Napa	North/South Bike Connection							
		CMAQ	\$300	CON	13/14	submit invoice	9/10/14	R	OA received; funds were de-obligated by Caltrans and working on re-obligation	R
		CMAQ	\$160	CON	13/14	submit invoice	9/10/14	R	OA received - funds were then deobligated by Caltrans and working on re-obligation	R
		CMAQ	\$40	PE	11/12	Invoice paid 7/23/12		G	NEPA clearance obtained; finishing up design work	
4	NAP130002	NCTPA	Napa County SRTS Program							
		CMAQ	\$420	PE	13/14	submit invoice	09/17/14	G	OA received	
5	NAP130001	City of Napa	PDA Planning Program Funds							
		STP	\$275	PE	13/14	submit invoice	08/20/14	G	Need Supplemental Agreement signed; OA received	
6	NAP110009	Napa County	Silverado Trail Paving Phase F							
		STP	\$526	Con	11/12	invoice to Caltrans		Y	closeout in process	
		STP-FAS	\$312	Con	11/12					

Yellow Zone Projects

Index	TIP ID	Sponsor		Project Title			Date Req'd By	Zone	Notes	Prev Zone
		Source	Prog'd Amount (\$x 1,000)	Phase	FY	Req'd Activity				
7	NAP110012	NCTPA	Napa County SRTS Program Expansion							
	CMAQ	\$315	CON	11/12	Invoice submitted	8/1/13	Y	Final invoice submitted in August - waiting for closeout	R	
8	NAP110019	Napa County	Napa County Road Rehab - Various							
	STP-FAS	\$1,114	Con	11/12	invoice to Caltrans		Y	closeout in process		
9	NAP110014	NCTPA	Napa Vine Trail Design and Construction - various locations							
	TCSP	\$800	PE	11/12	submit invoice	1/26/14	Y	Field Review signed off and complete		
	Other local	\$228	PE	13/14		9/30/13	Y	Admin modification to existing obligation		
	CMAQ	\$211	PE	11/12	submit invoice	1/26/14	Y			
	TCSP	\$120	ROW	13/14	request authorization	6/1/14	Y	obligate funds by September 2014	G	
	Other local	\$211	CON	13/14		2/1/14				
	TCSP	\$1,580	CON	13/14	Request Authorization	6/1/14	Y	obligate funds by September 2014	G	
	RTP-LRP	\$2,000	CON	15/16		2/1/16	G	programming placeholder		

Federally-Funded Locally-Sponsored Napa County Projects

Green Zone Projects

Inde	TIP ID	Sponsor	Project Title						
	Source	Prog'd Amount (\$x 1,000)	Phase	FY	Req'd Activity	Date Req'd By	Zone	Notes	Prev Zone
10	2130F	City of Napa	California Blvd. Roundabouts						
	CMAQ	\$1,740	CON	16/17	request obligation	11/1/16	G	Project also has STIP funds	
	CMAQ	\$723	ROW	14/15	request obligation	02/01/15	Y	project aslo has \$431 in STIP ROW funds	
	RIP-T4-FED	\$431	ROW	14/15	request obligation	02/01/15	Y	TAP funds programmed under OBAG but are STIP	
	RIP-T4-FED	\$1,070	CON	16/17	request obligation	11/01/16	G		

Notes:

Appendix A
Federal At Risk Report Zone Criteria
Required Activities per Resolution 3606 (Revised July 23, 2008)

Required Activities Monitored by CMA ¹	Criteria Timeframes for Required Activities		
	Red Zone	Yellow Zone	Green Zone
Request Project Field Review	Project in TIP for more than nine (9) months, or obligation deadline for Con funds within 15 months.	Project in TIP for less than nine (9) months, and obligation deadline for Con funds more than 15 months away.	All conditions other than Red or Yellow Zones
Submit Environmental Package	NA	NA	NA
Approved DBE Program and Methodology	NA	NA	NA
Submit Request for Authorization (PE)	within three (3) months	within three (3) to six (6) months	All conditions other than Red or Yellow Zones
Submit Request for Authorization (R/W)	within four (4) months	within four (4) to nine (9) months	All conditions other than Red or Yellow Zones
Submit Request for Authorization (Con)	within six (6) months	within six (6) to nine (9) months	All conditions other than Red or Yellow Zones
Obligation/ FTA Transfer	within two (2) months	within two (2) to four (4) months	All conditions other than Red or Yellow Zones
Advertise Construction	within four (4) months	within four (4) to six (6) months	All conditions other than Red or Yellow Zones
Award Contract	within six (6) months	within six (6) to nine (9) months	All conditions other than Red or Yellow Zones
Award into FTA Grant	within two (2) months	within two (2) to four (4) months	All conditions other than Red or Yellow Zones
Submit First Invoice	within two (2) months	within two (2) to four (4) months	All conditions other than Red or Yellow Zones
Liquidate Funds	within four (4) months	within four (4) to nine (9) months	All conditions other than Red or Yellow Zones Move to Appendix D
Project Closeout	within four (4) months	within four (4) to nine (9) months	All conditions other than Red or Yellow Zones

Other Zone Criteria

Red Zone	Projects with funds programmed in the same FY for both a project development phase (i.e. Env or PSE) and a capital phase (i.e. R/W or Con) without the project development phase(s) obligated.
Yellow Zone	Projects with an Amendment to the TIP pending.

Notes: ¹ See Appendix B for more information about the Required Activities and Resolution 3606.

Appendix B
Definitions of the Required Activities per Resolution 3606 (As revised July 23, 2008)

Index	Definition	Deadline
1	Req Proj Field Rev	
	Per MTC Resolution 3606-Revised, "Implementing agencies are required to request a field review from Caltrans Local Assistance within 12 months of approval of the project in the TIP ¹ , but no less than 12 months prior to the obligation deadline of construction funds. This policy also applies to federal-aid projects in the STIP. The requirement does not apply to projects for which a field review would not be applicable, such as FTA transfers, regional operations projects and planning activities. Failure for an implementing agency to make a good-faith effort in requesting and scheduling a field review from Caltrans Local Assistance within twelve months of programming into the TIP could result in the funding being reprogrammed and restrictions on future programming and obligations. Completed field review forms must be submitted to Caltrans in accordance with Caltrans Local Assistance procedures."	12 months from approval in the TIP ¹ , but no less than 12 months prior to the obligation deadline of construction funds.
2	Sub ENV package	
	Per MTC Resolution 3606-Revised, "Implementing agencies are required to submit a complete environmental package to Caltrans for all projects (except those determined Programmatic Categorical Exclusion as determined by Caltrans at the field review), twelve months prior to the obligation deadline for right of way or construction funds. This policy creates a more realistic time frame for projects to progress from the field review through the environmental and design process, to the right of way and construction phase. If the environmental process, as determined at the field review, will take longer than 12 months before obligation, the implementing agency is responsible for delivering the complete environmental submittal in a timely manner. Failure to comply with this provision could result in the funding being reprogrammed. The requirement does not apply to FTA transfers, regional operations projects or planning activities."	12 months prior to the obligation deadline for RW or Con funds. (No change)
3	Approved DBE Prog	
	Per MTC Resolution 3606-Revised, "Obligation of federal funds may not occur for contracted activities (any combination of environmental/ design/ construction/ procurement activities performed outside the agency) until and unless an agency has an approved DBE program and methodology for the current federal fiscal year. Therefore, agencies with federal funds programmed in the TIP must have a current approved DBE Program and annual methodology (if applicable) in place prior to the fiscal year the federal funds are programmed in the TIP. STP/CMAQ funding for agencies without approved DBE methodology for the current year are subject to redirection to other projects after March 1. Agencies should begin the DBE process no later than January 1 to meet the March 1 deadline. Projects advanced under the Expedited Project Selection Process (EPSP) must have an approved DBE program and annual methodology for the current year (if applicable) prior to the advancement of funds."	Approved program and methodology in place prior to the FFY the funds are programmed in the TIP.
4	Sub Req for Auth	
	Per MTC Resolution 3606-Revised, "In order to ensure funds are obligated or transferred to FTA in a timely manner, the implementing agency is required to deliver a complete funding obligation / FTA Transfer request package to Caltrans Local Assistance by February 1 of the year the funds are listed in the TIP. Projects with complete packages delivered by February 1 of the programmed year will have priority for available OA, after ACA conversions that are included in the Obligation Plan. If the project is delivered after February 1 of the programmed year, the funds will not be the highest priority for obligation in the event of OA limitations, and will compete for limited OA with projects advanced from future years. Funding for which an obligation/ FTA transfer request is submitted after the February 1 deadline will lose its priority for OA, and be viewed as subject to reprogramming."	February 1 of FY in which funds are programmed in the TIP.

Appendix B
Definitions of the Required Activities per Resolution 3606 (As revised July 23, 2008)

Index	Definition	Deadline
5	Obligate Funds/ Transfer to FTA	
	Per MTC Resolution 3606-Revised, "STP and CMAQ funds are subject to an obligation/FTA transfer deadline of April 30 of the fiscal year the funds are programmed in the TIP. Implementing agencies are required to submit the completed request for obligation or FTA transfer to Caltrans Local Assistance by February 1 of the fiscal year the funds are programmed in the TIP, and receive an obligation/ FTA transfer of the funds by April 30 of the fiscal year programmed in the TIP. For example, projects programmed in FY 2007-08 of the TIP have an obligation/FTA transfer request submittal deadline (to Caltrans) of February 1, 2008 and an obligation/FTA transfer deadline of April 30, 2008. Projects programmed in FY 2008-09 have an obligation request submittal deadline (to Caltrans) of February 1, 2009 and an obligation/FTA transfer deadline of April 30, 2009. No extensions will be granted to the obligation deadline."	April 30 of FY in which funds are programmed in the TIP.
6	Execute PSA	
	Per MTC Resolution 3606, "The implementing agency must execute and return the Program Supplement Agreement (PSA) to Caltrans in accordance with Caltrans Local Assistance procedures. The agency must contact Caltrans if the PSA is not received from Caltrans within 60 days of the obligation. This requirement does not apply to FTA transfers. Agencies that do not execute and return the PSA to Caltrans within the required Caltrans deadline will be unable to obtain future approvals for any projects, including obligation and payments, until all PSAs for that agency, regardless of fund source, meet the PSA execution requirement. Funds for projects that do not have an executed PSA within the required Caltrans deadline are subject to de-obligation by Caltrans."	Within 60 days of receipt of the PSA from Caltrans, and within six months from the actual obligation date. ²
7	Advertise Contract /Award Contract/Award into FTA Grant	
	Per MTC Resolution 3606-Revised, "For the Construction (CON) phase, the construction/equipment purchase contract must be advertised within 6 months of obligation and awarded within 9 months of obligation. However, regardless of the advertisement and award deadlines, agencies must still meet the invoicing deadline for construction funds. Failure to advertise and award a contract in a timely manner could result in missing the subsequent invoicing and reimbursement deadline, resulting in the loss of funding. Agencies must submit the notice of award to Caltrans in accordance with Caltrans Local Assistance procedures, with a copy also submitted to the applicable CMA. Agencies with projects that do not meet these award deadlines will have future programming and OA restricted until their projects are brought into compliance. For FTA projects, funds must be approved/ awarded in an FTA Grant within one federal fiscal year following the federal fiscal year in which the funds were transferred to FTA."	Advertised within 6 months of obligation and awarded within 9 months of obligation. FTA Grant Award: Within 1 year of transfer to FTA.
8	Submit First Invoice / Next Invoice Due	
	Per MTC Resolution 3606-Revised, "Funds for each federally funded (Environmental (ENV/ PA&ED), Preliminary Engineering (PE), Final Design (PS&E) and Right of Way (R/W) phase and for each federal program code within these phases, must be invoiced against at least once every six months following obligation. Funds that are not invoiced at least once every 12 months are subject to de-obligation. There is no guarantee that funds will be available to the project once de-obligated. Funds for the Construction (CON) phase, and for each federal program code within the construction phase, must be invoiced and reimbursed against at least once within 12 months of the obligation, and then invoiced at least once every 6-months there after. Funds that are not invoiced and reimbursed at least once every 12 months are subject to de-obligation by FHWA. There is no guarantee that funds will be available to the project once de-obligated. If a project does not have eligible expenses within a 6-month period, the agency must provide a written explanation to Caltrans Local Assistance for that six-month period and submit an invoice as soon as practicable to avoid missing the 12-month invoicing and reimbursement deadline. Agencies with projects that have not been invoiced against and reimbursed within a 12-month period, regardless of federal fund source, will have restrictions placed on future programming and OA until the project is properly invoiced. Funds that are not invoiced and reimbursed against at least once every 12 months are subject to de-obligation by FHWA."	For Con phase: Once within 12 months of Obligation and then once every 6 months thereafter, for each federal program code. For all other phases: Once within 6 months following Obligation and then once every 6 months thereafter, for each phase and federal program code.

Appendix B
Definitions of the Required Activities per Resolution 3606 (As revised July 23, 2008)

Index	Definition	Deadline
8a	Inactive Projects	
	Per MTC Resolution 3606-Revised, "Most projects can be completed well within the state's deadline for funding liquidation or FHWA's ten-year proceed-to-construction requirement. Yet it is viewed negatively by both FHWA and the California Department of Finance for projects to remain inactive for more than twelve months. It is expected that funds for completed phases will be invoiced immediately for the phase, and projects will be closed out within six months of the final project invoice. Funds that are not invoiced and reimbursed at least once every 12 months are subject to de-obligation by FHWA. There is no guarantee the funds will be available to the project once de-obligated."	Funds must be invoiced and reimbursed against once every 12 months to remain active.
9	Liquidate Funds	
	Per MTC Resolution 3606-Revised, "Funds must be liquidated (fully expended, invoiced and reimbursed) within six years of obligation. California Government Codes 16304.1 and 16304.3 places additional restrictions on the liquidation of federal funds. Generally, federal funds must be liquidated (fully expended, invoiced and reimbursed) within 6 state fiscal years following the fiscal year in which the funds were appropriated. Funds that miss the state's liquidation/ reimbursement deadline will lose State Budget Authority and will be de-obligated if not re-appropriated by the State Legislature, or extended (for one year) in a Cooperative Work Agreement (CWA) with the California Department of Finance. This requirement does not apply to FTA transfers."	Funds must be liquidated within six years of obligation.
10	Estimated Completion Date/Project Closeout	
	Per MTC Resolution 3606-Revised, "Implementing Agencies must fully expend federal funds on a phase one year prior to the estimated completion date provided to Caltrans. At the time of obligation, the implementing agency must provide Caltrans with an estimated completion date for that project phase. Any un-reimbursed federal funds remaining on the phase after the estimated completion date has passed, is subject to project funding adjustments by FHWA. Projects must be properly closed out within six months of final project invoice. Projects must proceed to construction within 10 years of federal authorization of the initial phase. Federal regulations require that federally funded projects proceed to construction within 10 years of initial federal authorization of any phase of the project. Furthermore, if a project is canceled, or fails to proceed to construction in 10 years, FHWA will de-obligate any remaining funds, and the agency is required to repay any reimbursed funds. If a project is canceled as a result of the environmental process, the agency does not have to repay reimbursed costs for the environmental activities. However, if a project is canceled after the environmental process is complete, or a project does not proceed to construction within 10 years, the agency is required to repay all reimbursed federal funds. Agencies with projects that have not been closed out within 6 months of final invoice will have future programming and OA restricted until the project is closed out or brought back to good standing by providing written explanation to Caltrans Local Assistance, the applicable CMA and MTC."	Est. Completion Date: For each phase, fully expend federal funds 1 year prior to date provided to Caltrans. Project Close-out: Within 6 months of final project invoice.

Notes:

- ¹ Approval in the TIP: For administrative/ minor TIP Amendments it is the date of Caltrans approval. For formal TIP Amendments, it is the date of FHWA approval.
- ² Per DOT letter from Caltrans Local Assistance to MPOs, regarding "Procedural Changes in Managing Obligations", dated 9/15/05.

