



625 Burnell Street, Napa CA 94559

Napa County Transportation and Planning Agency (NCTPA)

Board of Directors

AGENDA

Wednesday, March 20, 2013

1:30 p.m.

NCTPA/NVTA Conference Room

625 Burnell Street

Napa CA 94559

(Note Meeting Location)

General Information

All materials relating to an agenda item for an open session of a regular meeting of the NCTPA Board of Directors are posted on our website at www.nctpa.net/agendas-minutes/12 at least 72 hours prior to the meeting and will be available for public inspection, on and after at the time of such distribution, in the office of the Secretary of the NCTPA Board of Directors, 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 the present members of the Board at the meeting will be available for public inspection at the public meeting if prepared by the members of the NCTPA Board 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 Board on any item at the time the Board 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 Board Secretary. Also, members of the public are invited to address the Board 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 Karrie Sanderlin, NCTPA Board Secretary, at (707) 259-8631 during regular business hours, at least 48 hours prior to the time of the meeting.

This Agenda may also be viewed online by visiting the NCTPA website at www.nctpa.net, click on Minutes and Agendas – NCTPA Board or go to www.nctpa.net/agendas-minutes/12

ITEMS

- 1. Call to Order – Chair Keith Caldwell
- 2. Pledge of Allegiance
- 3. Roll Call

Members:

| | |
|---------------------------|----------------------------------|
| Joan Bennett | City of American Canyon |
| Leon Garcia, Mayor | City of American Canyon |
| Chris Canning, Mayor | City of Calistoga |
| Michael Dunsford | City of Calistoga |
| Scott Sedgley | City of Napa |
| Jill Techel, Mayor | City of Napa |
| Keith Caldwell, BOS Chair | County of Napa |
| Bill Dodd | County of Napa |
| Ann Nevero, Mayor | City of St. Helena |
| Peter White | City of St. Helena |
| Lewis Chilton | Town of Yountville |
| John F. Dunbar, Mayor | Town of Yountville |
| JoAnn Busenbark | Paratransit Coordinating Council |

- 4. Public Comment
- 5. Chairperson, Board Members' and Metropolitan Transportation Commission (MTC) Update
- 6. Directors Update
- 7. Caltrans' Update

8. **CONSENT ITEMS (8.1 – 8.5)**

RECOMMENDATION

8.1 Approval of Meeting Minutes of February 20, 2013 (Karrie Sanderlin) *(Pages 8-13)*

8.2 Approval to Remove 1997 Dodge Intrepid Fixed Asset from NCTPA Fixed Asset Inventory List (Antonio Onorato) *(Pages 14-15)*

APPROVE

Board action will approve the removal of Agency vehicle from the fixed assets inventory and dispose the asset according to NCTPA policy.

- 8.3 Approval of Resolution No. 13-03 Authorizing the Submittal of a Federal Transit Administration (FTA) Section 5311 Grant Application (Antonio Onorato) *(Pages 16-25)* APPROVE

Board action will authorize the agency to submit a grant application for FTA Section 5311 funds in the amount of \$303,427 for FY 2013-14 operating assistance for rural routes that serve the northern Napa County communities of Yountville, St. Helena and Calistoga.

- 8.4 Approval of Resolution No. 13-04 Authorizing the Submittal of a Proposition 1B – California Emergency Management Agency (Cal EMA) Governor's Office of Homeland Security Grants for FY 2011-12 and FY 2012-13 (Antonio Onorato) *(Pages 26-38)* APPROVE

Board action will authorize the submittal of a FY 2011-12 and FY 2012-13 Cal EMA Investment Justification grant application in the amount of \$19,606 for the purchase of Security Equipment at the Soscol Gateway Transit Center (SGTC).

- 8.5 Approval of Resolution No. 13-05 Amending the NCTPA FY 2012-13 Budget (Antonio Onorato) *(Pages 39-42)* APPROVE

Board action will approve amending the FY 2012-13 to increase the Maintenance: Buildings and Improvements budget by \$25,000 for maintenance costs associated with the Soscol Gateway Transit Center restroom facilities upkeep and installation of locking mechanisms.

| 9. <u>REGULAR AGENDA ITEMS</u> | <u>RECOMMENDATION</u> |
|--|------------------------------|
| <p>9.1 2013 Federal and State Legislative Program and Project Priorities (Kate Miller) <i>(Pages 43-46)</i></p> <p>Board action will approve the 2013 State and Federal Legislative Advocacy programs.</p> | APPROVE |
| <p>9.2 State Legislative Update & Bill Matrix (Kate Miller) <i>(Pages 47-54)</i></p> <p>Board action will receive the monthly State Legislative Update and approve staff recommendations on pending state bills.</p> | APPROVE |
| <p>9.3 Priority Development Area (PDA) Investment and Growth Strategy (Danielle Schmitz) <i>(Pages 55-98)</i></p> <p>Staff will review the Draft PDA Investment and Growth Strategy.</p> | INFORMATION |
| <p>9.4 Approval Resolution No. 13-06 Adopting the One Bay Area Program (OBAG) Final Projects for Napa County (Danielle Schmitz) <i>(Pages 99-103)</i></p> <p>Board action will approve adoption of the final OBAG Projects for FY 2012-13 through 2015-16.</p> | APPROVE |
| <p>9.5 Joint Powers Authority (JPA) Agreement Weighted Vote Review (Karrie Sanderlin) <i>(Pages 104-106)</i></p> <p>Staff will review the JPA Agreement which establishes the NCTPA Board's Weighted Voting.</p> | INFORMATION |
| <p>9.6 Request for Professional for Legal Services RFP 2012-05 (Kate Miller) <i>(Pages 107-108)</i></p> <p>Board action will reject all proposals received in response to RFP 2012-05, Request for Professional Legal Services.</p> | APPROVE |

- 9.7 State Route 29 (SR 29) Corridor Projects Status (Eliot Hurwitz) *(Pages 109-114)* INFORMATION

Staff will provide an update on all transportation projects along the SR 29 Gateway Corridor study area.

- 9.8 VINE Performance and Service Standards and Policies (Tom Roberts) *(Pages 115-124)* APPROVE

Board action will approve the VINE performance and service standards and policies.

- 9.9 Approval of Resolution No. 13-07 Authorizing the Submittal of a Federal Transit Administration (FTA) Section 5317 Grant Application (Matthew Wilcox) *(Pages 125-128)* APPROVE

Board action will authorize the submittal of a FTA Section 5317 Grant Application in the amount of \$200,000 to establish a Volunteer Mileage Reimbursement program.

10. **INTERJURISDICTIONAL ISSUES FORUM** **RECOMMENDATION**

- 10.1 Interjurisdictional Issues Discussion Forum and Information Exchange INFORMATION/
ACTION

Board Members are encouraged to share specific new projects with interjurisdictional impacts.

11. **FUTURE AGENDA ITEMS**

12. **ADJOURNMENT**

RECOMMENDATION

- 12.1 Approval of Meeting Date of April 17, 2013 and Adjournment APPROVE

I hereby certify that the agenda for the above stated meeting was posted at a location freely accessible to members of the public at the NCTPA offices, 625 Burnell Street, Napa, CA, by 5:00 p.m., Friday March 15, 2013.


Karalyn E. Sanderlin, NCTPA Board Secretary

Glossary of Acronyms

| | | | |
|-----------------|---|-------------------|--|
| AB 32 | Global Warming Solutions Act | MTS | Metropolitan Transportation System |
| ABAG | Association of Bay Area Governments | NCTPA | Napa County Transportation and Planning Agency |
| ADA | American with Disabilities Act | NEPA | National Environmental Policy Act |
| BAAQMD | Bay Area Air Quality Management District | NOC | Notice of Completion |
| AVAA | Abandoned Vehicle Abatement Authority | NOD | Notice of Determination |
| BART | Bay Area Rapid Transit District | NOP | Notice of Preparation |
| BATA | Bay Area Toll Authority | NVTA | Napa Valley Transportation Authority |
| BRT | Bus Rapid Transit | OBAG | One Bay Area Grant |
| Caltrans | California Department of Transportation | PCI | Pavement Condition Index |
| CEQA | California Environmental Quality Act | PDA | Priority Development Areas |
| CIP | Capital Investment Program | PMS | Pavement Management System |
| CMA's | Congestion Management Agencies | Prop. 42 | Statewide Initiative that requires a portion of gasoline sales tax revenues be designated to transportation purposes |
| CMAQ | Congestion Mitigation and Air Quality Improvement Program | PSR | Project Study Report |
| CMP | Congestion Management Program | PTA | Public Transportation Account |
| CTC | California Transportation Commission | RACC | Regional Agency Coordinating Committee |
| EIR | Environmental Impact Report | RFP | Request for Proposal |
| FAS | Federal Aid Secondary | RFQ | Request for Qualifications |
| FHWA | Federal Highway Administration | RHNA | Regional Housing Needs Allocation |
| FTA | Federal Transit Administration | RM2 | Regional Measure 2 (Bridge Toll) |
| FY | Fiscal Year | RTEP | Regional Transit Expansion Program |
| GHG | Greenhouse Gas | RTIP | Regional Transportation Improvement Program |
| HBP | Highway Bridge Program | RTP | Regional Transportation Plan |
| HBRR | Highway Bridge Replacement and Rehabilitation Program | SAFE | Service Authority for Freeways and Expressways |
| HIP | Housing Incentive Program | SAFETEA-LU | Safe, Accountable, Flexible, and Efficient Transportation Equity Act-A Legacy for Users |
| HOT | High Occupancy Toll | SCS | Sustainable Community Strategy |
| HOV | High Occupancy Vehicle | SHOPP | State Highway Operation and Protection Program |
| HR3 | High Risk Rural Roads | SR | State Route |
| HSIP | Highway Safety Improvement Program | SRTS | Safe Routes to School |
| HTF | Highway Trust Fund | SOV | Single-Occupant Vehicle |
| IFB | Invitation for Bid | STA | State Transit Assistance |
| ITIP | State Interregional Transportation Improvement Program | STIP | State Transportation Improvement Program |
| JARC | Job Access and Reverse Commute | STP | Surface Transportation Program |
| LIFT | Low-Income Flexible Transportation | TMC | Transportation Control measure |
| LOS | Level of Service | | |
| MPO | Metropolitan Planning Organization | | |
| MTC | Metropolitan Transportation Commission | | |