Green Zone Projects

Index	PPNO	Source	Sponsor	Project Title			Date Req'd By	Zone	Notes	Prev Zone	
				Prog'd Amount (\$x 1,000)	Phase	FY					Req'd Activity
1	2130G		American Canyon	Napa Jct. Elementary School ped improvements (ext 6-12)							
	RTIP-TE			\$24	PSE	10/11	complete				
	RTIP-TE			\$14	CON	11/12	submit invoice to Caltrans or risk deobligation	8/20/14	G	Invoice past due was to be submitted 2/20/14 - contact DLA; next invoice due 8/20/14	R
	RTIP-TE			\$183	CON	11/12	submit invoice to Caltrans or risk deobligation	8/20/14	G	Invoice past due was to be submitted 2/20/14 - contact DLA; next invoice due 8/20/14	R
2	FMS 5932		American Canyon	Devlin Road and Vine Trail Extension							
				\$297	PE	15/16	Request obligation	11/1/15	G	state only funds	
	RIP - T4 -ST			\$1,665	CON	17/18	Request obligation	11/1/17	G	state only funds	
3	FMS 5725		American Canyon	Eucalyptus Drive Extension							
	RIP -T4-FED			\$1,154	CON	18/19	Request obligation	11/1/18	G		
4	2130F		City of Napa	California Roundabouts							
				\$431	ROW	14/15	Request obligation	2/1/15		project also has OBAG funds in ROW	
	RIP-T4-FED			\$1,070	CON	16/17	Request obligation	11/1/16	G	project also has OBAG funds in CON	
5	FMS 6013		Calistoga	Petrified Forest Road and SR 128 Intersection Improvements							
				\$105	PS&E	15/16	Request obligation	11/1/15	G		
	RIP-T4-FED			\$50	ROW	16/17	Request obligation	11/1/16	G		
				\$425	CON	17/18	Request obligation	11/1/17	G		
6	FMS 5942		Yountville	Hopper Creek Pedestrian Path							
				\$100	PS&E	16/17	Request obligation	11/1/16	G		
	RIP-T4-FED			\$400	CON	17/18	Request obligation	11/1/17	G		
8	FMS 5934		County of Napa	Airport Boulevard Rehab							
				\$57	PS&E	17/18	Request obligation	11/1/17	G		
				\$1,275	CON	18/19	Request obligation	11/1/18	G		
9			City of Napa	Silverado Five-Way Intersection Improvements							
				\$1,153	CON	17/18	Request obligation	11/1/17	G	Project likely to become a SHOPP project - not in the TIP yet needs to be amended once PID is complete	

Yellow Zone Projects

Index	PP No.	Sponsor	Project Title			Date Req'd By	Zone	Notes	Prev Zone	
			Source	Prog'd Amount (\$x 1,000)	Phase					FY
10	2130Q	St. Helena								
			\$300	CON	14/15	Request obligation	11/1/14	Y	State only funds	Y
11	2130H	Yountville								
	RTIP-TE		\$43	PSE	10/11	complete				
	RTIP-TE		\$86	CON	11/12	resubmit invoice	2/20/14	Y	Funds have been re-obligated; closeout in process	R

Notes:

Red Zone Projects

Index	PP No.	Sponsor	Project Title		Req'd Activity	Date	Zone	Notes	Prev
	Source		Prog'd Amount	Phase	FY	Req'd By			Zone
			(\$x 1,000)						

2010 STIP -Timely Use of Funds Provisions

The Timely Use of Funds and At Risk reports monitor the STIP Timely Use of Funds Provisions included in the current STIP Guidelines as adopted by the CTC. The current Timely Use of Funds Provisions are as follows:

Required Activity	Timely Use of Funds Provision
Allocation	For all phases, by the end (June 30th) of the fiscal year identified in the STIP.
Construction Contract Award ¹	Within six (6) months of allocation.
Accept Contract (Construction)	Within 36 months of contract award.
Complete Expenditures	For Env, PSE, & R/W funds, costs must be expended by the end of the second FY following the FY in which the funds were allocated.
Final Invoice/Project Completion (Final Report of Expenditures)	For Env, PSE, & R/W funds, within 180 days (6 months) after the end of the FY in which the final expenditure occurred. For Con funds, within 180 Days (6 months) of contract acceptance.

Zone Criteria

The Timely Use of Funds and At Risk reports utilize the deadlines associated with each required activity of the STIP Timely use of Funds Provisions to assign a zone of risk. The following zone criteria was developed for each of these risk zones (Red, Yellow, & Green). For the Final Invoice, this activity is tracked but no zone of risk is assigned.

Required Activity	Criteria Timeframes for Required Activities		
	Red Zone	Yellow Zone	Green Zone
Allocation -Env Phase	within four months	within four to eight months	All conditions other than Red or Yellow Zones
Allocation -PS&E Phase	within six months	within six to ten months	All conditions other than Red or Yellow Zones
Allocation -Right of Way Phase	within eight months	within eight to twelve months	All conditions other than Red or Yellow Zones
Allocation -Construction Phase	within eight months	within eight to twelve months	All conditions other than Red or Yellow Zones
Construction Contract Award	within six months	within six to eight months	All conditions other than Red or Yellow Zones
Accept Contract	within six months	within six to twelve months	All conditions other than Red or Yellow Zones
Complete Expenditures	within eight months	within eight to twelve months	All conditions other than Red or Yellow Zones
Final Invoice/Project Completion (Final Report of Expenditures)	NA	NA	NA

Other Zone Criteria

Yellow Zone	STIP /TIP Amendment pending
Red Zone	Extension Request pending

Notes:

1. Statute requires encumbrance by award of a contract for construction capital and equipment purchase within twelve months of allocation. CTC Policy is six months.

TDA 3 Project List - May 2014

Index	TIP ID	Sponsor	Project Title		Phase	FY	Req'd Activity	Date Req'd By	Zone	Notes	Prev Zone
	Source	Prog'd Amount (\$x 1,000)									
1	TDA 3	City of Napa	SR29 Undercrossing		PE	12/13				20% complete	
2	TDA 3	American Canyo Broadway Bike/Pedestrian Improvements			CON	10/11	close out needed		G	funds invoiced and received	Y
3	TDA 3	City of Napa	Tulocay Creek Bridge and Trail Completion		CON	13/14	recently approved by NCTPA Board			Awaiting MTC approval	

VINE SERVICE ANALYSIS

October 2013 - December 2013

May 1, 2014
TAC Agenda Item 5.3
Continued From: NEW
Action Requested: INFORMATION

SYSTEMWIDE		
October - December		
2012	2013	
165,270	213,764	29%

NOTES
Even though there were a number of holidays and school vacations, the VINE system continued to show record double-digit ridership growth for the quarter. Newer vehicles in the fleet resulted in fewer breakdowns on the road consequently, the miles between roadcalls improved dramatically. On-time performance was very good and preventable accidents remain below our benchmark.

RIDERS BY SERVICE			
October - December			
	2012	2013	
VINE Routes 1 - 11	134,453	176,478	31%
VINE Route 21	0	2,527	
VINE Route 25	1,732	1,774	2%
VINE Route 29	7,185	9,404	31%
Am Can Transit	6,928	7,606	10%
Calistoga Shuttle	4,586	5,173	13%
St. Helena Shuttle	2,469	4,114	67%
Yountville Trolley	7,917	6,687	-16%

MILES BETWEEN ROAD CALLS	
YTD	Last YTD
1 per 32,135 mi	1 per 19,447 mi
Standard = 1 per 10,000 mi	

PREVENTABLE ACCIDENTS	
YTD	Last YTD
0.9	0.5
Std. = 1.6	Std. = 1.3

	Weekday Passengers Per Revenue Service Hour	
	Goal	Actual
Route 1	12	7.95
Route 2	12	15.28
Route 3	12	12.78
Route 4	12	12.30
Route 5	12	11.75
Route 6	12	8.22
Route 7	12	5.37
Route 8	12	16.05
Route 10	12	9.48
Route 11	12	12.51
Route 21	7	5.05
Route 25	5	16.40
Route 29	7	5.88
Am Can Transit	5	5.69
Calistoga Shuttle	2	4.73
St. Helena Shuttle	2	3.98
Yountville Trolley	2	6.39

On Time Performance	
Goal	Actual
90%	96.45%
90%	92.02%
90%	92.87%
90%	96.33%
90%	89.38%
90%	90.20%
90%	88.61%
90%	88.79%
90%	77.61%
90%	78.29%
90%	92.20%
90%	94.67%
90%	77.44%

Farebox Ratio*	
Goal	Actual
16%	11.85%
17%	5.40%
15%	4.99%
20%	20.26%

*Farebox ratio percentages shown are unaudited and for relative comparison purposes only. Final percentages are determined at fiscal year end after certain expense allocations and distributions are made.

PROJECT INITIATION DOCUMENT

EA4G210

Widen Roadway at Huichica Creek; NAPA 121-PM 0.75; In County of Napa

Scope: Remove existing triple box culvert and replace with a new bridge

EA4G920

Tulucay Creek Bridge; NAPA 121-PM 6.1/6.2; In City of Napa

Scope: Bridge Repair

EA 3G140 – Programmed in 2014 SHOPP

ADA Curb Ramps; NAPA 29 and 128; In County of Napa

Scope: Upgrade and construct curb ramps at various locations.

EA4G840 Programmed in 2014 SHOPP

Capell Creek Bridge; NAPA 128-PM 20.2; In County of Napa

Scope: Bridge Repair/Replacement

EA4G490 Programmed in 2014 SHOPP

Concrete Barrier at Solano Ave. Southbound Onramp; NAPA 29 PM 11.9; In City of Napa

Scope: Install Concrete Barrier (Type 60)

EA4G540 Programmed in 2014 SHOPP

Signals at First Street Off Ramp; NAPA 29-PM 11.4; In City of Napa

Scope: Install new traffic signal

EA 4H200 Programmed in 2014 SHOPP

Pavement Preservation from 0.4 mile north of Trancas St. to Mee Ln.; NAPA 29-PM 13.5/25.5; In County of Napa

Scope: Resurface the existing pavement

ENVIRONMENTAL

EA 28120

Soscol Junction; NAPA 221 PM 0.0/0.7 NAPA 29 PM 5.0/7.1; In Napa County

Scope: Construct Flyover Structure at SR 221/29/12

Cost Estimate: \$35M Construction Capital

Schedule DED: 6/2014 **PAED:** 7/2015

EA 1G430

Conn Creek Bridge Scour Mitigation; NAPA 128 PM R7.4; In Napa County

Scope: Replace bridge at Conn Creek

Cost Estimate: \$7.1M Construction Capital

Schedule: PAED: 7/2015 **PSE:** 12/2016 **RWC:** 4/2017 **RTL:** 4/2017 **CCA:** 1/2020

EA 3G640

Napa River Bridge Scour Mitigation; NAPA 29 PM 37.0; In City of Calistoga

Scope: Reconstruct bridge at Napa River Bridge

Cost Estimate: \$9.2M Construction Capital

Schedule: PAED: 10/2014 **PSE:** 11/2015 **RWC:** 3/2016 **RTL:** 3/2016 **CCA:** 12/2017

YELLOW = Denotes changes from previous report

PID (Project Initiation Document)

PAED (Project Approval/ Environmental Document)

RWC (Right of Way Certification)

ADV (Advertise Contract)

PSR (Project Study Report)

RTL (Ready to List)

BO (Bid Open)

DED (Draft Environmental Document)

PSE (Plans, Specifications, and Estimate)

CCA (Construction Contract Acceptance)

AWD (Award Contract)

EA 2G940

West. of Knoxville Road Storm Damage; NAPA 128 PM 17.9; Near Rutherford

Scope: Construct Roadway Retaining System

Cost Estimate: \$1.6M Construction Capital

Schedule: PAED: 5/2014 PSE: 8/2015 RWC: 11/2015 RTL: 11/2015 CCA: 11/2020

DESIGN

EA 25941

Channelization; NAPA 29 PM 25.5/28.4; In and Near City of St. Helena

Scope: Left-turn channelization and pavement rehabilitation from Mee Lane to Charter Oak Avenue

Cost Estimate: \$19M Construction Capital

Schedule: PAED: 6/29/07 PSE: 3/21/14 RWC: 5/2014 RTL: 5/2014 CCA: 8/2017

EA 4A090

Troutdale Creek Bridge Replacement; NAPA 29 PM 47.0/47.2; In Napa County

Scope: Bridge replacement at Troutdale Creek

Cost Estimate: \$15M Construction Capital

Schedule: PAED: 6/28/13 PSE: 4/2014 RWC: 6/2014 RTL: 6/2014 CCA: 12/2016

EA 3G760

Capell Creek Horizontal Drain; NAPA 128 PM 20.2; In Napa County

Scope: Install slope inclinometer. Clean and install horizontal drains.

Cost Estimate: \$540K Construction Capital

Schedule: PAED: 5/30/2013 PSE: 3/10/14 RWC: 6/2014 RTL: 6/2014 CCA: 12/2015

EA 3E270

Rubberized Hot Mix Asphalt Pavement Overlay; NAPA 29 PM 29.3/36.9; In Napa County

Scope: Pavement Resurfacing with Rubberized Asphalt from north of York Creek to Myrtle Street

Cost Estimate: \$2.5M Construction Capital

Schedule: PSE: 6/2014 RTL: 6/2014 CCA: 12/2015

EA 2A320

Sarco Creek Bridge Replacement; NAPA 121 PM 9.3/9.5; In Napa County Near City of Napa

Scope: Bridge replacement at Sarco Creek

Cost Estimate: \$9.7M Construction Capital

Schedule: PAED: 6/28/12 PSE: 12/2015 RWC: 4/2016 RTL: 4/2016 CCA: 12/2020

EA 2G950

East of Wragg Canyon Road Storm Damage; NAPA 128 PM 29.7; Near Rutherford

Scope: Construct Roadway Retaining System

Cost Estimate: \$2.1 M Construction Capital

Schedule: PAED: 12/6/12 PSE: 10/2014 RWC: 2/2015 RTL: 2/2015 CCA: 4/2019

CONSTRUCTION

EA 4442A

Duhig Project Landscaping; NAPA 12/121 PM 0.3/2.0; in Napa County

Scope: Highway Planting from 0.3 mile North of Sonoma County line to Duhig Road

Cost Estimate: \$920K Construction Capital

Schedule: PAED: 8/26/05 RTL: 11/10/10 AWD: 9/23/11(Parker Landscape Inc.) CCA: 6/2015

PID (Project Initiation Document)

PAED (Project Approval/ Environmental Document)

RWC (Right of Way Certification)

ADV (Advertise Contract)

PSR (Project Study Report)

RTL (Ready to List)

BO (Bid Open)

DED (Draft Environmental Document)

PSE (Plans, Specifications, and Estimate)

CCA (Construction Contract Acceptance)

AWD (Award Contract)

EA 26413

Jameson Canyon; NAPA 12 PM 0.2/3.3; In Napa County

Scope: Jameson Canyon: Widen 2 lane to 4 lanes, construct a concrete median from SR 29 to the County Line.

Cost Estimate: \$29M

Schedule: PAED: 1/31/08 RTL: 11/19/10 AWD: 1/26/12 (Ghilotti Bros.) CCA: 12/2015

EA 26414

Jameson Canyon; SOLANO 12 PM 0.0/2.6; In Solano County

Scope: Jameson Canyon: Widen 2 lane to 4 lanes, construct a concrete median from the County Line to Red Top.

Cost Estimate: \$52M

Schedule: PAED: 1/31/08 RTL: 12/1/10 AWD: 1/11/12 (Ghilloti Const.) CCA: 12/2015

EA 4S030

Storm Damage; NAPA 128 PM 10.3; In Napa County near Lake Hennessy

Scope: Construct sheet pile wall at 2.8 miles east of Silverado Trail

Cost Estimate: \$1.3M Construction Capital

Schedule: PAED: 8/2/10 RTL: 5/1/12 AWD: 2/6/2013(Gordon Ball) CCA: 10/2017

EA 2A110

Capell Creek Bridge Replacement; NAPA 121 PM 20.2/20.4; In Napa County

Scope: Bridge replacement at Capell Creek

Cost Estimate: \$3.4M Construction Capital

Schedule: PAED: 6/22/11 RTL: 3/14/13 AWD: 10/24/13 (Gordon Ball) CCA: 8/2015

EA 3E520

Hopper Slough Bridge; NAPA 128 PM 5.1; In Napa County

Scope: Repair Abutment

Cost Estimate: \$500K Construction Capital

Schedule: Director's Order Project – BO: 4/8/14 Construction Late April to Late May

EA 3E220

Pavement Digouts; NAPA-29 PM 13.5/19.8; In City of Napa and Town of Yountville

Scope: AC digouts from 0.5 Mile North of Trancas Street to Madison Street

Cost Estimate: \$1.1M Construction Capital

Schedule: PAED: 7/2012 RTL: 11/26/13 AWD: 3/24/14 (MCK) CCA 12/2014

EA 3E400

Rubberized Bonded Wearing Course Seal Coat; NAPA 128 PM 19.0/34.2; In Napa County

Scope: Place asphalt rubber seal coat from Knoxville Road to the County Line

Cost Estimate: \$3.4M Construction Capital

Schedule: PAED: 4/16/12 RTL: 11/15/13 AWD: 3/26/14 (Chester Bros. Const.) CCA: 12/2014

EA 3E370

Pavement Digouts; NAPA 29 PM 0.0/5.1; In and Near City of American Canyon

Scope: AC Digouts from Solano County Line to north of SR12 Junction (Jameson Canyon/Airport)

Cost Estimate: \$800K Construction Capital

Schedule: PAED: 11/8/12 RTL: 11/15/13 ADV: 4/14/14 CCA: 12/2014

PID (Project Initiation Document)

PAED (Project Approval/ Environmental Document)

RWC (Right of Way Certification)

ADV (Advertise Contract)

PSR (Project Study Report)

PSR (Project Study Report)

RTL (Ready to List)

BO (Bid Open)

DED (Draft Environmental Document)

PSE (Plans, Specifications, and Estimate)

CCA (Construction Contract Acceptance)

AWD (Award Contract)

ACTION ITEMS

Hopper Slough Bridge: construction status

Request for pavement repair at SR 29 and Oak Knoll Ave.

PID (Project Initiation Document)

PAED (Project Approval/ Environmental Document)

RWC (Right of Way Certification)

ADV (Advertise Contract)

PSR (Project Study Report)

RTL (Ready to List)

BO (Bid Open)

DED (Draft Environmental Document)

PSE (Plans, Specifications, and Estimate)

CCA (Construction Contract Acceptance)

AWD (Award Contract)

**Technical Advisory Committee
(TAC)**

MINUTES

Thursday, April 3, 2014

ITEMS

1. Call to Order

Chair Holley called the meeting to order at 2:01 PM (local).

Jason Holley, Chair	City of American Canyon
Mike Kirn	City of Calistoga
Eric Whan, Vice Chair	City of Napa
Rick Tooker	City of Napa
Debra Hight	City of St. Helena
Graham Wadsworth	Town of Yountville
Paul Wilkinson	County of Napa
Doug Weir	PCC
Ursula Vogler	MTC

2. Introductions

None

3. Approval of Meeting Minutes

Meeting minutes for March 6, 2014, was motioned for approval and unanimously carried.

MSC* WHAN / HIGHT for **APPROVAL** and unanimously carried.

4. Public Comments

None

5. TAC Member and Staff Comments

St. Helena – Member Hight announced that the City is recruiting to fill the vacant positions for City Manager, Public Works Director, Finance Director, and City Clerk.

City of Calistoga – Member Kirn informed members that a Berry Street Bridge - Field Review Meeting was conducted.

City of Napa – Vice Chair Whan announced that the Downtown Project and 2-way street conversion are progressing.

MTC – Member Vogler announced the following:

- PDA - Application closing date was April 2, 2014.
- ATP - Projects due before the Commission July 24, 2014 and forwarded to State; supplemental applications to program are due May 4, 2014; results to be announced in August 2014; MTC anticipates approving the regional program in September 2014.
- Electric Vehicle Campaign - May 13, 2014
- TDM - \$6M available for i.e. car share programs; project guidelines have not been refined.

PCC – Member Weir reaffirmed PCC's interest in ensuring that ADA and pedestrian safety are taken into consideration and applied to projects.

NCTPA - Staff provided TAC with the following information and handouts

- Eliot Hurwitz, Program Manager Planning, announced his retirement from the agency at the end of June 2014, however will continue his efforts solely with the Vision 2040 – Countywide Transportation Plan effective July 1, 2014 as part-time employee until its adoption in May/June 2015.
- Jameson Canyon Project – Napa side is over budget; CTC has not agreed to transfer available Solano funding to cover Napa shortfall to date. NCTPA put in reserve \$500,000 in RTIP funds to cover the shortfall and there is an additional \$205,000 available
- Measure T – Finance Group to meet the week of April 10; draft Master Agreement and reporting tools will be sent to all JPA Public Works, and Finance Managers/Directors after the meeting with the Auditor Controller.
- Napa Commute Challenge – Staff reminded members about the Napa Commute Challenge starting April 1- June 30, 2014 allowing major employers and their staff to compete for great incentives using alternate modes of travel to work during this period.

5.1 State Route 29 (SR29) Corridor Improvement Plan

No report provided

6. Standing

6.1 Congestion Management Agency (CMA) Report

No report provided

6.2 Project Monitoring Funding Programs Staff provided TAC with the latest project reporting data and deadlines. Submitted 2015 TIP projects (*handout*) requiring changes and/or updates shall contact staff. The TIP will be locked down for new projects starting 5/2014 for one (1) year to prepare for the 2015 TIP. Latest FY15-17 PID project list was emailed to all members on 4/3/14.

6.3 Transit Report (VINE Ridership) Staff informed TAC of the latest acquisition of automatic passenger counters to be installed on VINE buses. With this new edition NCTPA will be able to track more detailed information and/or data on ridership trends and route use. Ridership has increased 20-30% since the last report. Members Wadsworth and Hight requested a more detailed ridership breakdown for their jurisdiction, i.e. users – adult/youth/tourists, time of travel, etc. to be provided by staff.

6.4 Vine Trail Report
No report provided

7. **Caltrans Report.** TAC reviewed current project report provided by Caltrans. Hopper Slough Bridge closure date(s) have not been determined by Caltrans' contractor. TAC requested that advanced notification and coordination of closure be provided to the affected jurisdiction(s).

8. **Priority Development Area (PDA) Investment and Growth Strategy – Final Draft**

Action

TAC reviewed the final draft PDA Investment and Growth Strategy to be submitted to the NCTPA Board of Directors for approval at its April 2014 meeting and requested the memorandum be amended to include the City of Napa's scope.

MSC* WHAN / TOOKER for **APPROVAL** and unanimously carried.

9. **Transportation Development Act (TDA-3) Project Review**

Action

TAC reviewed and revised the final draft TDA-3 projects for FY2013-14 and FY2014-15 to be submitted to the NCTPA Board of Directors for approval in April 2014 and determined that the following projects be recommended for approval

City of Napa	SR29/Napa Creek Path (Undercrossing)	\$147,000
American Canyon	Vine Trail Gap Closure Study	\$ 45,000
Yountville	N. Yountville Bike Route	\$ 65,810
Calistoga	Riverside Pedestrian Path	\$125,000
	TOTAL	\$382,210

MSC* KIRN / WADSWORTH for **APPROVAL** and unanimously carried.

10. **Active Transportation Program (ATP) Update**

Information/Direction

TAC reviewed and recommended jurisdictional projects meeting "bundling" requirements to be submitted for the first statewide ATP call for projects.

11. Napa Countywide Transportation Plan Update

Information

Staff updated TAC on the Napa Countywide Transportation Plan. Staff has met with jurisdictions discussing to discuss programs and project lists/solicitation processes and has requested their comments by April 10. The CAC has been formed and approved by the NCTPA Board and will conduct their 1st meeting on April 21, 2014.

12. Legislative Update and State Bill Matrix

Information/Action

Staff provided TAC with the latest Federal and State legislative update presented to the NCTPA Board meeting in March 2014.

13. NCTPA Board of Directors Agenda for April 16, 2014 (Draft)

Information

Staff reviewed the draft Board agenda.

14. Topics for Next Meeting

- Active Transportation Plan (ATP)
- Transportation for Clean Air (TFCA)

15. Approval of Next Regular Meeting Date of May 1, 2014 and Adjournment

Next regular meeting date of May 1, 2014, was approved and meeting was adjourned at 4:00 PM.



May 1, 2014
TAC Agenda Item 8.1
Continued From: NEW

Action Requested: INFORMATION/REVIEW

NAPA COUNTY TRANSPORTATION AND PLANNING AGENCY TAC Agenda Letter

TO: Technical Advisory Committee (TAC)
FROM: Kate Miller, Executive Director
REPORT BY: Danielle Schmitz, Senior Planner
(707) 259-5968 / Email: dschmitz@nctpa.net
SUBJECT: Napa County Travel Behavior Study Draft Report

RECOMMENDATION

That the TAC review the Travel Behavior Study Draft Report.

EXECUTIVE SUMMARY

In April 2013, the NCTPA Board approved the agreement with Fehr & Peers to conduct a Travel Behavior Study. This study was desired to inform the Countywide Transportation Plan and to better understand travel behaviors and patterns throughout the county. Unlike the Napa-Solano Travel Demand Model, which solely looks at peak commute volumes Monday through Friday, the study looked at several different data sources to understand how residents, workers, and visitors move throughout the county. The results of the study have been compiled into a draft report for review and comment. **Comments** should be submitted **to NCTPA by Friday, May 16, 2014.**

FISCAL IMPACT

Is there a Fiscal Impact? None

BACKGROUND AND DISCUSSION

The Napa Travel Behavior Study focuses on vehicle trips throughout Napa County. The survey has helped identify how many trips per day are associated with visitors, employees, and students, where those trips start and end, the predominant modes of travel, vehicle occupancies, and times of day/week that have the heaviest traffic volumes.

To better inform the study the consultants pulled from several different data sources. Data sources included, basic traffic counts at selected locations, mailed surveys based on the capture of license plate numbers, cell phone tracking data (information about where a sample of vehicles travel within Napa County without identifying the owner/driver, and finally, detailed intercept interviews at selected locations, including 12 wineries throughout the county. Also, included in the study was a detailed employee survey that received over 1,400 responses. This survey along with the mailed survey provided information on how likely workers and visitors would use other modes of transportation to get to and from their destinations.

The Napa County Travel Behavior Study provided NCTPA with several quantitative and qualitative data sets. The resulting data will provide NCTPA and its member jurisdictions the basis for future planning efforts. Such uses may include but are not limited to the refinement of the Napa-Solano Travel Demand Model (NSTDM) and the update of the Countywide Transportation Plan. The data collected in this study will also be used to inform other plans or projects that need baseline data. NCTPA plans on repeating the study again in four (4) years as a predecessor to the next countywide plan.

Data highlights that may be useful for future planning efforts include:

- 25% of traffic coming into Napa County is imported work
- 41% of daily trips are imported
- 9% of trips are pass-through
- Most imported trips originate in Sonoma, Solano, Lake and Contra Costa counties
- The most pass-through traffic is coming from Sonoma County (SR 121) headed to Solano County on Hwy 12 in the AM and from Highway 12 to SR 121 in the PM (reverse commute)
- In the AM peak period (6-10AM) 51% of the trips are inbound
- In the PM peak period (3-7PM) 52% of the trips are outbound
- 34% of intercept survey participants' trips were home-based to work, 40% were home-based other, and 26% were non-home based trips. This data was validated by the mobile device data.
- 60% of intercept survey participants started their trip in Napa County
- 20% of employees surveyed said they carpooled to work in one form or another (which includes dropping children off at school)
- 35% of employees surveyed said they had flexible schedules that allow them to alter their commute times
- 43% of employees surveyed said they would use public transit if service was expanded and it became reasonable option
- 97% of employees surveyed used their personal automobile to get to work more than half the time
- 34% of employees surveyed make a at least one intermediate stop on their way to work (school, coffee)

- 71% of employees surveyed live in Napa County
- 56% of employees surveyed live in the City of Napa
- 61% of employees surveyed use SR 29 to travel to work, 55% use SR-29 to travel home

SUPPORTING DOCUMENTS

Attachments: (1) Napa Travel Behavior Study Handout

NAPA VALLEY TRAVEL BEHAVIOR STUDY

DRAFT SURVEY RESULTS AND DATA ANALYSIS REPORT

HANDOUT

April 11, 2014

Prepared for:

NAPA COUNTY TRANSPORTATION AND PLANNING AGENCY

TRAVEL BEHAVIOR STUDY COMMUNITY ADVISORY COMMITTEE

Prepared by:

FEHR & PEERS

100 Pringle Avenue, Suite 600

Walnut Creek, California 94596

(925) 930-7100

Ref: WC13-3032

Disclaimer: The data, analysis, and results presented herein are usable as-is for other purposes, but have been prepared for the sole purpose of Napa County travel evaluation. NCTPA and Fehr & Peers do not make any warranty, guarantee, certification or other representation with respect to the information contained herein if applied to any other project or for any other purpose without the prior written consent of both NCTPA and Fehr & Peers, which expressly denies any and all liability for damages or losses of any kind resulting from use of the information contained herein for any purposes other than this project. We do not accept any responsibility for damages, if any, that may result from decisions made or actions taken by any third parties based on its analysis. Any use that a third party makes of our analysis and opinions will be the sole responsibility of such third party.

1. INTRODUCTION

To gather information on the travel behavior of visitors, employees, residents, and students who make work and non-work trips in Napa County.

Numerous studies have been conducted to gather information on visitors to Napa County but very little data has been collected on resident, employee, and student trips, which comprise a majority of the travel within Napa County.

The resulting data is expected to provide the basis for multiple planning efforts by NCTPA and other planning agencies within Napa County.

Fehr & Peers evaluated various innovative data collection techniques as well as enhancements to traditional methods for use in this study.

STUDY APPROACH

The Napa Valley Travel Behavior Study utilized and combined the results of the five data collection methods described in **Table 1**.

**TABLE 1
STUDY APPROACH**

Method	Advantages	Limitations
Vehicle Classification Counts	<ul style="list-style-type: none"> • Very accurate and only way to directly measure total traffic volume passing through a count location. • Provides control total to refine data collected via other methods. • Can be used to compare to travel demand model roadway volume by class. • Relatively cheap data collection method. 	<ul style="list-style-type: none"> • Does not provide the origin, destination, or purpose of the vehicle trip or any other trip making or demographic information.
Winery Regression Analysis	<ul style="list-style-type: none"> • Can use observed data at a few representative locations to predict data for the remaining locations, saving time and money. • Can be used to reveal causal relationships between independent and dependent variables. • Can be used to predict how a change in an independent variable will affect the dependent variable. 	<ul style="list-style-type: none"> • Assumes the sample is representative of the population which may not be the case, especially with wineries. • Sample size is often determined by pragmatic considerations. In this case, a wineries willingness to participate was a big determinant. • Key quantitative variables do not always behave in a way that fits neatly into a statistical model.
License Plate Matching	<ul style="list-style-type: none"> • Provides information such as the number of vehicles that travel through the region, their entry and exit points, their travel time between points, and percent makeup of total traffic. • Provides data in a format more suitable for comparison and integration with travel demand models such as the NSTDM. 	<ul style="list-style-type: none"> • Unable to provide information regarding trip purpose, frequency, starting or ending point, characteristics of travel or demographics. • Only captures trips that pass through a count location.
In-Person Winery, Vehicle Intercept, and Online Employer Surveys	<ul style="list-style-type: none"> • Provides detailed information regarding trip purpose, occupancy, frequency of travel, demographics, class of vehicle, and other travel characteristics. • Provides data in a format and at a level of disaggregation more suitable for comparison and integration with travel demand models such as the NSTDM. 	<ul style="list-style-type: none"> • Depending on the response rate, may only provide detailed trip purpose, occupancy, and class of vehicle information for a percentage of observed trips. • Only captures trips that pass through at least one survey location. • Development and implementation of survey of a sufficient size to be statistically valid can be costly. • Prone to human error during the data collection process as well as from the survey responders who may misinterpret the questions.