Glossary of Acronyms

| | |
|---------------|---|
| TCRP | Traffic Congestion Relief Program |
| TDA | Transportation Development Act |
| TDM | Transportation Demand Management Transportation Demand Model |
| TE | Transportation Enhancement |
| TEA | Transportation Enhancement Activities |
| TEA 21 | Transportation Equity Act for the 21 st Century |
| TFCA | Transportation Fund for Clean Air |
| TIP | Transportation Improvement Program |
| TLC | Transportation for Livable Communities |
| TMP | Traffic Management Plan |
| TMS | Transportation Management System |
| TOD | Transit-Oriented Development |
| TOS | Transportation Operations Systems |
| TPP | Transit Priority Project Areas |
| VHD | Vehicle hours of Delay |
| VMT | Vehicle Miles Traveled |

Napa County Transportation and Planning Agency (NCTPA)

Board of Directors

MINUTES

**Wednesday, February 20, 2013
1:30 p.m.**

ITEMS

1. Call to Order

Chair Keith Caldwell called the meeting to order at 1:38 p.m.

2. Pledge of Allegiance

Chair Caldwell led the salute to the flag.

3. Roll Call

Members Present:

| | |
|----------------|-------------------------|
| Joan Bennett | City of American Canyon |
| Leon Garcia | City of American Canyon |
| Chris Canning | City of Calistoga |
| Scott Sedgley | City of Napa |
| Jill Techel | City of Napa |
| Keith Caldwell | County of Napa |
| Diane Dillon | County of Napa |
| Lewis Chilton | Town of Yountville |
| John Dunbar | Town of Yountville |

Members Absent:

| | |
|------------------|-------------------|
| Michael Dunsford | City of Calistoga |
|------------------|-------------------|

Non-Voting Member Absent:

| | |
|-----------------|----------------------------------|
| JoAnn Busenbark | Paratransit Coordinating Council |
|-----------------|----------------------------------|

4. Public Comment

None.

5. Chairperson, Board Members' and Metropolitan Transportation Commission (MTC) Update

No Reports Given

6. Directors Update

Kate Miller, Executive Director

Introduced Justin Paniagua, NCTPA's new Accounting Technician.

Announced that transit ridership is up 19% from June 2012.

Provided an update on the progress of Sosecol Gateway Transit Center (SGTC).

Provided an update on the Jameson Canyon project. A tour of the project will be scheduled for late February.

Provided an update on the One Bay Area Grant process.

Provided a legislative update.

7. Caltrans' Update

No oral report given, however, provided for review was the February 2013 Caltrans Reporting Memo.

8. CONSENT ITEMS (8.1 – 8.7)

MSC* BENNETT / WHITE to APPROVE Consent Items 8.1 – 8.7, with **SEDGLEY, NEVERO** and **CANNING ABSTAINING** on Consent Item 8.1.

8.1 Approval of Meeting Minutes of December 12, 2012 and January 16, 2013

Board action approved the minutes of December 12, 2012 and January 16, 2013

8.2 Paratransit Coordination Council (PCC) Appointment

Board action approved the appointment of Celine Regalia to fill a vacancy on the PCC.

8.3 VINE Consumer Advisory Committee (VCAC) Appointment

Board action approved the appointments of Anna Ernest, Jean Deal, and Zachary Schunk to fill three vacancies on the VCAC.

8.4 Resolution No. 13-01 Authorizing the Submittal of the FY 2013-14 Transportation Fund for Clean Air (TFCA) Program Expenditure Plan and Approval of the TFCA Program Manager Selection Criteria

Board action approved (1) Resolution No. 13-01 accepting the FY 2013-14 TFCA Expenditure Plan and (2) adopted the selection criteria and issue a call for projects consistent with the Air District's Board Adopted TFCA County Program Manager Fund Policies for FYE 2014.

8.5 Approval of Amendment # 7 to the Agreement for Provision of Transit Serviced by and between the Napa County Transportation and Planning Agency (NCTPA) and Veolia Transportation Services Inc.

Board action approved amendment to the Transit Services agreement for the provision of specialized maintenance for the New Flyer ISE buses in an amount not to exceed \$203,431.

8.6 Active Transportation Advisory Committee (ATAC) Appointment

Board action approved the appointment of Joe Tagliaboschi to the ATAC.

8.7 Approval of Third Amendment to NCTPA Agreement No.10-20 with CH2MILL and First Amendment to Work Authorization No. 1 NCTPA Agreement No. 10-20 with CH2MHILL, Inc. for Work Associated with On-Call Engineering and Project Delivery Services at the Soscol Gateway Transit Center (SGTC)

Board action (1) approved the Third Amendment to NCTPA Agreement No. 10-20 with CH2MHILL, Inc. which extends the Period of Performance until March 31, 2013 and (2) approved the First Amendment to Work Authorization No. 1 NCTPA Agreement No. 10-20 with CH2MHILL, Inc. which provides additional funding for work at the SGTC in an amount not to exceed \$49,519.76.

9. REGULAR AGENDA ITEMS

9.1 Priority Conservation Area (PCA) Call for Projects

Staff provided a review of the PCA Cal for Projects process.

John Woodbury, General Manager Napa County Regional Park and Open Space District, requested clarification of project eligibility as contained in the draft Call for Projects and requested that a sixth type of project be added to the list of eligible projects contained the in the Call for Projects, as follows:

6. Protection (Land Acquisition or Easement) or Enhancement of Natural Resources, Open Space or Agricultural Lands – Such project, while often effective in accomplishing regionally-adopted PCA goals, are not directly eligible for PCA funds due to federal funding restrictions, but may be considered as part of an overall finding strategy which proposes to exchange funds from other sources in order to leverage maximum benefit to both the transportation system and the conservation of natural resources.

MS TECHEL / NEVERO to APPROVE the issuance of a Call for Projects for the Priority Conservation Area Program which includes the addition of sixth type of project as stated above.

9.2 NCTPA Second Quarter FY 2012-13 Budget and 5 Year Forecast and Approval of Resolution No. 13-02 Amending NCTPA's FY 2012-013 Budget

Provided for review was a revised Second Quarter FY 2012-13 Budget (October-December) and Five Year forecast. Board action approved amending the NCTPA's FY 2012-13 budget.

MSC* GARCIA / CANNING to APPROVE Resolution 13-02 authorizing a FY 2012-13 budget adjustment of \$548,600 to pay for Transportation for Clean Air (TFCA) claims in FY 2012-13 and additional vehicle repairs and maintenance to maintain the VINE New Flyer Hybrid fleet.

9.3 Professional Legal Services

MSC* CALDWELL / SEDGLEY to APPROVE, by a vote of 12 to 9, rejecting all proposals received in response to RFP 2012-05 Request for Professional Legal Services by the following Roll Call Vote:

| <u>MEMBER</u> | <u>VOTE</u> | <u>VOTING POWER</u> |
|---------------|-------------|---------------------|
| GARCIA | NO | 1 |
| BENNETT | NO | 1 |
| CANNING | NO | 1 |
| SEDGLEY | YES | 6 |
| TECHEL | NO | 4 |
| CALDWELL | YES | 2 |
| DILLON | YES | 2 |
| NEVERO | YES | 1 |
| WHITE | YES | 1 |
| DUNBAR | NO | 1 |
| CHILTON | NO | 1 |

9.4 Soscol Gateway Transit Center (SGTC) Public Facilities Update

MSC* DUNBAR / BENNET to APPROVE that public restrooms at the Soscol Gateway Transit Center (SGTC) remain open, that the budget be amended to cover the maintenance cost, and that staff research security options and report back to the Board these options.

10. INTERJURISDICTIONAL ISSUES FORUM

10.1 Interjurisdictional Issues Discussion Forum and Information Exchange

Board Members shared specific new projects/issues with interjurisdictional impacts.

11. CLOSED SESSION

Janice Killion, NCTPA Legal Council, announced that the Board would be adjourning to closed session for two items as noted in the agenda (Conference with Legal Counsel-Anticipated Litigation and Conference with Real Property Negotiator)

Adjourned to Closed Session at 3:28 p.m.

11.1 CONFERENCE WITH LEGAL COUNSEL - ANTICIPATED LITIGATION

Initiation of litigation pursuant to subdivision (c) of Government Code Section 54956.9: (1 case)

11.2 CONFERENCE WITH REAL PROPERTY NEGOTIATOR (Government Code Section 54956.8)

Property: Railroad right of way adjacent to 625 Burnell, Napa, California

Agency Negotiator: Kate Miller, Executive Director

Negotiating Parties: Napa Transit Investors

Under Negotiation: Price and terms of payment.

Adjourned to Open Session at 4:15 p.m.

Chair Caldwell reported that there was no reportable action taken during closed session.

12. ADJOURNMENT

12.1 Approval of Meeting Date of March 20, 2013 and Adjournment

The next regular meeting will be held Wednesday March 20, 2013 at 1:30 p.m.