<p>Mobile Device Data</p>	<ul style="list-style-type: none">• Very large sample size able to provide information regarding all types of trips that occur in Napa County.• Provides origin-destination data in a format more suitable for comparison and integration with travel demand models such as the NSTDM.• Data can be queried, aggregated and disaggregated to match desired level of analysis.• Data collection method does not require set up time or human transcribing of observed field data which can potentially introduce error.	<ul style="list-style-type: none">• Unable to directly measure information regarding trip purpose, frequency, characteristics of travel or demographics. However, much of this information can be inferred or supplemented with information from other sources.• Collection and aggregation of data can be costly but provides a much larger sample size than other methods.
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2. VEHICLE CLASSIFICATION COUNTS

Provide the total traffic volume by class of vehicle and desired time period and can used as a control total to refine the travel data collected from other methods.

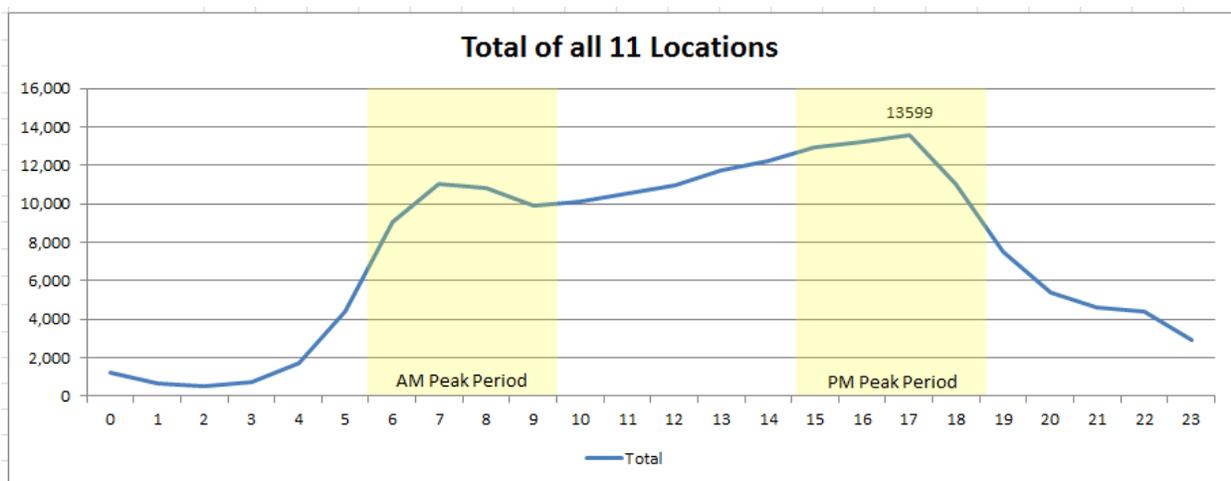
VEHICLE CLASSIFICATION COUNT DATA COLLECTION

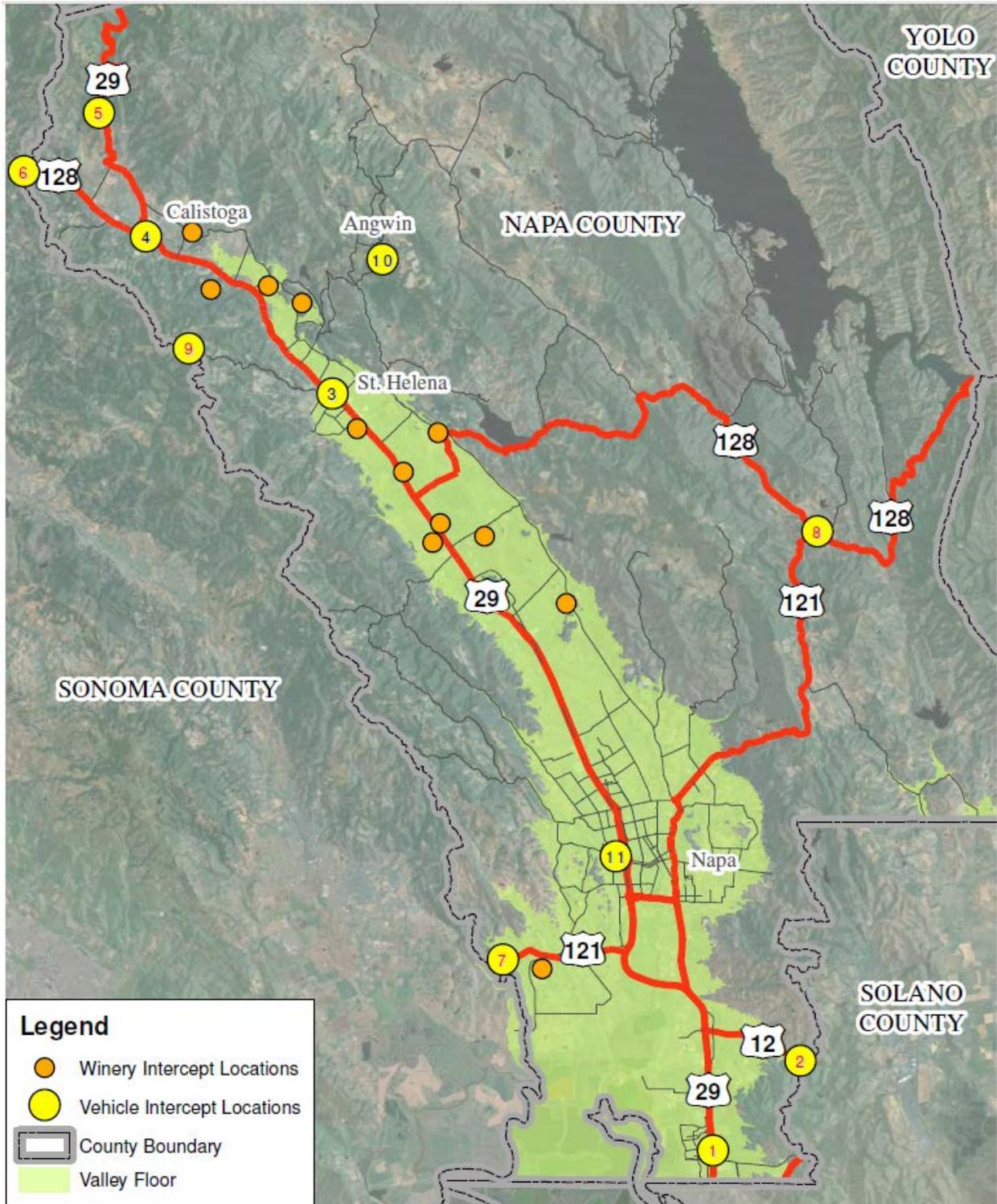
181,330 vehicles were observed passing through the

11 vehicle classification count locations on Friday, October 4, 2013

The data was collected through the use of infrared video cameras in order to provide a classification of vehicles into passenger vehicle, medium truck, heavy truck, and bus classes over the entire 24-hour period.

Utilized sophisticated computer software to tally the various classes of vehicles, reducing potential human error, man-hour cost, and data delivery time.





**TABLE 2
VEHICLE CLASSIFICATION COUNT DATA SUMMARY**

#	Survey Data Location	Total Bidirectional Traffic Volume						2011 Caltrans AADT
		Early AM	AM 4-Hour	Mid-Day	PM 4-Hour	Late Night	Daily	
1	SR 29 – North of American Canyon Rd	3,607	11,058	16,384	13,618	8,211	52,878	43,000
2	SR 12 - Napa/Solano County Line	2,076	7,420	9,748	8,219	4,171	31,634	31,500
3	SR 29 – Southeast of Adams St in St. Helena	551	3,661	5,118	4,012	2,555	15,897	17,900
4	SR 29 – Southeast of SR 128 in Calistoga	394	3,080	4,122	3,957	1,523	13,076	12,500
5	SR 29 – Napa/Lake County Line	436	1,640	2,125	2,608	1,176	7,985	7,400
6	SR 128 – Sonoma/Napa County Line	58	503	706	726	170	2,163	2,550
7	SR 121 – Sonoma/Napa County Line	1,259	7,460	9,071	9,072	3,324	30,186	25,000
8	SR 128 - East of SR 121	27	215	309	503	69	1,123	4,550
9	Spring Mountain Rd - Napa/Sonoma County Line	5	184	262	266	50	767	420
10	Howell Mountain Road - South of Cold Springs Road	144	1,141	1,682	1,496	699	5,162	2,093
11	First St - West of SR 29	722	4,449	6,050	6,322	2,916	20,459	18,366
Total of All 11 Locations		9,279	40,811	55,577	50,799	24,864	181,330	165,279
% of Total of All 11 Locations		5%	23%	31%	28%	14%	100%	--

3. WINERY REGRESSION ANALYSIS

Due to the unique and variable nature of wineries, the vehicle trip generation for the existing 434 winery parcels in Napa County was determined based on simple linear regression analysis, which relies on data collected at a sample of representative locations to predict data for the remaining locations.

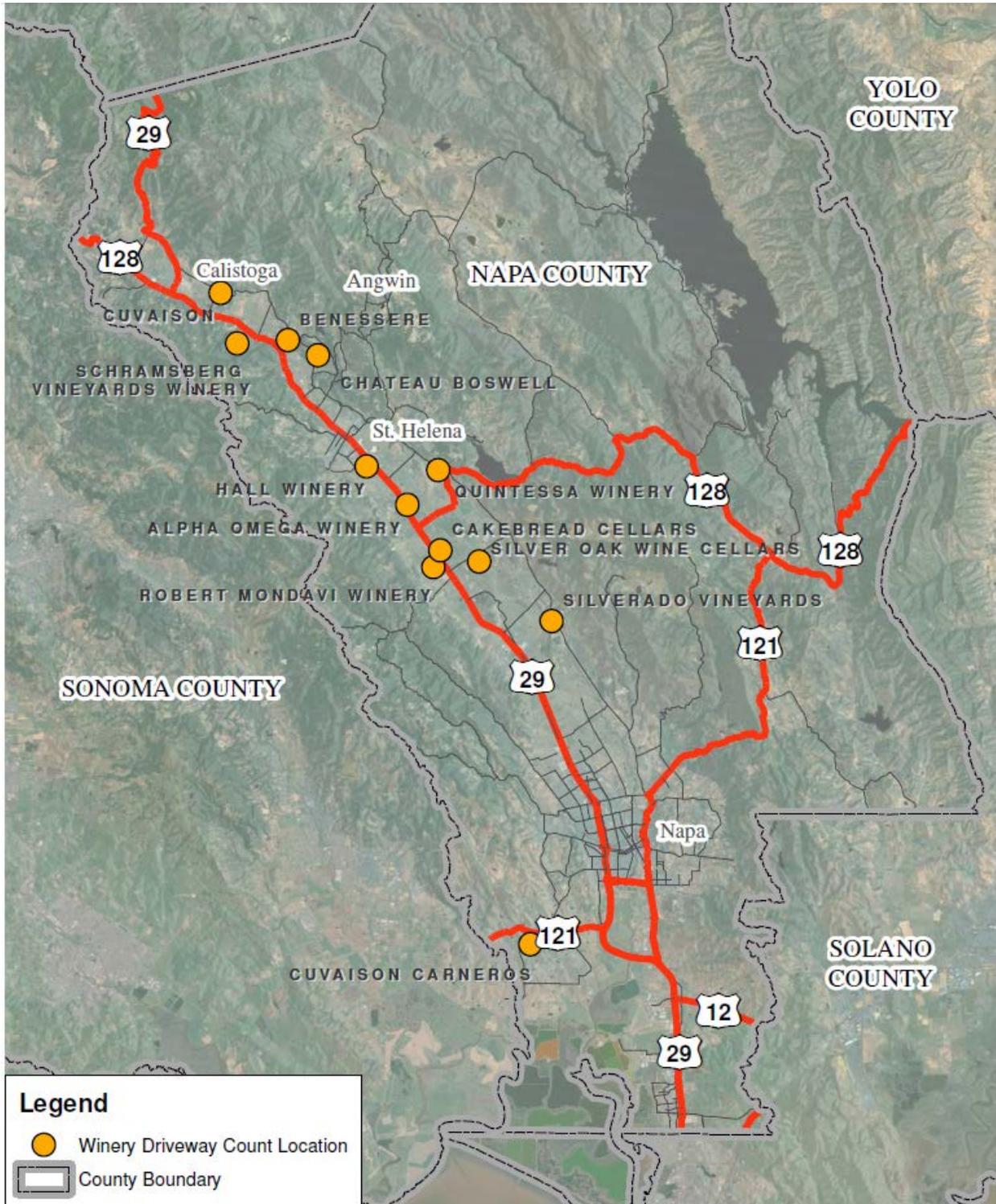
WINERY DRIVEWAY TRAFFIC COUNTS

Traffic counts were collected at 12 existing Napa County winery driveways over a 72-hour period from Thursday, October 3, 2013 to Saturday, October 5, 2013.

LINEAR REGRESSION ANALYSIS

Simple linear regression analysis was used to determine separate Thursday, Friday, and Saturday regression formulas for the dependent variable (vehicle trip generation) based on the independent variables:

- square footage - correlated with annual gallons produced
- annual gallons produced
- number of parking spots - response to demand rather than predictor
- number of employees - response to demand rather than predictor
- whether the winery is located on the valley floor - not a good predictor
- and whether the winery requires advanced appointments



Limitations of the simple linear regression analysis approach that should be taken into consideration when using the resulting data.

- Very small sample size (12 wineries) for the population (434 winery parcels) likely results in a sample that is not entirely representative of the population
- Limited key quantitative variables to choose from that likely do not behave in a way that fits neatly into a statistical model

TABLE 4 WINERY REGRESSION COEFFICIENTS			
Independent Variable	Thursday Daily	Friday Daily	Saturday Daily
Constant	0	0	0
Annual gallons produced (thousands)	1.18	1.29	1.36
Advanced Appointments (binary)	-22	-20	-13

The comparison of model to observed along with the R-squared results (a statistical measure of how close the data are to the fitted regression line).

TABLE 5 WINERY REGRESSION RESULTS			
Performance Measure	Thursday Daily	Friday Daily	Saturday Daily
Regression Model Total Vehicle Trip Generation	3,639	4,041	4,543
Observed/Counted Total Vehicle Trip Generation	4,182	4,736	5,399
Difference	-543	-695	-856
% Difference	-13%	-15%	-16%
R-Squared Results	0.75	0.74	0.74

WINERY TRIP GENERATION

The regression formulas were then used to predict the vehicle trip generation of the 422 existing winery parcels for which driveway traffic counts were not collected.

40 of the wineries in the Napa County winery database were identified as having no public or appointment tasting.

Day of the Week	Total Daily Vehicle Trip Generation
Thursday	46,003
Friday	54,613
Saturday	62,883

Regression coefficients and formulas can be used to predict how a change in an independent variable such as gallons of wine produced in a year will affect the daily vehicle trip generation of the winery in the future, as well as serve as a way to estimate the daily vehicle trip generation of a proposed winery.

4. LICENSE PLATE MATCHING

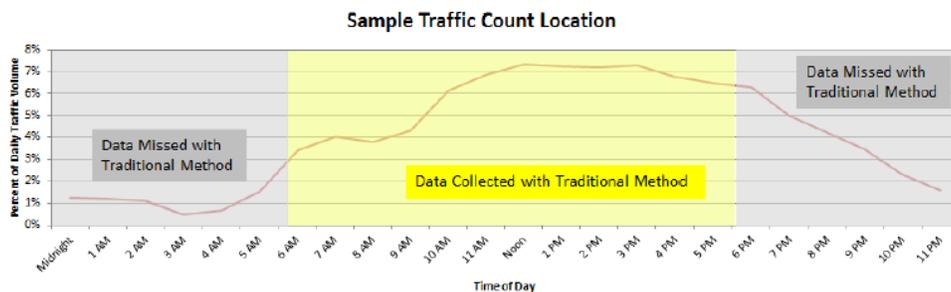
Used the same cameras that were placed at the 11 vehicle classification count locations on Friday, October 4, 2013.

Seven of the 11 locations represented the major Napa County regional external gateways where inter-regional trips can enter and exit Napa County.

The remaining four locations were located within Napa County and were selected with the intent of capturing a **sample** of trips with an origin and destination within Napa County (internal trips).

License plate numbers collected as part of this effort were matched between locations and then used to create vehicle trip tables.

Additionally, the observed travel direction, time of travel, and number of observations was used to stratify the data.



LICENSE PLATE DATA SUMMARY

Sophisticated computer software was able to properly transcribe

154,389 license plate numbers (85% of observed vehicles)

The license plates were divided into passenger and commercial motor vehicle groups based on standard California license plate nomenclature.

The information not provided by the license plate matching procedure was collected through the use of a license plate mail survey.

Data only for the seven external gateway locations is presented in **Table 8**. The four locations within Napa County were not included in this summary table since the four locations are a small sample of roadway segments within Napa County.

Trip Type	Daily	Early AM	AM Peak	Mid-Day	PM Peak	Late Night
Inbound Trips	45%	55%	51%	45%	40%	46%
Outbound Trips	45%	31%	39%	45%	52%	46%
Pass-Through Trips	9%	14%	10%	10%	8%	8%
Trip Type	Daily	Early AM	AM Peak	Mid-Day	PM Peak	Late Night
Imported Work Trips	25%	37%	31%	17%	28%	22%
Imported Other Trips	16%	7%	12%	23%	14%	16%
Exported Work Trips	16%	20%	20%	12%	17%	18%
Exported Other Trips	11%	4%	8%	14%	10%	9%
One-Way Total	23%	18%	19%	24%	23%	28%
Pass-Through	9%	14%	10%	10%	8%	8%

9% of daily trips at Napa County external gateways are pass-through trips

41% of daily trips are imported trips and 27% are exported trips

SR 29 North of American Canyon Road							
License Plate Matching - Auto Trips		Time Period					
Trip Type		Daily	Early AM	AM Peak	Mid-Day	PM Peak	Late Night
Internal	Internal Work	0%	0%	0%	0%	0%	0%
	Internal Other	0%	0%	0%	0%	0%	0%
	Internal Unknown	0%	0%	0%	0%	0%	0%
Inbound	One-Way In	14%	12%	13%	13%	13%	18%
	Imported Work In	12%	38%	30%	9%	3%	1%
	Imported Other In	13%	7%	11%	17%	11%	10%
	Exported Work In	7%	0%	0%	5%	12%	15%
Outbound	Exported Other In	4%	1%	2%	6%	4%	6%
	One-Way Out	13%	9%	11%	14%	14%	13%
	Imported Work Out	12%	0%	0%	7%	24%	19%
	Imported Other Out	10%	1%	6%	13%	10%	13%
	Exported Work Out	6%	17%	15%	5%	2%	0%
Pass-Through	Exported Other Out	5%	3%	4%	6%	4%	3%
	XX	4%	9%	5%	4%	3%	2%
	XX with Stop	1%	2%	3%	1%	0%	0%
Internal Total		0%	0%	0%	0%	0%	0%
Inbound Total		49%	58%	55%	49%	43%	49%
Outbound Total		46%	31%	36%	45%	53%	49%
Pass-Through Total		5%	11%	8%	5%	3%	2%
Total		100%	3%	22%	33%	27%	14%
Internal Total		0%	0%	0%	0%	0%	0%
Imported Work		23%	38%	30%	16%	27%	20%
Imported Other		23%	8%	17%	30%	21%	23%
Exported Work		13%	17%	15%	10%	14%	15%
Exported Other		9%	4%	5%	12%	8%	9%
One-Way Total		27%	21%	24%	27%	27%	31%
Pass-Through Total		5%	11%	8%	5%	3%	2%

PASS-THROUGH ORIGIN-DESTINATION VEHICLE TRIP TABLES

TABLE 9 DAILY TOTAL PASS-THROUGH TRIPS FOR PASSENGER VEHICLES								
Total: 10,590		Destination Survey Data Location						
		1-SB	2-EB	5-NB	6-NB	7-WB	8-EB	9-WB
Origin Survey Data Location	1-NB	--	816	217	5	1,344	5	0
	2-WB	794	--	128	5	2,751	39	10
	5-SB	147	89	--	12	31	2	0
	6-SB	2	0	5	--	0	2	0
	7-EB	1,262	2,801	27	2	--	24	10
	8-WB	5	17	0	0	17	--	2
	9-EB	10	5	0	0	2	2	--

TABLE 10 DAILY TOTAL PASS-THROUGH TRIPS FOR COMMERCIAL MOTOR VEHICLES								
Total: 1,035		Destination Survey Data Location						
		1-SB	2-EB	5-NB	6-NB	7-WB	8-EB	9-WB
Origin Survey Data Location	1-NB	--	79	18	2	130	1	0
	2-WB	73	--	18	0	260	11	0
	5-SB	14	5	--	1	2	0	0
	6-SB	0	0	0	--	0	0	0
	7-EB	112	285	2	0	--	9	3
	8-WB	2	5	0	0	3	--	0
	9-EB	0	0	0	0	0	0	--

52% of Napa County pass-through traffic travels between SR 121 at the Napa/Sonoma county line and SR 12 at the Napa/Solano county line.

5. SURVEYS

Three types of surveys were conducted as part of the Napa Valley Travel Behavior Study to supplement data previously collected through surveys such as the Visit Napa Survey and the California Household Travel Survey (CHTS).

The surveys provided detailed information on the trip making and travel characteristics of a **sample** of residents, visitors, winery patrons, students, and employees who live, work, and visit Napa County.

IN-PERSON WINERY SURVEY

On Friday, October 4, 2013 15 surveyors comprised of local volunteers, NCTPA and Fehr & Peers staff conducted an in-person survey at 13 wineries in Napa County.

- Cuvaion Carneros
- Cuvaion
- Silverado Vineyards
- Silver Oak Wine Cellars
- Robert Mondavi Winery
- Cakebread Cellars
- Alpha Omega Winery
- Hall Winery
- Benessere
- Quintessa Winery
- Schramsberg Vineyards Winery
- Foley Johnson
- Ceja Vineyards

172 surveys were completed with an estimated response rate of 50%

The most survey responses were received from winery patrons visiting Robert Mondavi (54), followed by Alpha Omega (25), and Cakebread (17).

The response rate for the survey was estimated at 50% of groups of winery patrons. The estimated response rate was drawn from anecdotal evidence obtained from speaking with the individual surveyors.

Key takeaways from the in-person winery survey are presented below.

- 92% of groups were visitors to Napa County, only 6% of groups were full-time residents
- Only 21% of patrons were from the Bay Area, 10% of patrons were from outside the United States
- 35% of patrons started their day in Napa County, 23% of patrons started their day in San Francisco County
- 64% of patrons started their day from a hotel
- A higher percentage (45%) ended their day in Napa County, the same percent (23%) ended their day in San Francisco County
- Rough the same percent (62%) of patrons ended their day in a hotel
- The average departure time for wineries was 10 AM and the average travel time was 74 minutes
- The average number of wineries groups planned to visit was 3.1. However, most groups did not know the names of the planned wineries or whether they would actually make it to all of them.
- 61% of groups visit Napa County wineries less than once a year
- Almost 70% of groups were first-time visitors to the winery they were surveyed at
- 52% of groups traveled by rental car, 36% of groups by personal auto
- Average party size was 2.8 persons
- 19% said public transit was a reasonable option but 0% utilized transit that day
- 58% said they would use transit if it was an option
- 80% of visitors were age 25 to 54
- 92% have an undergraduate college degree or higher
- Roughly 80% have an average household income over \$100,000 a year, the median Bay Area average household income is around \$75,000 a year

ONLINE EMPLOYER SURVEY

On October 25, 2013 an email with a description of the Napa Valley Travel Behavior Study and a link to an online employer survey was mailed to 100 employers with a total of approximately 20,000 employees in Napa County.

1,444 surveys were completed with a response rate of approximately 7%

Key takeaways from the online employer survey are presented below.

- 51% of respondents live in the City of Napa, 71% live in Napa County
- 56% of respondents work in the City of Napa
- 462 (32%) respondents live and work in the City of Napa
- The average home departure time was 7:50 AM
- The average travel time to work was 31 minutes (estimated by respondents)
- 34% make at least 1 intermediate stop on the way to work
- The most common stop on the way to work was school (168 or 35%), followed by coffee (126 or 26%)
- 61% of respondents use SR 29 to travel to work
- The average work departure time was 4:00 PM
- The average travel time home was 37 minutes (estimated by respondents)
- 30% make at least 1 intermediate stop on the way home
- The most common stop on the way home was shopping (150 or 35%), followed by school (22%)
- 55% of respondents use SR 29 to travel home from work (fewer than in the morning to work)
- 97% commute using their personal automobile more than half the time
- 20% carpool in one form or another
- 79% commute 5 days a week
- 88% do not primarily work from home
- 35% have flexible commute times that allow them to alter their commute time
- The average household size is 2.5 person and the average household has 2.2 vehicles
- 43% said they would use public transit if service was expanded and it became a reasonable option
- Similar age distribution to winery visitors but fewer in the 35 to 44 age bracket
- 62% have an undergraduate degree or higher (compared to 92% for winery patrons)
- Roughly 47% have an average household income over \$100,000 a year (compared to 80% for winery patrons)

VEHICLE INTERCEPT MAIL SURVEY

A mail survey was conducted using a survey instrument reflecting the CHTS questionnaire, input from NCTPA and the CAC, and addresses from the DMV.

85,531 unique license plate numbers were identified

8,500 survey postcards were mailed to randomly selected potential participants

183 surveys were completed with a response rate of approximately 2.2%

Key takeaways from the vehicle intercept mail survey are presented below.

- The highest number of surveys (28 or 15%) were from respondents who traveled through Highway 29 Southeast of Adams Street in St. Helena which comprised 9% of the total counted vehicles
- Only 9% of the surveys were from respondents who traveled through Highway 29 North of American Canyon Road which comprised 30% of the total counted vehicles
- 52% of respondents are full-time residents of Napa County, 26% are non-residents but employed in Napa County
- 60% of respondents started their trip in Napa County
- 26% of respondents who started their trips outside Napa County started their trip in Sonoma County, followed by Solano County with 24%, and Lake County with 15%
- External county of origin percentages very closely resemble mobile device data with the exception of Lake County which comprised only 1% of the cell phone data but 15% of the survey data
- 80% of trips started at home, 13% at work
- 37% of trips ended in the City of Napa, 19% in the city of St. Helena, 7% in the city of Calistoga
- 40% of trips ended at work, 11% at shopping, 10% at visiting family/friends
- 66% of external trips were imported, consistent with license plate matching data which estimated 61%, and mobile device data which estimated 65%
- 34% of trips were home-based work trips, 40% were home-based other trips, and 26% were non-home-based trips, consistent with mobile device data (36%, 33%, 31%) and national averages (25%, 50%, 25%)
- Average departure time was 10:07 AM
- Average travel time was 57 minutes (estimated by respondents)
- 21% of trips were said to be made “less than one time per month”, likely indicating visitor trips
- Average auto occupancy was 1.37 and 72% of vehicles were single occupant
- 62% said their trips could have been made with another mode of travel but since this was a vehicle intercept survey all 183 trips were made by automobile
- 53% of respondents said they would not be willing to use public transit

- 85% of respondents said they rarely or never use public transit
- Those that use transit said they predominately use it for recreational purposes which seems counterintuitive
- 67% were aware Napa County has a transit system that connects to the Ferry, BART, and Sonoma and Solano counties but only 23% had used it
- More respondents felt “safer bicycle infrastructure/conditions” would entice them to make their trip by bicycle
- 18% of respondents used van pools or car pools
- Average household size was 2.45 persons
- Average vehicles per household was 2.15
- The average age of respondents had a bias toward the older age group, likely due to older people generally having more time to complete surveys
- 65% of respondents have an undergraduate college degree or higher, compared to 92% for winery patrons
- Roughly 45% have an average household income over \$100,000 a year, compared to 80% for winery patrons

TABLE 12
VEHICLE INTERCEPT MAIL SURVEY RESPONSE STATISTICS

Statistic	Possible Responses	Number of Responses	Percent of Responses	Percent of Observed License Plates from License Plate Matching
Internal Trips		79	43%	--
Trip Direction	Inbound Trip	58	56%	45%
	Outbound Trip	46	44%	45%
	Pass-Through	0	0%	9%
Time Period	Early AM	7	4%	3%
	AM Peak Period	70	38%	24%
	Mid-Day	54	30%	31%
	PM Peak Period	41	22%	29%
	Late Night	11	6%	12%
Trip Type	Imported Trip	44	42%	41%
	Exported Trip	28	27%	27%
	One-Way In	14	13%	12%
	One-Way Out	18	17%	11%
	Pass-Through	0	0%	9%

6. MOBILE DEVICE DATA

INRIX and StreetLight Data are able to collect and analyze mobile device data while the device is in use to record the anonymous location (ensuring user privacy) and movement of mobile devices on the roadway network, both in real-time and historically, based on this mobile signaling data.

StreetLight Data obtained from INRIX movement and usage patterns over a 61-day period from September 1, 2013 to October 31, 2013 for the entire State of California.