The meeting was adjourned by Chair Caldwell at 4:15 p.m.

Karalyn E. Sanderlin, NCTPA Board Secretary

DRAFT



March 20, 2013
NCTPA Agenda Item 8.2
Continued From: New
Action Requested: APPROVE

**NAPA COUNTY TRANSPORTATION AND PLANNING AGENCY
Board Agenda Letter**

TO: Board of Directors
FROM: Kate Miller, Executive Director
REPORT BY: Antonio Onorato, Program Manager- Finance
(707) 259-8779 / Email: anorato@nctp.net
SUBJECT: Approval to Remove 1997 Dodge Intrepid from NCTPA Fixed Asset Inventory List

RECOMMENDATION

That the Napa County Transportation and Planning Agency (NCTPA) Board approve the removal of an agency vehicle from the fixed asset inventory and dispose of the asset according to NCTPA policy.

COMMITTEE RECOMMENDATION

None.

EXECUTIVE SUMMARY

The 1997 Dodge Intrepid is non-repairable and non-operational. The automobile is no longer of use to NCTPA. At the time of acquisition or transfer, the assets represented a total value of \$1,950. Because of the age of the assets or status of asset, the current value of the asset is \$182.

Staff is recommending that the asset be disposed of and removed from NCTPA's total fixed asset inventory list.

PROCEDURAL REQUIREMENTS

1. Staff Report
2. Public Comments
3. Motion, Second, Discussion and Vote

FISCAL IMPACT

Is there a fiscal impact? No impact on the General Fund, but the NCTPA's Fixed Assets will be reduced by \$1,950.

Is it Currently Budgeted? NA

Where is it budgeted? NA

Is it Mandatory or Discretionary? Discretionary

Future Fiscal Impact: No.

Consequences if not approved: The non-performing asset will remain in the fixed asset inventory.

CEQA REQUIREMENTS

ENVIRONMENTAL DETERMINATION: The proposed action is not a project as defined by 14 California Code of Regulations 15378 (State California Environmental Quality Act (CEQA) Guidelines) and therefore CEQA is not applicable.

BACKGROUND AND DISCUSSION

The 1997 Dodge Intrepid was donated to us by our purchase transportation provider, Veolia Transportation, on September 9, 2009. The vehicle has become inoperable. Repairs to the vehicle are no longer cost effective.

Staff recommends disposing of the asset according to NCTPA Fixed Asset policy for disposals.

| Description | Value at Transfer/Cost | Date Acquired | Current Value |
|---------------------|-------------------------------|----------------------|----------------------|
| 1997 Dodge Intrepid | \$1,950 | FY 2009-10 | \$182 |
| TOTAL | \$1,950 | | \$182 |

SUPPORTING DOCUMENTS

None.



March 20, 2013
NCTPA Agenda Item 8.3
Continued From: New
Action Requested: APPROVE

NAPA COUNTY TRANSPORTATION AND PLANNING AGENCY Board Agenda Letter

TO: Board of Directors
FROM: Kate Miller, Executive Director
REPORT BY: Antonio Onorato, Program Manager - Finance
(707) 259-8779 / Email: aonorato@nctpa.net
SUBJECT: Approval of Resolution No. 13-03 Authorizing the Submittal of a Federal Transit Administration (FTA) Section 5311 Grant Application for FY 2013-14

RECOMMENDATION

That the Napa County Transportation and Planning Agency (NCTPA) Board approve Resolution No. 13-03 (Attachment 1) authorizing the agency to submit a grant application for Federal Transit Administration (FTA) Section 5311 funds in the amount of \$303,427 to fund FY 2013-14 operating assistance for rural routes that serve the northern Napa County communities of Yountville, St. Helena and Calistoga.

EXECUTIVE SUMMARY

The U.S. Department of Transportation is authorized to make grants to states through the Federal Transit Administration to support capital and operating assistance projects for non-urbanized public transportation systems under Section 5311 of the Federal Transit Act. The California Department of Transportation (Caltrans) has been designated by the Governor of the State of California to administer Section 5311 grants for public transportation projects. This action authorizes NCTPA to submit a grant application in the amount of \$303,427 operating assistance for rural routes that serve the northern Napa County communities of Yountville, St. Helena and Calistoga.

PROCEDURAL REQUIREMENTS

1. Staff Report
2. Public Comment
3. Motion, Second, Discussion and Vote

FINANCIAL IMPACT

Is there a fiscal impact? Yes. \$548,395; \$303,427 would be received from Caltrans and would require a local match of \$244,968.

Is it Currently Budgeted? Yes.

Where is it budgeted? N/A

Is it Mandatory or Discretionary? Discretionary

Future Fiscal Impact: No.

Consequences if not approved: Agency could use an equivalent amount of local funds to pay for operating assistance in Yountville, St. Helena, and Calistoga.

CEQA REQUIREMENTS

ENVIRONMENTAL DETERMINATION: The proposed action is not a project as defined by 14 California Code of Regulations 15378 (State California Environmental Quality Act (CEQA) Guidelines) and therefore CEQA is not applicable.

BACKGROUND AND DISCUSSION

FTA Section 5311 can be used for transit capital and operating purposes in non-urbanized areas. Each year, the Metropolitan Transportation Commission (MTC) in coordination with Caltrans conducts a competitive call for projects for FTA Section 5311 funding for the entire 9-county Bay Area. A call for projects was announced on December 18, 2012.

Subsequent to issuing the call for projects, changes were announced to the FTA Section 5311 funding guidelines which converted this grant program from a competitive grant program to a formula based program, which disaggregated the various non-urbanized areas in the Bay Area and apportioned specific revenues to those areas. NCTPA is the only eligible recipient for the FTA Section 5311 funds in the non-urbanized areas in Napa County.

This change provides greater budgetary certainty to transit operators, and ensures that operating revenues are available from year to year for defined services or that capital projects can be fully funded. NCTPA prepared a continued funding FTA Section 5311 grant application in the amount of \$303,427 for FY 2013-14 for Yountville, St. Helena and Calistoga existing transit operations.

SUPPORTING DOCUMENTS

Attachments: (1) Resolution No. 13-03
(2) FTA Section 5311 Grant Application

RESOLUTION No. 13-03

**A RESOLUTION OF THE
NAPA COUNTY TRANSPORTATION AND PLANNING AGENCY (NCTPA)
AUTHORIZING FEDERAL FUNDING UNDER
FEDERAL TRANSIT ADMINISTRATION (FTA) SECTION 5311
(49 U.S.C. SECTION 5311)
WITH CALIFORNIA DEPARTMENT OF TRANSPORTATION**

WHEREAS, the U. S. Department of Transportation is authorized to make grants to states through the Federal Transit Administration to support operating assistance projects for non-urbanized public transportation systems under Section 5311 of the Federal Transit Act (FTA C 9040.1F); and

WHEREAS, the California Department of Transportation (Department) has been designated by the Governor of the State of California to administer Section 5311 grants for transportation projects for the general public for the rural transit and intercity bus; and

WHEREAS, NCTPA is and eligible recipient of the FTA Section 5311 funds and is applying for said financial assistance to permit operation of service in Napa County; and

WHEREAS, NCTPA coordinated with other transportation providers and users in the region (including social service agencies);

NOW THEREFORE BE IT RESOLVED that the Napa County Transportation Planning Agency does hereby authorize the Executive Director or designee, to file and execute all required grant documents, including the Certification and Assurance and grant applications to the California Department of Transportation as required for claiming Federal Section 5311 grant funds pursuant to Title 49 U.S.C. Section 5311, Federal Transit Act of 1964, as amended.

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Passed and Adopted the 20th day of March, 2013.

Keith Caldwell, NCTPA Chair

Ayes

Nays:

Absent:

ATTEST:

Karalyn E. Sanderlin, NCTPA Board Secretary

APPROVED:

Janice Killion, NCTPA Legal Counsel

**CALIFORNIA DEPARTMENT OF TRANSPORTATION
DIVISION OF MASS TRANSPORTATION**

**ATTACHMENT 2
NCTPA Board Agenda Item 8.3
March 20, 2013**

**FEDERAL TRANSIT ADMINISTRATION (FTA)
FEDERAL FISCAL YEAR 2013
MODIFIED SECTION 5311 EXPEDITED PROCESS OPERATING PROJECT
APPLICATION FORM PART 1**

General Information:

Name of Subrecipient: Napa County Transportation and Planning Agency

Address: 625 Burnell St.

City/State/Zip Code: Napa, CA 94559

Contact Person: Antonio Onorato Title: Manager of Finance

Phone: (707) 259-8779 E-Mail: aonorato@nctpa.net

Amount of Federal Section 5311 Funds Requested: \$303,427

Operating Assistance (No changes to existing project)

If there are **no changes** to the existing 5311 project, please complete **only Part I** of this Application.

I am certifying that this project is the same as was funded in FY11/12 and that there are no changes to the project; therefore I am completing only **Part I** of this application. If final congressional apportionment is less than the estimated **\$25 million**, funding will be reduced proportionally to all subrecipients.

To expedite the processing of your application, please submit your expenditures budget with your application using the **attached Budget Sheet in Part 1, Section 3** of this application.

The deadline for submission of the FY2013 Funding application is April 15, 2013.

We will process your application while waiting for the approval of supporting documents such as Certification and Assurances, Authorized Resolution by your Board/Commission.

Please mail completed application to your respective District Transit Representatives (DTR) for review and processing of your application.

I certify that data in this application are true and correct and the person whose signature appears below has been duly authorized by the governing body of the subrecipient to submit this application.

If there have been changes, please complete **ALL PARTS** of the application in our website.