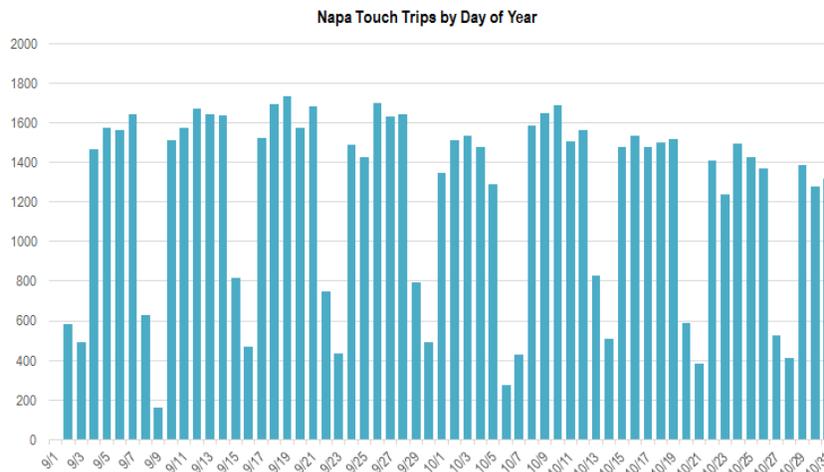
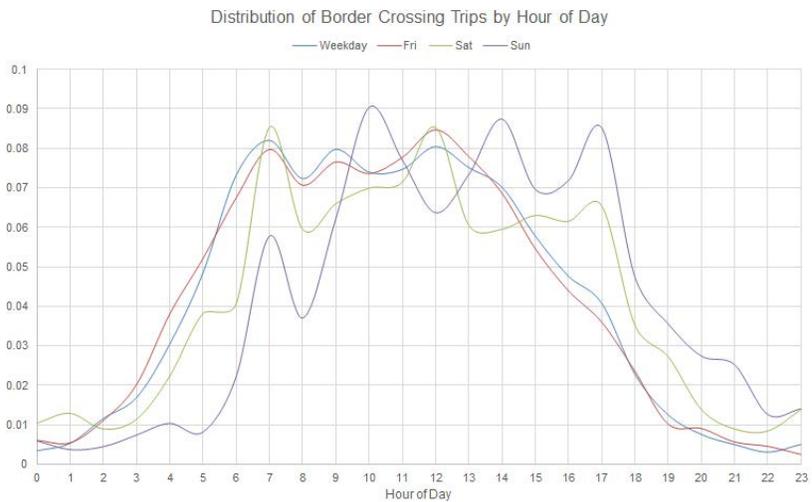
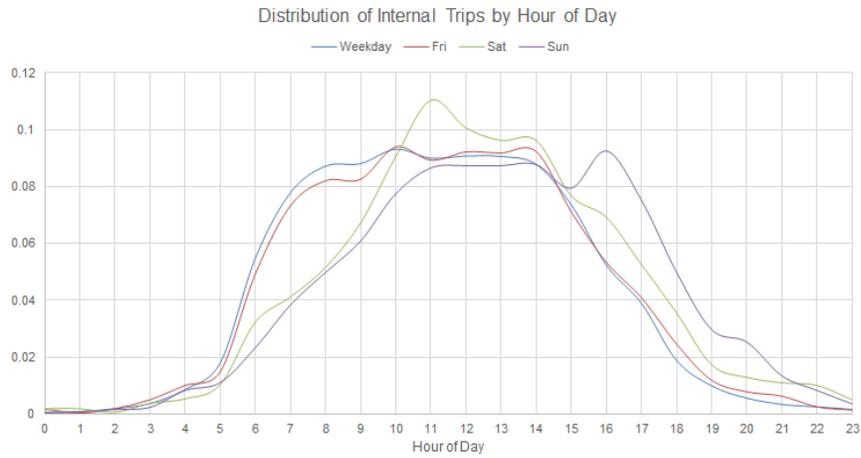
206,152 Napa County data samples

36% of which were external trips and 9% of which were pass-through trips

The remaining 55% of trips had both their origin and their destination within Napa County, indicating an internal trip. Measuring the amount of internal trips within an area as large as a county would be almost impossible using traditional methods. Even the four other data collection methods used as part of this study are unable to accurately capture this information.

- Traffic counts – do not provide the origin and destination information necessary to differentiate internal from external or pass through trips
- Winery regression analysis – only provides trip generation information for wineries
- License plate matching – license plate collection was limited to four local survey data locations to capture a small sample of local trips, would need to capture license plate data at a majority of Napa County roadways to accurately differentiate internal from external or pass through trips (used primarily to capture external trip information as external gateways are usually limited and well-defined)
- Surveys – same limitation as license plate matching, data collected for an indeterminable percentage of local trips

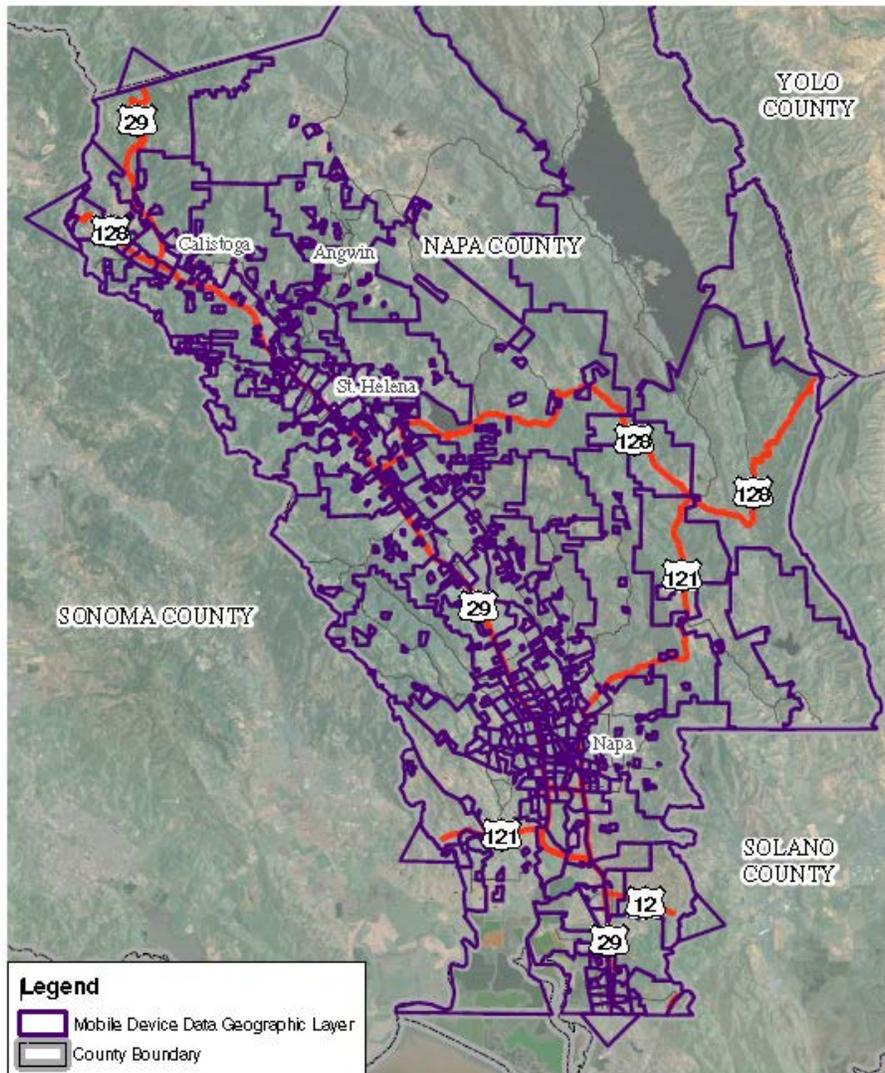
"Hour of Day" and "Day of Year" Statistics



STREETLIGHT DATA ORIGIN-DESTINATION DATA

Trips are “tagged” to a pre-determined geographic layer based on their origin and destination coordinate points.

The starting point was the NSTDM traffic analysis zone (TAZ) system to which all 434 wineries were added. Additional subdivisions were also made to ensure each middle school, high school, college, airport, and major employer were represented by their own TAZ.



The resulting origin-destination trip tables provide the number of trips for each TAZ to TAZ origin-destination pair for inter-regional (imported and exported trips only) as well as internal (both ends of the trip within Napa County) trips stratified as described below.

- Inferred trip purpose - 12 different purposes including internalized, home-based work, home-based other, non-home-based, school, airport, home to winery, external to winery, other to winery, home to external, other to external, external to work
- Time of day - same 6 from Chapter 2 including Early AM, AM Peak Period, Mid-Day, PM peak period, Late-Night, and Daily
- Vehicle type - personal automobile and commercial vehicles
- Day of week – 3 different categories including Monday-Thursday, Friday, and Saturday-Sunday
- Trip type – internal trips, internal to external trips, external to internal trips

A	B	WkDy-Daily	WkDy-EAM	WkDy-AM	WkDy-MD	WkDy-PM	WkDy-LN
1	1	194	3	46	88	49	8
1	2	7	0	2	3	2	0
1	4	20	0	5	9	5	1
1	5	7	0	2	3	2	0
1	6	7	0	2	3	2	0
1	7	27	0	6	12	7	1
1	8	7	0	2	3	2	0
1	9	47	1	11	21	12	2
1	10	7	0	2	3	2	0
1	11	7	0	2	3	2	0
1	12	111	2	26	50	28	5
1	14	14	0	3	6	3	1
1	16	14	0	3	6	3	1
1	17	7	0	2	3	2	0
1	18	27	0	6	12	7	1
1	19	20	0	5	9	5	1
1	23	7	0	2	3	2	0
1	24	20	0	5	9	5	1

Relative Rather than Absolute Trips

Due to privacy concerns, the trip values in the origin-destination trip tables described above represent “relative” rather than “absolute” trips. In other words, the tables do not provide the total number of trips that occur on a daily basis within Napa County but provide the relative relationship of trips from each TAZ to every other TAZ.

**Data from the other four data collection methods
was used to refine the origin-destination trip tables**

- Traffic counts – used to develop control totals to factor the relative trips in order to obtain absolute trips
- Winery regression analysis – used to develop factors to match calculated winery trip generation data
- License plate matching – used to help refine trip purpose and trip type
- Surveys – used to help further refine trip purpose and trip type, and to refine origin-destination pairs

The resulting trip tables represent a single meaningful dataset of all data collected as part of the Napa Valley Travel Behavior Study.

Trip Purpose	Monday to Thursday Trips	Friday Trips	Saturday to Sunday Trips	Monday to Thursday Trip Percent	Friday Trip Percent	Saturday to Sunday Trip Percent
Total	341,003	355,182	166,429	100%	100%	100%
Internalized	26,524	25,539	9,283	8%	7%	6%
HBW	60,393	62,932	10,618	18%	18%	6%
HBO	57,866	58,096	16,030	17%	16%	10%
NHB	49,803	53,261	6,399	15%	15%	4%
Winery	43,314	49,319	56,510	13%	14%	34%
Imported Trip	66,194	67,963	34,995	19%	19%	21%
Exported Trip	36,909	38,072	32,593	11%	11%	20%
Total Winery Trips (including work trips)	47,740	54,491	62,688	14%	15%	38%
Winery Trips from Winery Regression Analysis	45,503	54,059	62,289	--	--	--
Difference	2,236	432	399	--	--	--
External Trips (including pass-through)	124,490	128,431	88,046	37%	36%	53%
External Trips from Vehicle Classification Counts	--	126,736	--	--	--	--
Difference	--	1,695	--	--	--	--

Trip Purpose	Monday to Thursday Trips	Friday Trips	Saturday to Sunday Trips	Monday to Thursday Trip Percent	Friday Trip Percent	Saturday to Sunday Trip Percent
Total	16,922	17,649	5,206	100%	100%	100%
External Trips (including pass-through)	6,854	7,085	2,116	41%	40%	41%
External Trips from Vehicle Classification Counts	--	6,866	--	--	--	--
Difference	--	728	--	--	--	--

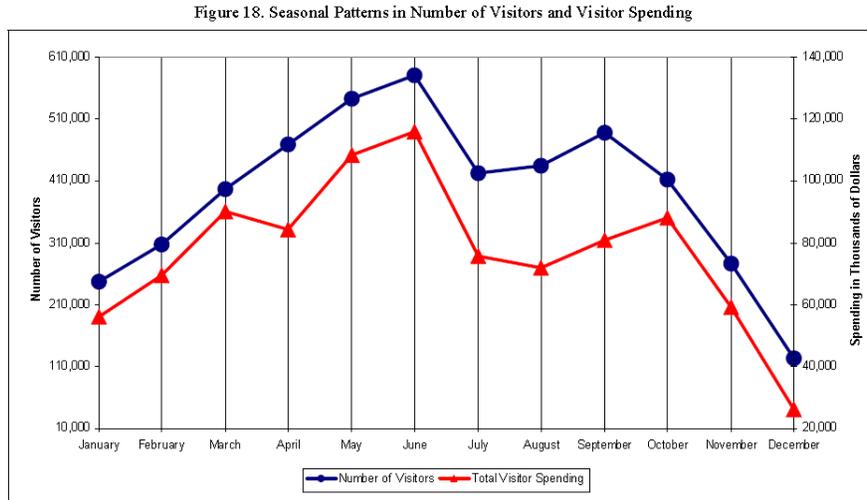
**Provides a substantial amount of observed travel data
for base year calibration and validation purposes**

Vehicle Type	Mobile Device Data	2010 CCTA Model
Personal Automobile	341,003	353,521
Commercial Vehicles	16,922	8,731
Total	357,925	362,252

Vehicle Type	Mobile Device Data			Friday License Plate Matching Data
	Monday to Thursday	Friday	Saturday to Sunday	
Personal Automobile	11,203	11,559	7,924	10,590
Commercial Vehicles	617	638	190	1,035
Total	11,820	12,197	8,114	11,625

SEASONAL VARIATION

2.9 million visitors and 4.5 million visitor days in Napa County each year, with monthly visitors ranging from a low of approximately 29,000 in December to a high of 590,000 in June.



This seasonal variation can be observed and quantified by obtaining mobile device data for various months of the year.

Trip Purpose	March 2013 Trip Data			Comparison to Friday Trip Data from September/October 2013		
	Monday to Thursday Trips	Friday Trips	Saturday to Sunday Trips	Monday to Thursday Change	Friday Change	Saturday to Sunday Change
Total	317,181	329,164	153,414	-11%	-7%	-57%
Internalized	25,728	24,773	9,005	1%	-3%	-65%
HBW	58,581	61,044	10,300	-7%	-3%	-84%
HBO	56,130	56,353	15,549	-3%	-3%	-73%
NHB	48,309	51,663	6,207	-9%	-3%	-88%
Winery	29,454	33,537	47,469	-40%	-32%	-4%
Imported Trip	63,546	65,244	33,595	-6%	-4%	-51%
Exported Trip	35,433	36,549	31,290	-7%	-4%	-18%

TABLE 18
JUNE 2013 SEASONAL VARIATION

Trip Purpose	June 2013 Trip Data			Comparison to Friday Trip Data from September/October 2013		
	Monday to Thursday Trips	Friday Trips	Saturday to Sunday Trips	Monday to Thursday Change	Friday Change	Saturday to Sunday Change
Total	313,932	326,615	159,785	-12%	-8%	-55%
Internalized	23,076	22,219	8,076	-10%	-13%	-68%
HBW	52,542	54,751	9,238	-17%	-13%	-85%
HBO	50,343	50,544	13,946	-13%	-13%	-76%
NHB	43,329	46,337	5,567	-19%	-13%	-90%
Winery	36,384	41,428	51,989	-26%	-16%	5%
Imported Trip	69,504	71,361	36,745	2%	5%	-46%
Exported Trip	38,755	39,976	34,223	2%	5%	-10%

MAPPING OF THE FINAL MOBILE DEVICE ORIGIN-DESTINATION TRIP TABLES

Trip making characteristics for over 860,000 trips

108 stratified origin-destination trip tables, 440,000 cells of trips each

Due to the overwhelming amount of data, it was imperative to develop an innovative and meaningful way to display the results.

7. CONCLUSIONS

The vehicle classification count data collected as part of the Napa Valley Travel Behavior Study provided the total number of vehicles (by class and time period) passing through each of the Napa County regional external gateways and on four roadways within Napa County, providing a control total for other data collection methods but very little information about the travel characteristics or demographic information of the observed trips. Winery regression analysis was also performed to predict the total winery trip generation within Napa County, providing an additional control total for other data collection methods.

When coupled with license plate matching data, limited trip type information was inferred based on the number of observations, direction of travel, and time of day. For instance, the number of through trips was identified when license plates were observed at two different regional external gateways. Likewise, a rough estimate of exported trips was obtained when license plate numbers were observed leaving the region in the morning and returning through the same regional gateway in the late afternoon or evening. However, only limited information on inter-regional travel was obtained, while no information was obtained about trips that had their origin and destination within Napa County or about the demographic characteristics of the driver and their household.

In order to gather more detailed travel characteristics for all types of trips that occur within Napa County, three types of surveys were conducted. An in-person survey was conducted at 12 wineries in Napa County, an online survey was provided to major employers in Napa County, and a vehicle intercept mail survey was conducted. The surveys provided detailed information on the trip making and travel characteristics of a sample of residents, visitors, winery patrons, students, and employees who live, work, and visit Napa County. However, as discussed in Chapter 5, the surveys provided a limited amount of sample data at a very high cost with a high potential for error.

When combined, the four data collection methods provided valuable, but limited, information regarding the imported, exported, and through regional trip types, but provided limited information regarding the four types of internal resident trips. To supplement and compliment this data, mobile device data was obtained from INRIX and StreetLight Data, which provided information about all 16 regional trip types that typically occur. While this data had advantages over the other four data collection methods, such as having a very large sample size at a relatively low cost per sample and being less reliant on observed field data and user responses which can potentially introduce error, the method required a lot of inference and lacked the ability to obtain demographic characteristics.