PART I, SECTION 1
FTA SECTION 5311 CONTINUED FUNDING OPERATING ASSISTANCE
PROJECT APPLICATION

Section One: Certifications and Assurances:

1. Pursuant to 49 CFR, Part 21, Title VI of the Civil Rights Act of 1964, the subrecipient assures that no person, on the grounds of race, color, creed, national origin, sex, age, or disability shall be excluded from participation in, or denied the benefits of, or be subject to discrimination under any project, program or activity funded in whole or in part by Federal Transit Administration (FTA).
2. Pursuant to 49 CFR, Part 21, Title VI of the Civil Rights Act of 1964, the subrecipient assures that it shall not discriminate against any employee or subrecipient for employment because of race, color, religion, sex, national origin, and that it shall take affirmative action to ensure that subrecipients are employed, and that employees are treated during employment, without regard to their race color, religion, sex, or national origin.
3. Pursuant to 49 CFR, Part 27, U.S. DOT Regulations implementing the Rehabilitation Act of 1973, the subrecipient certifies that it will conduct any program or operate any facility that receives or benefits from Federal financial assistance administered by FTA in compliance with all imposed requirements, Nondiscrimination on the basis of Handicap in Programs and Activities Receiving or Benefiting from Federal Financial Assistance.
4. Pursuant to 49 CFR, Part 26, the subrecipient must prepare and maintain complaint procedures for investigating and tracking Title VI complaints filed against them. Such procedures include record of investigations, complaints, and/or lawsuits, and notice to public about rights containing instructions on how to file a discrimination complaint. Recipients of federal financial assistance are required to take reasonable steps to ensure meaningful access to their programs and activities by **limited English proficient persons**.
5. Pursuant to 49 CFR Part 21, the subrecipient certifies that special efforts are being made to provide the **level and quality of transportation** services that disabled persons, including wheelchair users and semi-ambulatory persons, can use. This transportation shall be reasonable in comparison to the transportation provided to the general public and shall meet a significant fraction of actual transportation needs of such persons within a reasonable time.
6. The subrecipient assures and certifies that it will comply with the Federal statutes, regulations, executive orders and administrative requirements, which relate to applications made to and grants received from FTA. The subrecipient acknowledges receipt and understanding of the list of such statutes, regulations, executive orders and administrative requirements that is provided in FTA Circular **9040.1F**.
7. The subrecipient agrees and assures that it will comply with U.S. DOT regulations, "**Participation by Disadvantaged Enterprises in Department of Transportation Financial Assistance Programs**," 49 CFR part 26. Among other provisions, this regulation requires recipients of DOT Federal financial assistance, namely State and local transportation agencies, to establish goals for the participation of disadvantaged entrepreneurs and certify the eligibility of DBE firms to participate in their DOT-assisted contracts. The recipient agrees and assures that it will comply with 49 CFR 26.49 which requires each transit vehicle manufacturer, as a condition of being authorized to bid or propose a FTA-assisted transit vehicle procurement (new vehicles only), certify that it complied with the requirements of the DBE program.
8. The subrecipient assures and certifies that it will adhere to the **California State DBE Program Plan** as it applies to local agencies. The subrecipient must complete and submit to the Department a DBE implementation Agreement. The subrecipient certifies that it must report twice annually on DBE participation in their contracting opportunities; their award/commitments and actual payments.
9. The subrecipient assures and certifies that its services funded by Section 5311 are, and shall remain, open to the general public.
10. The subrecipient certifies that its **procurements** and procurement system will comply with all applicable requirements imposed by Federal laws, executive orders, or regulations and the requirements of FTA Circular 4220.1F,

“Third Party Contracting Requirements,” and such other implementing requirements as FTA may issue. The subrecipient certifies that it will include in its contracts, financed in whole or in part with FTA assistance, all clauses required by Federal laws, executive orders, or regulations and will ensure that each sub recipient and each contractor will also include in its sub agreements and contracts financed in whole or in part with FTA assistance all applicable contract clauses required by Federal laws, executive orders, or regulations.

11. The subrecipient assures and certifies that **private for-profit transit** operators have been afforded a fair and timely opportunity to participate to the maximum extent feasible in the planning and provision of the proposed transportation services.

12. The subrecipient assures and certifies that the project complies with the **environmental impact** and related procedures of 23 CFR Part 771.

13. The subrecipient certifies that it has established and implemented an **anti-drug and alcohol misuse prevention program** and has conducted employee training complying with the requirements of 49 CFR part 655, “Prevention of Alcohol Misuse and Prohibited Drug Use in Transit Operations”.

14. The subrecipient assures and certifies that it requires its subcontractors and sub-recipients to have established and implemented an **anti-drug and alcohol misuse prevention program**, to have conducted employee training complying with the requirements of 49 CFR part 655, “Prevention of Alcohol Misuse and Prohibited Drug Use in Transit Operations”.

15. The subrecipient certifies that before expending any Federal assistance to acquire the first bus of any new **bus model** or **any bus model with a new major change in configuration or components** or before authorizing final acceptance of that bus (as described in 49 CFR part 665), that model of bus will have been tested at a bus testing facility approved by FTA and subrecipient and FTA will have received a copy of the test report prepared on that bus model.

16. The subrecipient certifies that the recipient shall comply with 49 CFR Part 604 in the provision of any **charter service** provided with FTA funded equipment and facilities. The subrecipient certifies that in the provision of any charter service provided, subrecipient and its recipients will provide charter service that uses equipment or facilities acquired with Federal assistance authorized for 49 U.S.C. 5309, or 5311 only to the extent that there are no private charter service operators willing and able to provide those charter services that it or its recipients desire to provide unless one or more of the exceptions in 49 CFR part 604-Subpart B applies. 10. The subrecipient assures and certifies that the revenues generated by its incidental charter bus operations (if any) are, and shall remain, equal to or greater than the cost (including depreciation on Federally assisted equipment) of providing the service. The subrecipient understands that the requirements of 49 CFR part 604 will apply to any charter service provided, the definitions in 49 CFR part 604 apply to this agreement, and any violation of this agreement may require corrective measures and the imposition of penalties, including debarment from the receipt of further Federal assistance for transportation.

17. As required by 49 U.S.C. 5323 (f) and FTA regulations, “**School Bus Operations**,” at 49 CFR 605.14, the subrecipient agrees that it and all its recipients will: (1) engage in school transportation operations in competition with private school transportation operators only to the extent permitted by an exception provided by 49 U.S.C. 4323 (f) and implementing regulations, and (2) comply with requirements of 49 CFR part 605 before providing any school transportation using equipment or facilities acquired with Federal assistance awarded by FTA and authorized by 49 U.S.C. Chapter 53 or Title 23 U.S.C. for transportation projects. The subrecipient understands that the requirements of 49 CFR part 605 will apply to any school transportation it provides, that the definitions of 49 CFR part 605 apply to any school transportation agreement, and a violation of this agreement may require corrective measures and the imposition of penalties, including debarment from the receipt of further Federal assistance for transportation.

18. The subrecipient assures and certifies that when procuring capital equipment acquired with Federal assistance it will comply with all **Buy America provisions** as pertaining to all 5311 subrecipients, **49 CFR Part 661 and 49 USC 5323(j)(2)(c)**. This policy means that certain steel, iron, and manufactured products used in any capital equipment acquired with Federal assistance must be produced in the United States. Buy America requirements apply to all purchases, including materials and supplies funded as operating costs, if the purchase exceeds the threshold for small purchases (currently \$100,000).

19. The subrecipient certifies that it will comply with the requirements of 49 CFR parts 663, in the course of purchasing revenue rolling stock. Among other things, the subrecipient will conduct, or cause to be conducted, the prescribed **pre-award and post-delivery reviews** and will maintain on file the certifications required by 49 CFR part 663, subparts B, C, and D.

20. The subrecipient certifies that it will submit the “Fiscal Year 2013 **FTA Annual List of Certifications and Assurances** for Federal Transit Administration Grants and Cooperative Agreements” and Appendix A Certifications and Assurances Checklist and Signature Page **when made available by the FTA**.

21. The subrecipient has provided documentation needed by the Department to assure FTA that it has properly and sufficiently delegated and executed authority, by Resolution, to the appropriate individual(s) to take official action on its behalf.

22. The subrecipient, providing **complimentary paratransit service**, certifies that they have submitted to the Department an initial plan for compliance with the complimentary paratransit service provision by January 26, 1992, as required by 49 CFR Part 37, Section 135[b] and have provided the Department annual updates to its plan on January 26 of each year, as required by 49 CFR Part 37, Section 139[c]. The subrecipient has provided the Department an initial plan signed and dated.

23. The subrecipient certifies that all **direct and indirect costs** billed are allowable per Title 2 Code of Federal Regulations, Part 225 (2 CFR 225) (formerly Office of Management and Budget (OMB) Circular A-87), the federal guidelines for allowable costs for subrecipients that are State, Local and Indian Tribal governments or 2 Code of Federal Regulations, Part 230 (2 CFR 230), (formerly, OMB Circular A-122) if the subrecipient is a non-profit organization. With regards to private for-profit organizations **48 CFR Part 3**.

24. The subrecipient certifies that all indirect costs billed are supported by an annual **indirect cost allocation plan** submitted in accordance with 2 CFR 225. The plan or subrecipients’ cognizant agency approval of plan was submitted to the Department’s Audits and Investigations and approved before subrecipient submits request for reimbursement of any indirect costs. Indirect costs prior to having a plan approved as evidenced by a letter from the Departments’ Audits and Investigations is not an allowable expense. If subrecipient does not bill for indirect cost then an indirect cost allocation plan is not required.

25. Before a subrecipient may lease an asset, FTA regulations, “**Capital Leases**,” 49 CFR 639, Subpart C, require a written comparison of the cost of leasing the asset compared with the cost of purchasing or constructing the asset. Costs used in the comparison must be reasonable, based on realistic current market conditions, and based on the expected useful service life of the asset.

26. The subrecipient certifies that they understand that **Transit Employee Protection** is specified in Title 49 U.S.C. 5333(b). This Title requires that the interests of employees affected by assistance under most FTA programs shall be protected under arrangements the Secretary of Labor concludes are fair and equitable. Title 49 U.S.C. 5311(b) requires that the Department of Labor (DOL) use “a special warranty that provides a fair and equitable arrangements to protect the interests of employees” in order for the 5311(i) requirements to apply to Section 5311.

27. To the best of my knowledge and belief, data in this local application are true and correct, and the person whose signature appears below has been duly authorized by the governing body of the subrecipient for filing of this application.

Certifying Representative:

(Please Print)

Name: Kate Miller Title: Executive Director

Signature: _____ Date: _____

**PART I, SECTION 2
CERTIFICATION AND ASSURANCES OF THE REGIONAL TRANSPORTATION
PLANNING AGENCY (TPA) OR GOVERNING BOARD**

Name-Regional Agency/TPA: Metropolitan Transportation Commission
 Contact Person: Anne Richman Title: Sr. Program & Policy
 Phone: 510-817-8722 E-Mail: arichman@mtc.ca.gov
 Name of Subrecipient: Napa County Transportation and Planning Agency
 Project Description: Rural Routes Assistance Program in Northern Napa County

Project Amount and Fund Type

| <i>Regional Apportionment 5311 or JARC</i> | <i>Flexible Fund CMAQ or STP*</i> | <i>Toll Credit**</i> | <i>In-kind Match**</i> |
|--|---------------------------------------|----------------------|------------------------|
| \$303,427 | \$ % | \$ | \$ |

* CMAQ projects may be equal up to 100% at the discretion of the Regional Planning Agency Certification per Part II.
 ** Prior approval by Caltrans required

The transportation planning agency/governing board has approved, by resolution, the following:

State Transportation Improvement Program - Metropolitan Planning Organizations Only

| Document (or Amendment) Number | Document (or Amendment) Year | FHWA/FTA Federally Approved TIP (Date) |
|-----------------------------------|------------------------------|---|
| | | |

And further certifies:

1. The subrecipient has, or will have by the time of delivery, sufficient funds to operate the vehicles, or, facility, or equipment purchased under this project, as applicable and has coordinated with other transportation providers and users in the region, including social service agencies.
2. The regional agency/TPA has approved, the programming of funds for this Project and Project has met all Statewide Transportation Improvement Program (STIP) requirements. Some combination of state, local, or private funding sources has been applied at the rate of 44.67% or more to match the federal share of 55.33%.

Certifying Representative

Name (Please Print): Anne Richman Title: Principle Planner/Analyst
 Signature: _____ Date: _____

MTC will send under separate cover.

| |
|---|
| PART I, SECTION 3 BUDGET SHEET |
|---|

(1) Total DIRECT Operating Expenses (Itemize)

| | | | |
|--|------------------|------------------|------------|
| Purchase Transportation | \$515,095 | | |
| Fuel | \$59,000 | | |
| Equipment, Maintenance and Supplies | \$12,000 | | |
| Other Direct Costs | \$57,000 | | |
| TOTAL DIRECT OPERATING EXPENSES | \$643,095 | | |
| TOTAL INDIRECT EXPENSE (Indirect Rate: %) | \$34,100 | | |
| TOTAL DIRECT & INDIRECT EXPENSE | | \$677,195 | (1) |

(2) Less Fare box and Other Revenue

| | | | |
|--|-----------------|-----------------|------------|
| Fares | \$71,800 | | |
| | \$ | | |
| | \$ | | |
| | \$ | | |
| TOTAL FAREBOX AND OTHER REVENUE APPLIED AGAINST ELIGIBLE EXPENSES | \$71,800 | \$71,800 | (2) |

(3) Less Ineligible Expenses

| | | | |
|----------------------------------|-----------------|-----------------|------------|
| Depreciation | \$57,000 | | |
| | \$ | | |
| | \$ | | |
| | \$ | | |
| TOTAL INELIGIBLE EXPENSES | \$57,000 | \$57,000 | (3) |

(4) NET PROJECT COST (Line 1 – Line 2 – Line 3) \$548,395 (4)

(5) Local Share (Itemized by Source Type & Amount)

| | | | |
|---------------------------------|-----------|------------------|------------|
| Local Transportation Assistance | \$143,600 | | |
| State Transit Assistance | \$101,368 | | |
| | \$ | | |
| TOTAL LOCAL SHARE | \$ | \$244,968 | (5) |

(6) FEDERAL SHARE * \$303,427 (6)

*Federal Share Max Allowed 55.33% of Net Project Cost (Item 4):

| | | | |
|---|----------|------------------|------------|
| (7) BUDGET SUMMARY: Local Share + Federal Share = Net Project Cost | | | |
| LOCAL SHARE: | | \$244,968 | (5) |
| FEDERAL SHARE: | + | \$303,427 | (6) |
| NET PROJECT COST: | = | \$548,395 | (7) |



March 20, 2013
NCTPA Agenda Item 8.4
Continued From: New
Action Requested: APPROVE

NAPA COUNTY TRANSPORTATION AND PLANNING AGENCY Board Agenda Letter

TO: Board of Directors
FROM: Kate Miller, Executive Director
REPORT BY: Antonio Onorato, Program Manager - Finance
(707) 259-8779 / Email: anonorato@nctpa.net
SUBJECT: Approval of Resolution No. 13-04 Authorizing the Submittal of a Proposition 1B – California Emergency Management Agency (Cal-EMA) Governor's Office of Homeland Security Grants for FY 2011-12 and FY 2012-13

RECOMMENDATION

That the Napa County Transportation and Planning Agency (NCTPA) Board approve Resolution No. 13-04 (Attachment 1) authorizing the submittal of FY 2011-12 and FY 2012-13 California Emergency Management Agency (Cal-EMA) Investment Justification grant applications in the amount of \$19,606 for Security Equipment at the Soscol Gateway Transit Center (SGTC).

COMMITTEE RECOMMENDATION

None.

EXECUTIVE SUMMARY

Funding appropriated for the FY 2012-13 California Transit Security Grant Program - , California Transit Assistance Fund (CTSGP-CTAF) is \$60,000,000 statewide, with projects subject to available bond funding. Funds are appropriated by the State Legislature and allocated by the State Controller to eligible agencies pursuant to Sections 99313 and 99314 of the Public Utilities Code.

NCTPA is eligible to receive a total of \$19,606 for FY 2011-12 and FY 2012-13 pursuant to available Proposition 1B funding and submittal of a Cal EMA approved Investment Justification (IJ). Attachment 2 summarizes the revenues available to NCTPA.

PROCEDURAL REQUIREMENTS

1. Staff Report
2. Public Comments
3. Motion, Second, Discussion and Vote

FINANCIAL IMPACT

Is there a fiscal impact? No. \$19,606 of revenues will need to be budgeted.

Is it Currently Budgeted? No.

Where is it budgeted? N/A

Is it Mandatory or Discretionary? Discretionary

Future Fiscal Impact: No.

Consequences if not approved: Purchases for Security Equipment for the Soscol Gateway Transit Center will need to be funded with other revenues.

CEQA REQUIREMENTS

ENVIRONMENTAL DETERMINATION: The proposed action is not a project as defined by 14 California Code of Regulations 15378 (California Environmental Quality Act (CEQA) Guidelines) and therefore CEQA is not applicable.

BACKGROUND AND DISCUSSION

NCTPA received notice of funding availability for the FY 2011-12 and FY 2012-13 grant cycle administered through the California Emergency Management Agency (Cal EMA). This funding opportunity is through Proposition 1B, also known as the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006. The Transit System, Safety, Security, and Disaster Response Account (TSSDRA), are Proposition 1B funds for the California Transit Security Grant Program, California Transit Assistance Fund (CTSGP-CTAF), administered by Cal EMA.

NCTPA is eligible to receive a total of \$19,606 for FY 2011-12 and FY2012-13 pursuant to available Proposition 1B funding and submittal of a Cal EMA approved Investment Justification (IJ). Staff is proposing to use the funds for cameras and a card key security system at the Soscal Gateway Transit Center.

Projects submitted for funding will be reviewed and approved in two phases. Phase I consists of the submittal of the IJ. Phase II consists of a Cal EMA review and final

funding decision. Upon final project approval, grantees shall be issued a Notice of Project Eligibility (NOPE) letter. The NOPE will include project milestones, audit requirements, program monitoring requirements, reporting requirements and directions to complete the Cal EMA Financial Management Forms Workbook (FMFW).