Therefore, data from all five data collection methods was used, with the data for each individual method being compiled into separate datasets for comparison with and integration into NSTDM. The resulting data was provided in a format nearly identical to trip tables from the NSTDM, and offered a substantial amount of real-life origin and destination-level travel data to supplement the CHTS for base year calibration and validation purposes.



May 1, 2014
TAC Agenda Item 8.2
Continued From: NEW
**Action Requested: INFORMATION/
DISCUSSION**

NAPA COUNTY TRANSPORTATION AND PLANNING AGENCY TAC Agenda Letter

TO: Technical Advisory Committee (TAC)
REPORT BY: Diana Meehan, Assistant Program Planner/Administrator
(707) 259-8327 / Email: dmeehan@nctpa.net
SUBJECT: Countywide Pedestrian Master Plan Scope of Work

RECOMMENDATION

That the TAC review the Countywide Pedestrian Master Plan scope of work, comment and revise as needed.

EXECUTIVE SUMMARY

To identify and prioritize pedestrian projects, programs and planning efforts of countywide significance, NCTPA will coordinate the effort to create a Countywide Pedestrian Master Plan. The plan will provide the background, direction and tools needed to encourage pedestrian/walking trips in Napa County and improve pedestrian safety for all users.

FISCAL IMPACT

None.

BACKGROUND AND DISCUSSION

To maintain consistency throughout the County and to better assist jurisdictions with improvements to their pedestrian systems and to take advantage of new funding sources NCTPA has identified the need to create a Countywide Pedestrian Master Plan. The plan will be an important component for the coordination of planning and programming pedestrian projects throughout all Napa County jurisdictions. The plan will be similar to the countywide bicycle plan which was completed in 2011, but with specific focus on pedestrians. Once complete, both the Countywide Bicycle Plan and Pedestrian Master Plan could be combined to form a complete active transportation plan for Napa County.

With funding programs such as the Active Transportation Program (ATP) looking at communities with a particular level of plan consistency for their projects and programs, having a Pedestrian Master Plan should improve the efforts towards funding projects throughout the County.

SUPPORTING DOCUMENTS

Attachments: (1) Countywide Pedestrian Master Plan Scope of Work

**SCOPE OF WORK
NAPA COUNTYWIDE PEDESTRIAN PLAN
INCLUDING PLANS FOR THE
CITIES OF NAPA, AMERICAN CANYON, ST. HELENA, CALISTOGA AND THE
TOWN OF YOUNTVILLE**

Task 1: Evaluate Existing Conditions

- a. Review existing plans in Napa County, Cities and Town; analyze adequacy of existing plans especially relative to regional plans and state/federal funding opportunities including requirements of the Active Transportation Program, ADA guidelines and the Complete Streets Act of 2008.
- b. In particular review all current General Plans, Circulation elements and existing pedestrian plans.
- c. Inventory existing facilities and programs
 - 1) Status of existing pedestrian facilities, paths, and trails
 - i. Location
 - ii. Condition
 - iii. Create GIS
 - 2) Inventory pedestrian programs including school programs, local clubs, government programs and school-based programs (especially "Safe Routes to School")
- d. Review and analyze pedestrian accident statistics

Deliverables:

1. Provide existing conditions report, including inventory and description of pedestrian infrastructure and current conditions.
2. Provide GIS layer of all current and currently planned facilities keyed to Napa County and Cities' base maps, including attributes describing, status of un-built segments (in existing plans, funded, under construction) condition and associated image files, integrated with MTC GIS system if available.
3. Procedure manual for NCTPA update of GIS system

Task 2: Project future demand for pedestrian facilities and programs including

- a. resident, employee and tourist use

Deliverables:

1. Provide a report outlining expected future demand for pedestrian facilities

Task 3: Standards

- a. Identify best practices and standards for all pedestrian facilities using ADA Guidelines and Complete Streets Criteria
- b. Describe urban/rural variation

Task 4: Meetings, Workshops, Presentations

- a. Meet three times with 8-member Project Steering Committee (NCTPA, Napa County, City of St. Helena, City of Napa, City of American Canyon, City of Calistoga, Town of Yountville, Active Transportation Advisory Committee)
- b. Meet twice with ATAC, and other city committees/Commission, including participation by Stakeholders (Napa County Bicycle Coalition, Napa Valley Vine Trail Coalition)
- c. Public – 3 public meetings: kick off to gather input and concern and a second meeting to present draft plan for further comment

Deliverables: 1. Agendas, attendance lists, and summary minutes of meetings

Task 5: Pedestrian Master Plan incorporating plans for County, and all Cities

- a. Evaluate usefulness of creating three principal planning zones for Napa County pedestrian activities and, if deemed useful, use such a frame of reference for subsequent sub tasks
 - 1) North County (Calistoga, St. Helena, Yountville and surrounding unincorporated areas plus rural northern and eastern Napa County)
 - 2) City of Napa
 - 3) South County (Unincorporated County between City of Napa and City of American Canyon, Southeastern Napa County and the City of American Canyon.
- b. Identify all significant pedestrian destinations and origins, identify proposed corridors of connection and evaluate current status and future opportunities/challenges to development of workable corridors (information from city/county staff)
- c. Provide rough cost estimates for construction of proposed system segments
- d. Describe relationships with relevant regional plans, such as the Bay Trail and Bay Area Ridge Trail including links to Solano and Sonoma Counties – what are *their* recommendations for linking?
- e. Create new set of GIS-based maps
- f. Describe necessary program to upgrade and maintain the system
- g. Working separately and distinctly with each jurisdiction to identify a complete inventory of ADA upgrades required to meet current statutory requirements and identify known schedules where jurisdictions may have to make various upgrades because of planned street and road improvements. For smaller jurisdictions, this may involve some site visitations and manual inventory methods.
- h. Propose objectives and key policies in support of the system to be adopted by Cities/County
- i. Meet with ATAC and TAC to review proposed Master Plan
- j. Design a promotional/educational plan to increase pedestrian mode share to of all short trips countywide
- k. Describe system wide safety plan

Deliverables: 1. Pedestrian Master Plan for Napa County should include:

- connections indicated between all Napa communities
 - major countywide north-south spine multi-use trail connecting the five Cities/Town from Calistoga to the City of American Canyon.
 - new comprehensive plans in all Napa County jurisdictions.
 - reference to existing plans in other Napa County jurisdictions.
2. GIS layers of system components
 3. New user-friendly pedestrian map including all currently built or in-active-development system segments in two scales: a) countywide and b) detailed segments for 5 Cities/Town
 4. List of potential City/County objectives and policies that will support the implementation of the plan.

Task 6: Planning Process, Prioritization and Financial Plan

- a. Outline of available fund sources to finance construction of proposed system segments and of system maintenance
- b. Scoring process for prioritization of projects
- c. Optimize the plan to take advantage of available funding sources
- d. Create a template with guidelines for updating city pedestrian plans to remain consistent with the countywide plan

- Deliverables:*
1. Provide a report describing funding sources available for construction of proposed segments of the system and for maintenance of the system as a whole.
 2. Provide a countywide list of projects
 3. Provide an outline of project approval process

Task 7: Create necessary documents for formal approvals and assist in adoption by Councils

- a. CEQA analysis
- b. Napa, American Canyon, Calistoga, Town of Yountville and St. Helena City Councils and Napa County Board of Supervisors
- c. NCTPA Board of Directors
- d. MTC – amendment
- e. Caltrans: approval of plan by as an official “Countywide Pedestrian Master Plan” (CPMP) for purposes of Active Transportation Program funding

- Deliverables:*
1. Draft staff reports, council resolutions as necessary
 2. Present plan to:
 - a. NCTPA Board
 - b. Napa City Council
 - c. American Canyon City Council
 - d. St. Helena City Council
 - e. Calistoga City Council
 - f. Town of Yountville Council
 2. CEQA analysis
 3. Draft application to Caltrans for approval of the plan as a “CPMP”



May 1, 2014
TAC Agenda Item 8.3
Continued From: NEW

Action Requested: INFORMATION/REVIEW

NAPA COUNTY TRANSPORTATION AND PLANNING AGENCY TAC Agenda Letter

TO: Technical Advisory Committee (TAC)
FROM: Kate Miller, Executive Director
REPORT BY: Danielle Schmitz, Senior Planner
(707) 259-5968 / Email: dschmitz@nctpa.net
SUBJECT: Napa Countywide Transportation Plan (CWP) Performance Measures

RECOMMENDATION

That the TAC review the Napa Countywide Transportation Plan (CWP) Draft Performance Measures and provide comment.

EXECUTIVE SUMMARY

As part of NCTPA's responsibilities under the interagency agreement with the Metropolitan Transportation Commission (MTC), the agency is tasked with developing long-range countywide transportation priorities to support regional planning and programming efforts. This work assists regional agencies with development of the Regional Transportation Plan and the Sustainable Communities Strategy (RTP/SCS) which is updated every four years. NCTPA last updated the countywide transportation plan in 2009.

NCTPA staff and its consulting team developed a new set of goals and objectives based upon the NCTPA Board feedback at its January 15, 2014 CWTP kickoff retreat. The new goals and objectives were approved at the March 19, 2014 Board Meeting. As part of an effort to make a meaningful plan the Board asked staff to create performance measures to go along with the goals and objectives and provide an annual progress report to the Board. Staff has created a draft set of performance measures that will be used to gauge the plan's effectiveness as well as a means to screen projects and programs within the plan.

FISCAL IMPACT

Is there a Fiscal Impact? None.

BACKGROUND AND DISCUSSION

At the January 15, 2014 Board retreat, the Board asked staff to create performance measures to supplement the Plan's Goals and Objectives. A draft list of measures is attached to this report for TAC's consideration. There are three categories identified:

- 1) Project Screening Criteria
- 2) Policy and Planning Considerations
- 3) Combination Project and Planning Criteria

TAC will use the performance measures focused on project screening criteria to self-evaluate their transportation projects and programs. Currently jurisdictions are working on compiling their project inventory list to include in the Countywide Plan. Once projects are submitted, jurisdictions can go through a self-evaluating processing using the performance measures to select their project priorities. Staff is suggesting the scoring process be a simple 1 point for every objective met – there are 27 objectives in all. NCTPA will also use the performance measures to evaluate transportation policies and programs that the agency administers as well as transit projects and programs.

SUPPORTING DOCUMENTS

Attachments: (1) CWP Draft Performance Measures
(2) CWP Goals and Objectives

Goals and Objectives for 2015 CWTP

Preamble:

The goals and objects for the 2015 Napa Countywide Transportation Plan are based on the following key facts.

- Napa County has a number of constraints that prevent and/or limit expanding the highway and road system as a means to eliminate congestion.
- Peak travel in Napa County is often associated with visitors and commuters traveling through Napa to/from adjacent counties, rather than employees or residents,
- The County's senior population is expected to double over the next 30 years.
- In 2010, approximately 1% of Napa County commuters biked to work, and approximately 4% walked to work, while 76% drove alone.¹
- Housing costs in Napa make it a challenge to provide sufficient housing stock for its growing work force.
- The issues and challenges are many and the solutions must be balanced; therefore the established goals are considered of equal importance.

Goal 1: Serve the transportation needs of the entire community regardless of age, income or physical ability.

Objectives:

1. Provide safe access to jobs, schools, recreation and other daily needs for Napa's residents and visitors.
2. Endeavor to serve the special transportation needs of seniors, children and the disabled.
3. Coordinate transportation services for disabled persons, seniors, children and other groups so each serves as many people as possible.
4. Provide affordable transportation solutions to ensure access to jobs, education, goods, and services for all members of the community.

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

Objectives:

1. Design roadways and other transportation facilities to enhance coexistence of users of all modes.
2. Educate all roadway users so they may safely coexist.
3. Work with Napa jurisdictions to adopt complete streets policies to meet the Metropolitan Transportation Commission's funding eligibility requirements.²
4. Ensure Measure T roadway funds are maximized to improve infrastructure, as allowed under the Ordinance, to benefit all transportation modes.
5. Prioritize projects that expand travel options for cyclists and pedestrians as well as those projects that improve operation and safety for vehicles, pedestrians, and cyclists

¹ U.S. Census Bureau, 2010-2012 American Community Survey.

² MTC requires that jurisdictions adopt a complete streets policy and update their general plans to be consistent with the Complete Streets Act of 2008 in order to receive funding after FY 2015-16 OBAG programming cycle.

Goal 3: Use taxpayer dollars efficiently.

Objectives:

1. Continue to prioritize local streets and road maintenance, consistent with Measure T.
2. Invest in fast and reliable bus service and infrastructure, so public transit is an attractive alternative to driving alone.
3. Identify alternative solutions that minimize costs and maximize system performance.
4. Provide real-time traffic and transportation information via MTC's 511 or similar system by 2017.
5. Explore new transportation funding sources, including fees associated with new development.
6. Develop partnerships with Caltrans, California Transportation Commission (CTC), Metropolitan Transportation Commission (MTC) and Napa's state legislators to support expanded transportation funding for local mobility needs and to accommodate demand from regional traffic that travels through Napa County

Goal 4: Support Napa County's economic vitality.

Objectives:

1. Identify and improve key goods movement routes.
2. Work with employers to improve access to employment centers, as well as dispersed agricultural employment sites.
3. Improve transportation services aimed at visitors, including alternatives to driving.
4. Use transportation demand management techniques to shift travel from peak to non-peak times.

Goal 5: Minimize the energy and other resources required to move people and goods.

Objectives:

1. Prioritize projects that reduce greenhouse gases.
2. Increase mode share for transit, walking, and bicycling to 10% by 2035.³
3. Reduce the growth of automobile vehicle miles traveled (VMT) by shifting trips to other modes.
4. Encourage the provision of alternative fuel infrastructure.
5. Invest in improvements to the transportation network that serve land use, consistent with SB 375.⁴
6. Identify revenues that support investments in Priority Development Areas (PDAs).

Goal 6: Prioritize the maintenance and rehabilitation of the existing system

Objectives:

1. Deliver Measure T projects effectively.
2. Focus funding on maintenance priorities.

³ Based on Plan Bay Area target. <http://onebayarea.org/plan-bay-area/targets.html>, accessed on 2/10/14. Compared to 2008 mode share.

⁴ SB 375 requires California's 18 metro areas to integrate transportation, land-use and housing as part of an SCS to reduce greenhouse gas emissions from cars and light-duty trucks. Source: <http://onebayarea.org/about/faq.html>, accessed on 2/21/14.



May 1, 2014
TAC Agenda Item 8.4b
Continued From: NEW
**Action Requested: INFORMATION/
DISCUSSION**

NAPA COUNTY TRANSPORTATION AND PLANNING AGENCY TAC Agenda Letter

TO: Technical Advisory Committee (TAC)
REPORT BY: Kate Miller/Executive Director
(707) 259-8634/Email: kmiller@nctpa.net
SUBJECT: State Bill Matrix

RECOMMENDATION

That the TAC review the State Bill Matrix and recommend positions to the NCTPA Board.

EXECUTIVE SUMMARY

Each state legislative session, NCTPA staff identifies bills of interest and recommends to the Board positions. A number of new bills were recently introduced included on Attachment 1. Staff is requesting that TAC review the list of bills and provide comment on the proposed positions. The Bill Matrix also includes legislation that the NCTPA Board has already acted on.

FISCAL IMPACT

None

BACKGROUND AND DISCUSSION

The Bill Matrix includes a number of bills that would impose requirements on how AB 32 Cap and Trade revenues would be distributed. In general, NCTPA staff is supportive of a number of the bills but has concerns about how the bills might undermine efforts to apportion revenues to the regions for distribution or superimpose requirements on regional and statewide programs. Consequently staff is recommending that the Board take “watch” positions on these bills. The bills include: AB 1447 (Waldron), AB 1639 (Grove), AB 1970 (Gordon), and SB 1204 (Lara).