SUPPORTING DOCUMENTS

- Attachments:
- (1) Resolution No. 13-04
 - (2) FY 2011-12 and FY 2012-13 Appropriations
 - (3) Investment Justification FY 2011-12
 - (4) Investment Justification FY 2012-13

RESOLUTION No. 13-04

**A RESOLUTION OF THE
NAPA COUNTY TRANSPORTATION AND PLANNING AGENCY (NCTPA)
AUTHORIZING THE FILING FOR, ACCEPTANCE OF, AND
EXECUTION OF ALL DOCUMENTS AND INSTRUMENTS RELATED TO
PROPOSITION 1B, SB88, AND OTHER STATE LAW ADMINISTERED BY
THE CALIFORNIA EMERGENCY MANAGEMENT AGENCY (Cal EMA)**

WHEREAS, the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 authorizes the issuance of general obligation bonds for specified purposes, including, but not limited to, funding made available for capital projects that provide increased protection against security and safety threats, and for capital expenditures to increase the capacity of transit operators to develop disaster response transportation systems; and

WHEREAS, the California Emergency Management Agency (Cal EMA) administers such funds deposited in the Transit System Safety, Security, and Disaster Response Account under the California Transit Security Grant Program (CTSGP); and

WHEREAS, NCTPA is eligible to receive CTSGP funds; and

WHEREAS, NCTPA will apply for FY 2011-12 and FY 2012-13 CTSGP funds in an amount of \$9,803 per year (\$19,606 total) for Soscol Gateway Transit Center Security Equipment to improve the physical security of transit stations; and

WHEREAS, NCTPA recognizes that it is responsible for compliance with all Cal EMA CTSGP grant assurances, and state and federal laws, including, but not limited to, laws governing the use of bond funds; and

WHEREAS, Cal EMA requires NCTPA to complete and submit a Governing Body Resolution for the purposes of identifying agent(s) authorized to act on behalf of NCTPA's Board of Director's to execute actions necessary to obtain CTSGP funds from Cal EMA and ensure continued compliance with Cal EMA CTSGP assurances, and state and federal laws.

NOW THEREFORE BE IT RESOLVED, Board of Directors of NCTPA that the Executive Director of NCTPA, and/or designee, is hereby authorized to execute for and on behalf of NCTPA, a public entity established under the laws of the State of California, any actions necessary for the purpose of obtaining financial assistance provided by the California Emergency Management Agency under the CTSGP.

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TFWG - 09 - Attachment 2

FY2012-13 Proposition 1B Transit Security Program Appropriations and Requests

| Sponsor | FY12-13 Appropriated | | | FY 12-13 Requests Received by MTC | | |
|---------------------------------------|---|--|-------------------|---|--|-------------------|
| | Population Based Formula GC 8879.58(a)(2) | Revenue Based Formula GC 8879.59(a)(3) | Total | Population Based Formula GC 8879.58(a)(2) | Revenue Based Formula GC 8879.59(a)(3) | Total |
| Alameda CMA - Corresponding to ACE | 10,504 | 29,322 | 38,826 | - | - | - |
| Caltrain (PC-JPB) | 254,101 | 685,145 | 939,246 | - | - | 38,826 |
| COCTA | 31,631 | 85,268 | 116,913 | - | - | 939,246 |
| Dboon | 257 | 692 | 949 | - | - | 116,913 |
| ECCTA | 12,834 | 34,508 | 47,440 | - | - | 949 |
| Fairfield | 4,479 | 12,078 | 16,557 | - | - | 47,440 |
| GGBRTD | 217,103 | 585,335 | 802,488 | - | - | 16,557 |
| Healdsburg | 70 | 187 | 257 | - | - | 802,488 |
| LAVTA | 9,828 | 28,789 | 38,686 | - | - | 257 |
| NCCTPA | 2,952 | 7,151 | 9,803 | - | - | 38,686 |
| SamTrans | 289,324 | 807,082 | 1,106,406 | - | - | 9,803 |
| Santa Rosa | 6,794 | 18,319 | 25,113 | - | - | 1,106,406 |
| Sonoma County Transit | 8,807 | 23,208 | 31,815 | - | - | 25,113 |
| Union City | 2,542 | 6,854 | 9,396 | - | - | 31,815 |
| Vallejo (Soltrans) | 36,675 | 98,687 | 135,562 | - | - | 9,396 |
| SCVTA | 880,054 | 2,399,894 | 3,289,948 | - | - | 135,562 |
| SCVTA - Corresponding to ACE | 14,658 | 39,523 | 54,181 | - | - | 3,289,948 |
| WestCAT | 15,359 | 41,414 | 56,773 | - | - | 54,181 |
| SUBTOTAL | 1,617,572 | 4,900,093 | 6,719,376 | - | - | 6,719,376 |
| Alameda-Contra Costa Transit District | 581,219 | 1,567,169 | 2,148,388 | - | - | 2,148,388 |
| Bay Area Rapid Transit District | 1,454,058 | 3,920,646 | 5,374,704 | - | - | 5,374,704 |
| City of San Francisco (MUNI) | 1,912,853 | 5,151,714 | 7,070,567 | - | - | 7,070,567 |
| SUBTOTAL | 3,948,130 | 10,645,529 | 14,593,659 | - | - | 14,593,659 |
| TOTAL | 5,765,702 | 15,645,332 | 21,312,034 | - | - | 21,312,034 |

FY2011-12 Proposition 1B Transit Security Program Appropriations and Requests

| Sponsor | FY11-12 Appropriated | | | FY 11-12 Requests Received by MTC | | | FY 11-12 Unrequested |
|---------------------------------------|---|--|-------------------|---|---|-------------------|----------------------|
| | Population Based Formula GC 8879.58(a)(2) | Revenue Based Formula GC 8879.58(a)(3) | Total | Population Based Formula GC 8879.58(a)(2) | Revenue Based Formula GC 8879.58(a)(3)* | Total | |
| Alameda CMA - Corresponding to ACE | 10,504 | 28,322 | 38,826 | | | | 38,826 |
| Berkeley | 801 | 2,159 | 2,960 | | | | 2,960 |
| Caltrain (PCJPB) | 294,101 | 685,145 | 939,246 | 254,101 | 685,145 | 939,246 | |
| COCTA | 31,631 | 85,288 | 116,919 | 31,631 | 85,288 | 116,919 | |
| Dixon | 257 | 692 | 949 | | | | 949 |
| ECCTA | 12,834 | 34,606 | 47,440 | | | | 47,440 |
| Fairfield | 4,478 | 12,078 | 16,557 | 4,478 | 12,078 | 16,557 | |
| GG/BHTD | 217,103 | 585,385 | 802,488 | 217,103 | 585,385 | 802,488 | |
| Healdsburg | 70 | 187 | 257 | | | | 257 |
| LAVTA | 9,928 | 26,768 | 36,696 | 9,928 | 26,768 | 36,696 | |
| NCTPA | 2,652 | 7,151 | 9,803 | | | | 9,803 |
| SanTrans | 289,324 | 807,082 | 1,106,406 | 289,324 | 807,082 | 1,106,406 | |
| Santa Rosa | 6,794 | 18,319 | 25,113 | | | | 25,113 |
| Sonoma County Transit | 8,607 | 23,208 | 31,815 | 8,607 | 23,208 | 31,815 | |
| Union City | 2,842 | 6,854 | 9,396 | | | | 9,396 |
| Vallejo | 36,875 | 98,887 | 135,562 | 36,875 | 98,887 | 135,562 | |
| SCVTA | 880,054 | 2,389,694 | 3,289,948 | 880,054 | 2,389,694 | 3,289,948 | |
| SCVTA - Corresponding to ACE | 14,658 | 39,523 | 54,181 | 14,658 | 39,523 | 54,181 | |
| WestCAT | 15,359 | 41,414 | 56,773 | 15,359 | 41,414 | 56,773 | |
| SUBTOTAL | 1,818,373 | 4,802,662 | 6,721,335 | 1,781,919 | 4,804,672 | 6,586,591 | 134,744 |
| Alameda-Contra Costa Transit District | 581,219 | 1,587,169 | 2,148,388 | 581,219 | 1,587,169 | 2,148,388 | |
| Bay Area Rapid Transit District | 1,454,058 | 3,820,646 | 5,374,704 | 1,454,058 | 3,820,646 | 5,374,704 | |
| City of San Francisco (MUNI) | 1,912,853 | 5,157,714 | 7,070,567 | 1,912,853 | 5,157,714 | 7,070,567 | |
| SUBTOTAL | 3,948,130 | 10,645,629 | 14,593,659 | 3,948,130 | 10,645,629 | 14,593,659 | |
| TOTAL | 5,766,503 | 15,646,491 | 21,314,994 | 5,730,049 | 15,450,201 | 21,180,260 | 134,744 |

* Not all requests for revenue-based Transit Security Program funds may have been provided to MTC. Sponsors should confirm these requested funding amounts with their own records.

Investment Justification Template

| A. Investment Heading | |
|-------------------------|--|
| Date Submitted | January 11, 2013 |
| Grant Year Applying For | FY2011-12 |
| County of Allocation | Napa County |
| Agency Name | Napa County Transportation and Planning Agency (NCTPA) |
| Investment Name | Soscol Gateway Transit Center Security Equipment |
| Investment Phase | 1 |
| Amount Requesting | \$9,803 |
| FIPS Number | 085-91052 |
| Number of Projects | 1 |

| B. Contact Information | |
|---|---|
| Antonio Onorato, Manager of Finance NCTPA 625 Burnell St. Napa, CA 94559 (707) 259-8779 aonorato@nctpa.net | Antonio Onorato, Manager of Finance NCTPA 625 Burnell St. Napa, CA 94559 (707) 259-8779 aonorato@nctpa.net |

| C. Investment Funding plan | | | |
|----------------------------|--------------------|---------------|-------------|
| Investment | CTAF Request Total | | Grand Total |
| YEAR 2013 | 8879.58(a)(2) | 8879.58(a)(3) | |
| Planning | | | |
| Equipment | 2,652 | 7,151 | 9,803 |
| Construction | | | |
| Total | 2,652 | 7,151 | 9,803 |

****NOTE –Label each project alphabetically and provide the following questions per project.

Agency Name and FIPS **Napa County Transportation and Planning Agency 085-91052**
 Letter and Project Title **Soscol Gateway Transit Center Security Equipment**

D. Provide a brief description for this investment.

NCTPA intends to purchase and install security surveillance devices and controlled access equipment at the newly constructed Soscol Gateway Transit Center.

1) **Employee Access Control.** Electronic locks with magnetic ID badge admittance for ALL door entrances into the administrative offices at the Soscol Gateway Transit Center located at 625 Burnell St. Photo ID badges would need to be manufactured for NCTPA employees and 150 purchased transportation operators. The badges will have the option to be “deactivated” when deemed necessary. The system will be able to record which employees are entering the facility and when. This data will be recorded on an onsite server. Additional badges will be needed for new employees and to replace lost cards.

2)

Estimated Cost: \$15,000

3) **Closed Circuit/CCTV.** A security/surveillance system for the transit bays, parking lot, interior and exterior of the Soscol Gateway Transit Center building with a fifteen (15) cameras in strategic locations throughout the facility. These cameras should have panoramic views, be able to operate continuously in adverse weather, and be able to transmit footage wirelessly to a hosted server located inside the building. This footage will be able to be viewed via the internet 24/7 by designated employees of NCTPA and its purchase transportation operator Veolia Transportation.

Estimated Cost: \$24,000

E. Describe how this investment specifically addresses capital projects or capital expenditures.

The investment will be used to purchase the necessary equipment for the security enhancements to the Soscol Gateway Transit facility.

Agency Name and FIPS

085-91052

Letter and Project Title

Soscol Gateway Transit Center Security Equipment

- F. Describe how the investment will achieve the safety, security, or emergency response benefit.

The investments in security equipment will provide greater protection to the property, employees, and visitors to the transit facility. In the event of criminal behavior, surveillance cameras will record the unlawful actions and be provided to police and/or other security agencies for further action.

- G. Describe how this investment specifically meets the useful life for capital assets specified in subdivision (a) of section 16727.

The purchase of the security equipment is capital assets under the category of "equipment" (per subdivision (a) of section 16727) with a useful life of years or more.

- H. Provide a high-level timeline, milestones and dates, for the implementation of this investment. Possible areas for inclusion are: stakeholder engagement, planning, major acquisitions/purchases, training, exercises, and process/policy updates. Up to 10 milestones may be provided.

Security Cameras

Purchase of Security Cameras: September 2012

Installation of Security Cameras: December 2012- February 2013

Expected Completion of Project: March 2013

Controlled Access System

Purchase of Controlled Access Equipment: September 2012

Purchase of Controlled Access Badges: December 2012

Installation of Controlled Access Equipment: December 2012- February 2013

Expected Completion of Project: March 2013

Investment Justification Template

| A. Investment Heading | |
|-------------------------|--|
| Date Submitted | January 11, 2013. |
| Grant Year Applying For | FY2012-13 |
| County of Allocation | Napa County |
| Agency Name | Napa County Transportation and Planning Agency (NCTPA) |
| Investment Name | Soscol Gateway Transit Center Security Equipment |
| Investment Phase | 1 |
| Amount Requesting | \$9,803 |
| FIPS Number | 085-91052 |
| Number of Projects | 1 |

| B. Contact Information | |
|---|---|
| Antonio Onorato, Manager of Finance NCTPA 625 Burnell St. Napa, CA 94559 (707) 259-8779 aonorato@nctpa.net | Antonio Onorato, Manager of Finance NCTPA 625 Burnell St. Napa, CA 94559 (707) 259-8779 aonorato@nctpa.net |

| C. Investment Funding plan | | | |
|----------------------------|--------------------|---------------|-------------|
| Investment | CTAF Request Total | | Grand Total |
| YEAR_ 2011-12_ | 8879.58(a)(2) | 8879.58(a)(3) | |
| Planning | | | |
| Equipment | 2,652 | 7,151 | 9,803 |
| Construction | | | |
| Total | 7,151 | 7,151 | 9,803 |

****NOTE –Label each project alphabetically and provide the following questions per project.

Agency Name and FIPS **Napa County Transportation and Planning Agency 085-91052**
 Letter and Project Title **Soscol Gateway Transit Center Security Equipment**

D. Provide a brief description for this investment.

NCTPA intends to purchase and install security surveillance devices and controlled access equipment at the newly constructed Soscol Gateway Transit Center.

- 1) **Employee Access Control.** Electronic locks with magnetic ID badge admittance for ALL door entrances into the administrative offices at the Soscol Gateway Transit Center located at 625 Burnell St. Photo ID badges will be manufactured for NCTPA employees and 150 purchased transportation operators. The badges will have the option to be “deactivated” when deemed necessary. The system will be able record which employees are entering the facility and when. This data will be recorded on an onsite server. Additional badges will be needed for new employees and to replace lost cards.

Estimated Cost: \$15,000

Closed Circuit/CCTV. A security/surveillance system for the transit bays, parking lot, interior and exterior of the Soscol Gateway Transit Center building with a fifteen (15) cameras in strategic locations throughout the facility. These cameras will have panoramic views, be able to operate continuously in the weather that is experienced in the region, and be able to transmit footage wirelessly to a hosted server located inside the building. This footage will be able to be viewed via the internet 24/7 by designated employees of NCTPA and its purchase transportation operator Veolia Transportation.

Estimated Cost: \$24,000

E. Describe how this investment specifically addresses capital projects or capital expenditures.

The investment will be used to purchase the necessary equipment for the security enhancements to the Soscol Gateway Transit facility.

| | |
|--------------------------|---|
| Agency Name and FIPS | 085-91052 |
| Letter and Project Title | Soscol Gateway Transit Center Security Equipment |

- F. Describe how the investment will achieve the safety, security, or emergency response benefit.

The investments in security equipment will provide greater protection to the property, employees, and visitors to the transit facility. In the event of criminal behavior, surveillance camera's will record the unlawful actions and be provided to police and/or other security agencies for further action.

- G. Describe how this investment specifically meets the useful life for capital assets specified in subdivision (a) of section 16727.

The purchase of the security equipment is capital assets under the category of "equipment" (per subdivision (a) of section 16727) with a useful life of years or more.

- H. Provide a high-level timeline, milestones and dates, for the implementation of this investment. Possible areas for inclusion are: stakeholder engagement, planning, major acquisitions/purchases, training, exercises, and process/policy updates. Up to 10 milestones may be provided.

Security Cameras

Purchase of Security Cameras: September 2012

Installation of Security Cameras: December 2012- February 2013

Expected Completion of Project: March 2013

Controlled Access System

Purchase of Controlled Access Equipment: September 2012

Purchase of Controlled Access Badges: December 2012

Installation of Controlled Access Equipment: December 2012- February 2013

Expected Completion of Project: March 2013



March 20, 2012
NCTPA Agenda Item 8.5
Continued From: New

Action Requested: INFORMATION/ACTION

NAPA COUNTY TRANSPORTATION AND PLANNING AGENCY Board Agenda Letter

TO: Board of Directors
FROM: Kate Miller, Executive Director
REPORT BY: Antonio Onorato, Program Manager - Finance
(707) 259-8779 / Email: anonorato@nctpa.net
SUBJECT: Approval of Resolution No. 13-05 Amending the Napa County Transportation and Planning Agency (NCTPA) FY 2012-13 Budget

RECOMMENDATION

That the Napa County Transportation and Planning Agency (NCTPA) Board approve Resolution No. 13-05 (Attachment 1) amending the FY 2012-13 budget to increase the Maintenance: Buildings and Improvements budget by \$25,000 for maintenance costs at the Soscol Gateway Transit Center for restroom facilities upkeep and installation of locking mechanisms.

COMMITTEE RECOMMENDATION

None.

EXECUTIVE SUMMARY

The resolution approves a FY 2012-13 budget amendment for an increase of \$25,000 for maintenance and improvement costs to supplement janitorial services to maintain public restroom facilities and to install locking mechanisms.

PROCEDURAL REQUIREMENTS

1. Staff Report
2. Public Comments
3. Motion, Second, Discussion and Vote

FINANCIAL IMPACT

Is there a fiscal impact? Yes. \$25,000

Is it Mandatory or Discretionary? Discretionary

Future Fiscal Impact: No.

Consequences if not approved: The conditions of the restrooms will deteriorate, be unsanitary for public use, and be prone to vandalism.

CEQA REQUIREMENTS

ENVIRONMENTAL DETERMINATION: The proposed action is not a project as defined by 14 California Code of Regulations 15378 (State CEQA Guidelines) and therefore CEQA is not applicable.

BACKGROUND AND DISCUSSION

At the NCTPA's February 20, 2013 Board of Director's meeting, the decision was made to re-open the public restroom facilities at the Soscol Gateway Transit Center. Staff reported that the cost to adequately maintain the restrooms would be \$20,000 (for the remainder of FY 2012-13) to clean the facilities twice a day plus an additional cost for locking mechanisms that can be remotely operated by the transit center sales office. The cost of the locking mechanisms and installation is expected to be approximately \$5,000.

SUPPORTING DOCUMENTS

Attachment: (1) Resolution No. 13-05

RESOLUTION No. 13-05

**A RESOLUTION OF THE
NAPA COUNTY TRANSPORTATION AND PLANNING AGENCY (NCTPA)
AMENDING THE FY 2012-13 MAINTENANCE BUDGET TO
INCREASE APPROPRIATION BY \$25,000**

WHEREAS, the Napa County Transportation and Planning Agency (NCTPA) is designated the countywide transportation planning agency responsible for Highway, Streets and Roads, and transit planning and programming within Napa County, and

WHEREAS, on an annual basis the Board reviews and approves a budget for all transit services- fixed route, deviated route, paratransit, and taxi subsidy as well as NCTPA administration and planning, and

WHEREAS, NCTPA has re-opened the restroom facilities for public use, and

WHEREAS, the cost to maintain and clean the facilities will be \$20,000 for the remainder of the fiscal year; and

WHEREAS, the cost to purchase and install locking mechanisms will be \$5,000, and

NOW, THEREFORE, BE IT RESOLVED, that the Napa County Transportation and Planning Agency amend the FY 2012/13 Budget and increase the appropriation of \$25,000 for expenditures in fund 8300 and authorizes the Executive Director to take all necessary actions to secure indicated Federal, State, Regional, and Local resources, and to execute contracts with Member Agencies or funding entities as necessary.