SB 1156 (Steinberg) would substitute a carbon tax to replace revenues generated by cap and trade when fuel corporations enter into the AB 32 cap and trade market in 2015. The bill was introduced because of concerns that once fuel corporations become subject to cap and trade fuel prices will spike. The bill could also alter existing law and divert critical revenues anticipated for transportation improvements. Consequently, staff is recommending that the Board take a “watch” position.

AB 2119 (Stone) would allow a county board of supervisors to impose a 0.125 transaction and use tax for general or specific purposes subject to a 2/3rds vote of the board of supervisors and voters. Staff is recommending that the board “support” this bill.

AB 2174 (Bradford) would allow jurisdictions the discretion to permit certain motorized bicycles on Class 1 facilities. Staff is recommending a “support” position.

AB 2651 (Linder) reverses elements of the gas tax swap. The gas tax swap, among other things, diverted truck weight fees to the general fund for debt payment on transportation related bonds and in exchange, increased the gas tax to make up the difference in the State Highway Account (SHA). AB 2651 would prohibit truck weight fees from going into the general fund and would distribute the revenues 44% State Transportation Improvement Program (STIP), 44% Local Streets & Roads (50% Counties/50% Cities) and 12% to the State Highway Operations and Protection Program (SHOPP). Staff is recommending a support position on this bill.

AB 2652 (Linder) specifies that \$2.5 billion be identified to reimburse transportation accounts for receipts borrowed in previous years. Staff is recommending a “watch” position on this bill because the bill specifies that repayment would be made after other expenditures have been met and establishes a formula that could supersede established guidelines for various transportation programs.

Some bills were added to the Bill Matrix that would not necessarily pertain to Napa but are interesting concepts to consider to raise revenues for transportation. These include SB 1077 (DeSaulnier), which would implement a pilot program to assess vehicle miles traveled. Staff is recommending a support in concept position pending the specifics of such a program, and SB 1183 (DeSaulnier) which would allow jurisdictions and parks districts to impose a special tax on bicycles to raise revenues for bicycle facilities. Staff is recommending a watch on this bill.

There are two pieces of legislation that would result in additional revenues from fuel sales. SB 983 (Hernandez) would identify the place where fuel is delivered as the point of sale, This would result in increases local sales tax. Staff is recommending a “support” position on this bill. AB 1907 would impose an excise tax on natural gas. Staff is supportive new revenues for transportation but it’s unclear whether public transportation would be subject to the tax, therefore, staff is recommending a “watch” position on this bill.

At its last meeting, the TAC was briefed on SB 990 (Vidak) that would divert Regional Transportation Improvement Program (RTIP) funds to “disadvantaged small communities”. The “disadvantaged small community” identified in Napa would be Moskowitz Corner. Moskowitz Corner is a mobile home park consisting of 211 retirees with a median worker income of zero according to census data. The bill had initially included Transportation Development Act funds but this element was eliminated by amendment. Staff is recommending that Board oppose the bill.

SB 1368 (Wolk) would amend state law to relinquish state owned park and ride lots to joint powers authorities. Currently the law restricts eligible agencies to county transportation commissions or regional transportation planning agencies. Staff is recommending a support position.

SUPPORTING DOCUMENTS

Attachments: (1) State Bill Matrix



April 15, 2014

Bills	Subject	Status	NCTPA RECOMMENDED POSITION
AB 1447 (Waldron R) California Global Warming Solutions Act of 2006: Greenhouse Gas Reduction Fund: traffic synchronization.	This bill would add to the list of eligible uses for cap & trade auction revenue the funding of traffic signal synchronization projects.	ASSEMBLY TRANS	Recommended Position: WATCH
AB 1639 (Grove R) California Global Warming Solutions Act of 2006: greenhouse gas emissions limit.	Would state the intent of the Legislature that moneys derived from emissions reductions measures be expended to achieve the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions in furtherance of achieving the statewide greenhouse gas emissions limit. The bill, as part of the 3-year investment plan, would require moneys appropriated from the Greenhouse Gas Reduction Fund be used to achieve the statewide greenhouse gas emissions limit. This bill contains other existing laws.	ASSEMBLY NA T. RES.	Recommended Position: WATCH
AB 1907 (Ridley-Thomas D) Use fuel tax: natural gas: gallon equivalent.	This bill would impose an excise tax on the sale of natural gas sold at retail for public use as a transportation fuel. It does not appear that this excise tax would apply to purchases made by public transit operators.	ASSEMBLY B.,P . & C.P – 4/22/14	Recommended Position: WATCH
AB 1970 (Gordon D) California Global Warming Solutions Act of 2006: Community Investment and Innovation Program.	AB 1970 was approved by the Assembly Committee on Natural Resources. It now goes to the Local Government Committee. AB 1970 directs the Strategic Growth Council to create the Community Investment and Innovation Program. This program would provide grants to local governments for the purpose of developing and	ASSEMBLY LOC GOV – 4/23/14	Recommended Position: WATCH

	implementing greenhouse gas emission reduction projects in their region.		
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Bills	Subject	Status	NCTPA RECOMMENDED POSITION
AB 2119 (Stone D) Local taxes: transactions and use taxes.	AB 2119 authorizes a county board of supervisors to levy, increase, or extend a transaction and use tax at a rate of 0.125 percent, for general or specific purposes, within the unincorporated area of the county, providing that the tax is approved by a two-thirds vote of all members of the board of supervisors and is subsequently approved by a two-thirds vote of the qualified voters of the entire county or the unincorporated area of the county, as applicable, voting in an election on the issue.	ASSEMBLY L. GOV.	Recommended Position: SUPPORT
AB 2173 (Bradford D) Vehicles: electric bicycles.	Would redefine this type of "motorized bicycle" by, among other things, renaming it a "low-speed electric bicycle," stating that it can have either 2 or 3 wheels, lowering the maximum power output to 750 watts, and requiring that it weigh no more than 80 pounds. The bill would exempt a low-speed electric bicycle from the provision prohibiting the operation of a motorized bicycle on a bicycle path or trail, bikeway, bicycle lane established as provided, equestrian trail, or hiking or recreational trail. The bill would also make conforming changes.	ASSEMBLY TRA NS.	Recommended Position: SUPPORT
AB 2651 (Linder R) Vehicle weight fees: transportation bond debt service.	Current law provides for the transfer of certain weight fee revenues to the Transportation Bond Direct Payment Account for direct payment of debt service on designated bonds, which are defined to be certain transportation general obligation bonds issued pursuant to Proposition 1B of 2006. This bill, notwithstanding these provisions or any other law, effective January 1, 2016, would prohibit weight fee revenue from being transferred from the State Highway Account to the Transportation Debt Service Fund or to the Transportation Bond Direct Payment Account, and from being used to pay the debt service on transportation general obligation bonds.	ASSEMBLY PRI NT	Recommended Position: SUPPORT

Bills	Subject	Status	NCTPA RECOMMENDED POSITION
<p>AB 2652 (Linder R) Increased revenues: appropriation.</p>	<p>This bill would require up to \$2.5 billion in unanticipated revenue to be used to repay all remaining debts owed to transportation accounts. Unanticipated revenue would be what remains of any surplus after schools and other mandated programs receive their allotment. AB 2652 specifies that 50% of the unanticipated revenue, not to exceed \$2.5 billion, would be appropriated to cities and counties for local street and road projects. The allocation to cities and counties would be based on the existing "HUTA" formula. The remaining 50% would be deposited into the Budget Stabilization Account.</p>	<p>ASSEMBLY BUDGET</p>	<p>Recommended Position: WATCH</p>
<p>SB 983 (Hernandez D) Local sales taxes: card lock fuel: place of sale.</p>	<p>The Bradley-Burns Uniform Local Sales and Use Tax Law authorizes counties and cities to impose local sales and use taxes in conformity with the Sales and Use Tax Law. That law provides that for the purpose of a local sales tax adopted pursuant to that law, all retail sales are consummated at the place of business of the retailer unless otherwise specified. This bill would instead provide that, in the case of a sale of fuel for card lock systems, the place at which the retail sale of card lock fuel is consummated is the point of delivery of fuel to the vehicle. (Introduced: 2/11/2014)</p>	<p>SENATE G. & F.</p>	<p>Recommended Position: SUPPORT</p>
<p>SB 990 (Vidak R) Transportation funds: disadvantaged small communities</p>	<p>SB 990 would require 5% of regional transportation funds that are programmed through the STIP to be used for project benefitting disadvantaged small communities. The bill would also require 5% of the Local Transportation Funds be dedicated to projects that benefit disadvantaged small communities, but these funds shall not supplant LTF funds that would have normally been allocated to benefit a disadvantaged community prior to this bill. SB 990 defines a "small disadvantage community" to be a city or census area that has a population of less than 25,000 people and has a household medium income less than 80% of the statewide average.</p>	<p>SENATE T. & H. – 5/6/14</p>	<p>Recommended Position: OPPOSE</p>

Bills	Subject	Status	NCTPA RECOMMENDED POSITION
<p>SB 1077 (DeSaulnier D) Vehicles: vehicle-miles-traveled charges.</p>	<p>SB 1077 directs the Department of Motor Vehicles to develop and implement a pilot program designed to assess the use of a vehicle miles traveled fee, now commonly referred as a Mileage Based User Fee (MBUF). The introduction of this bill follows a recent CTC discussion on this topic and the urgent need to reexamine how California funds its highway system. In addition, Caltrans has started an internal review examining MBUF programs in Oregon and Washington and how those efforts could be implemented in California.</p>	<p>SENATE T. & H. – 4/29/14</p>	<p>Recommended Position: SUPPORT IN CONCEPT</p>
<p>SB 1156 (Steinberg D) California Carbon Tax Law of 2014.</p>	<p>SB 1156 would remove transportation fuels from the cap & trade auction process and instead impose a carbon tax on fuel based on the carbon-dioxide emissions. The revenue would be placed in the Carbon Tax Revenue Special Fund, where it would be used to fund “earned income tax credit” and to fund transit projects.</p> <p>Senator Steinberg introduced this bill to address concerns about the expected spike if fuel prices once cap & trade kicks in for fuels, and to address price volatility that may occur under the auction process.</p>	<p>SENATE G. & F.</p>	<p>Recommended Position: WATCH</p>
<p>SB 1183 (DeSaulnier D) Bicycle tax</p>	<p>SB 1183 would allow a city, county or regional park district to impose a special tax at the point of sale on bicycles, except for those with a wheel diameter of less than 20 inches. The local agency can impose whatever rate of tax it chooses, so long as the rate is specified in the ordinance placing the tax on the ballot for voter approval.</p>	<p>SENATE G. & F. – 4/24/14</p>	<p>Recommended Position: WATCH</p>
<p>SB 1204 (Lara D) California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program.</p>	<p>SB 1204 was approved with bipartisan support by the Senate Committee on Transportation & Housing.</p> <p>This bill creates a California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program. The purpose of this bill is to use cap & trade auction revenue to fund the development, demonstration, and commercial deployment of zero- and near-zero-emission truck, bus, and off-road vehicle. In particular this bill would create large scale zero emission bus demonstration program aimed at making zero emission bus technology commercially available.</p>	<p>SENATE E.Q. – 4/30/14</p>	<p>Recommended Position: WATCH</p>

Bills	Subject	Status	NCTPA RECOMMENDED POSITION
SB 1368 (Wolk D) State Highway; relinquishment	This measure would authorize the California Transportation Commission to approve the relinquishment of a state owned park & ride lot to a Joint Powers Authority formed for the purpose of providing transportation services. Current law limits the relinquishment to a county transportation commission or regional transportation planning agency. Senator Wolk introduced this bill to address an issue in Solano County.	SENATE T. & H. – 4/29/14	Recommended Position: SUPPORT

Bills	Subject	Status	NCTPA ADOPTED POSITION
<p>AB 935 (Frazier D) San Francisco Bay Area Water Emergency Transportation Authority: terms of board members.</p>	<p>AB 935 would expand the Water Emergency Transportation Authority board and specify that the seats represent specified counties</p> <p>AB 935 would divvy up the appointments to WETA as follows:</p> <ul style="list-style-type: none"> • Of the Governor’s three appointees one shall be a resident of San Francisco. • The Senate Rules Committee will have two appointees that shall include a resident of Contra Costa County and a resident of San Mateo County • The Speaker of the Assembly will have two appointees that shall include a resident of Solano County and a resident of Alameda County. • Each of the County appointees shall be selected from a list of three nominees provided by the transportation authority from each county. • If a transportation authority does not submit a list of three names within 45 days of a vacancy then the Governor shall appoint a resident from the specified county. 	SENATE T & H	WATCH
<p>AB 1193 (Ting D) Bikeways.</p>	<p>AB 1193 was gutted and amended in January to create a new class of bike paths, known as a “cycle track” or “protected bikeway.” The bill would create a Class IV bikeway defined to provide a right-of-way designated exclusively for bicycle travel within a roadway and that are protected from other vehicle traffic with devices, including, but not limited to, grade separations, flexible posts, inflexible physical barriers, or parked cars.</p>	SENATE T & H	SUPPORT
<p>AB 1720 (Bloom D) Vehicles: bus gross weight.</p>	<p>This bill would extend the sunset date for the bus axle weight exemption by one year from January 1, 2015 to January 1, 2016. This bill would also likely be used to implement any agreement reached this year on the axle weight issue.</p>	ASSEMBLY TRANS	SUPPORT

Bills	Subject	Status	NCTPA ADOPTED POSITION
<p>SB 1 (Steinberg D) Sustainable Communities Investment Authority.</p>	<p>SB 1 would create a new form of tax increment financing that would allow local governments to create a Sustainable Communities Investment Authority to finance specified activities within a sustainable communities investment area.</p> <p>The Governor's Office asked the authors' of the various tax increment measures to hold-off sending these bills to his desk last year. With the Governor's IFD proposal released as part of the budget negotiations over the structure of a new tax increment financing proposal will heat-up during the budget process.</p>	Senate Floor - Inactive File	WATCH
<p>SB 792 (DeSaulnier D) Regional entities: Bay Area.</p>	<p>SB 792 sat on the Senate Appropriations Committee's Suspense File for most of 2013; however, with the changing political landscape SB 792 was moved out of Appropriations and approved by the Senate.</p> <p>This bill directs the Joint Policy Committee to prepare a regional organization plan with the goal of reducing overhead costs and integration of regional planning requirements. The plan shall be submitted to the JPC by December 31, 2014, and the JPC shall hold hearings in each county before adopting the plan by June 30, 2015.</p> <p>The bill also directs the JPC to develop community outreach policies, maintain a website, and beginning on January 1, 2014, the JPC shall review the plans and policies for implementing the sustainable communities strategy.</p>	Assembly Desk	WATCH
<p>SB 1433 (Hill D) Local Agency Public Construction Act: transit design-build</p>	<p>This bill would repeal the sunset date on existing law that allows transit operators to utilize the design-build procurement process. The bill also removes the project cost thresholds that must be meet in order to use design-build, thus allowing design-build procurement to be used on any size project.</p>	SENATE T & H	SUPPORT

Bills	Subject	Status	NCTPA ADOPTED POSITION
<p>SCA 8 (Corbett D) Local government transportation projects: special taxes: voter approval.</p>	<p>SCA 8 is in the Senate Committee on Appropriations. Constitutional amendments are exempt from the House of Origin deadline.</p> <p>SCA 8 is another measure that would amend the Constitution to lower the voter approval threshold to 55% for the imposition, extension, or renewal of a local tax for transportation projects. SCA 8 was also amended to require a local measure to include the following in order to be approved with a 55% vote:</p> <ul style="list-style-type: none"> • Includes a specific list of projects and programs that will be funded and limits the use of the funds for those purposes, • Includes a requirement for annual audits, and • Requires the creation of a citizens' oversight committee. 	SENATE APPRS	SUPPORT