///

///

Passed and Adopted the 20th day of March, 2013.

Keith Caldwell, NCTPA Chair

Ayes

Nays:

Absent:

ATTEST:

Karalyn E. Sanderlin, NCTPA Board Secretary

APPROVED:

Janice Killion, NCTPA Legal Counsel



March 20, 2013
NCTPA Agenda Item 9.1
Continued From: New
Action Requested: APPROVE

NAPA COUNTY TRANSPORTATION AND PLANNING AGENCY Board Agenda Letter

TO: Board of Directors
FROM: Kate Miller, Executive Director
REPORT BY: Kate Miller, Executive Director
(707) 259-8634 / Email: kmiller@nctpa.net
SUBJECT: 2013 Federal and State Legislative Program and Project Priorities

RECOMMENDATION

That the Napa County Transportation and Planning Agency (NCTPA) Board approve the 2013 State and Federal Legislative Advocacy programs.

COMMITTEE RECOMMENDATION

The Technical Advisory Committee recommends that the NCTPA Board approve the 2013 Federal and State Legislative Program and Project Priorities.

EXECUTIVE SUMMARY

Attachment 1 contains the proposed 2013 Federal and State Legislative Agenda and Project Priorities. The Agenda and Priorities is a strategy to help focus agency efforts to meet agency key goals and objectives.

PROCEDURAL REQUIREMENTS

1. Staff Report
2. Public Comment
3. Motion, Second, Discussion and Vote

FINANCIAL IMPACT

Is there a fiscal impact? No.

CEQA REQUIREMENTS

ENVIRONMENTAL DETERMINATION: The proposed action is not a project as defined by 14 California Code of Regulations 15378 (California Environmental Quality Act (CEQA) Guidelines) and therefore CEQA is not applicable.

BACKGROUND AND DISCUSSION

Adopting the 2013 Federal and State Legislative Agenda and Project Priorities is part of a larger initiative to better focus agency resources and efforts in order to attain critical planning objectives, including rehabilitating and enhancing Countywide highways, streets, and roads, reducing harmful auto emissions, building adequate pedestrian and bicycle facilities, responding to State, Federal, and regional mandates, and ensuring revenues are available to meet these demands. The Legislative Agenda is intended to help guide the Board's direction to staff on legislative advocacy and regulatory issues affecting the agency and transportation and land use issues facing all the jurisdictions in Napa County.

The proposed Legislative Agenda focuses largely on funding, streamlining project delivery, reducing congestion and improving the environment. The projects listed are key priorities currently in various stages of planning that are not fully funded and have been deemed significant by the public and/or NCTPA's transportation partners.

SUPPORTING DOCUMENTS

Attachment: (1) 2013 Federal and State Legislative Advocacy Programs and Project Priorities

2013 Federal and State Legislative Advocacy Program and Project Priorities

Federal Legislative Advocacy Program

- Revenues
 - Work closely with legislators, Caltrans, regional agencies, and transportation partners on a new Transportation Authorization that sufficiently increases transportation revenues builds on framework established by MAP-21.
 - Support efforts that would restore revenues to the Highway Trust Fund and Mass Transit Account
 - Support efforts that protect transportation programs subject to sequestration
 - Increase appropriations levels for Small Starts projects

State Legislative Advocacy Program

- Revenues
 - Work closely with state legislators and agencies to maximize AB 32 Cap and Trade revenues for transportation projects and initiatives
 - Support efforts to lower the 2/3rds voting threshold for local transportation sales tax measures
 - Support efforts that identify longer term and permanent solutions to address transportation infrastructure funding shortfalls
 - Protect transportation funds from strategies that allow diversion of these revenues for general fund purposes
 - Maximize the sub-allocation of MAP-21 federal transportation funds to metropolitan areas
 - Support efforts to identify revenues and mechanisms to implement redevelopment projects and support priority development areas
- Project Delivery
 - Support efforts to streamline project delivery requirements and reduce costs for delivering projects.
 - Support efforts that streamline California Environmental Quality Act processes.
- Environment
 - Support regulatory and legislative efforts to encourage van pools, transit use, and alternative commute options
 - Support regulatory efforts that encourage green business practices
- Congestion Relief
 - Support efforts to establish and maintain HOV lanes on State Highways
 - Support Caltrans efforts to expand traveler information and other solutions that reduce congestion and increase throughput

- Regulatory Reform
 - Support legislation to exempt public transit vehicles from state and local truck route ordinances.

Project Priorities

- Improvements to State Route 29 prioritized in the State Route 29 Gateway Corridor Plan, including improvements to key intersections such as Soscal Avenues and Airport Blvd.
- Projects located in the County's two Priority Development Areas
- Transit Maintenance Facility
- Fueling Facility
- Upgrades to Soscal Gateway Transit Center



March 20, 2013
NCTPA Agenda Item 9.2
Continued From: New
Action Requested: APPROVE

NAPA COUNTY TRANSPORTATION AND PLANNING AGENCY Board Agenda Letter

TO: Board of Directors
FROM: Kate Miller, Executive Director
REPORT BY: Kate Miller, Executive Director
(707) 259-8634 / Email: kmiller@nctpa.net
SUBJECT: State Legislative Update and Bill Matrix

RECOMMENDATION

That the Napa County Transportation and Planning Agency (NCTPA) Board receive the monthly State Legislative Update and approve staff recommendations on pending state bills.

COMMITTEE RECOMMENDATION

None.

EXECUTIVE SUMMARY

The Board will receive a state legislative update (Attachment 1) from Platinum Associates and consider taking action on various state bills on Attachment 2 that could affect NCTPA.

PROCEDURAL REQUIREMENTS

1. Staff Report
2. Public Comment
3. Motion, Second, Discussion and Vote

FINANCIAL IMPACT

Is there a fiscal impact? No.

CEQA REQUIREMENTS

ENVIRONMENTAL DETERMINATION: The proposed action is not a project as defined by 14 California Code of Regulations 15378 (California Environmental Quality Act (CEQA) Guidelines) and therefore CEQA is not applicable.

BACKGROUND AND DISCUSSION

In November, the Board approved release of a request for proposal (RFP) for a state lobbyist. Staff released the RFP and awarded the contract to Platinum Associates, which is within the Executive Director's contract authority. Steve Wallauch of Platinum Associates will provide a summary of State legislative activities and review the bill matrix for the Board's consideration and action.

SUPPORTING DOCUMENTS

Attachments: (1) March 4, 2013 Legislative Update
(2) State Bill Matrix



March 4, 2013

TO: Kate Miller, Executive Director
Napa County Transportation and Planning Agency

FR: Steve Wallauch
Platinum Advisors

RE: Legislative Update

More and More Bills: Friday, January 22, was the deadline to introduce new bills for the session. Over 780 bills were introduced on Friday alone, with total bills introduced to date totaling 2,189. All new bills must be “in print” for 30 days before they can be heard or amended, however, this waiting period does not apply to bills with an urgency clause. Attached is a matrix of bills with recommended positions proposed by NCTPA staff. As we read each bill, and as the numerous spot bills are amended to show their true intent, additional bills will be brought to the Board for consideration.

Supermajority on Hold: Senator Michael Rubio’s abrupt resignation surprised everyone. He stated that time demands at the Capitol has interfered with the demands of his young family. His resignation was effective Friday February 22. With two vacancies created in January when two democrat members left for Congress, the departure of Senator Rubio brings the total of democrats down to 26 – one below the supermajority threshold. While Senator Rubio’s new Senate district is a little more competitive, the two vacancies in Southern California are considered safe democrat seats, so it is a matter of time before the supermajority is regained in the Senate. His departure also creates a wrinkle in efforts to “modernize” CEQA, which Senator Rubio was heading in the Senate. Senator Jerry Hill from San Mateo County has been named to replace Rubio as chair of the Senate Committee on Environmental Quality. Senator Rubio also announced he has accepted a position with Chevron Corporation to serve as manager of California government affairs.

State Budget

Budget Committees are slowly beginning to meet to discuss the Governor’s proposal. Hearings held to date have been informational hearings that have taken a general overview of the Governor’s proposal. With the LAO’s release of its more in depth analysis of the Governor’s

budget, the budget subcommittees are scheduled to begin taking action on budget items in the coming weeks.

Revenue Spike: January was a big month for personal income tax payments. According to the Department of Finance actual income tax receipts exceeded the forecast by \$4.95 billion. Based on the DOF numbers this brings total revenue to date to \$5 billion over projections. However, following the words of caution from the LAO and the State Controller, the DOF agrees that this spike in revenue is the result of the income tax changes at the state and federal level, and should not be considered “windfall” revenue. Due on the tax increases on upper income levels it appears more taxpayers paid a larger share of their tax liability in January rather than waiting until April. In addition, it is assumed many accelerated income in 2012 because federal tax rates were expected to rise in 2013. This shift of income from 2013 to 2012 was greater than expected, which would account for the larger January payments.

State Transit Assistance – The budget estimates STA funds will be \$391 million in 2013-14, and the estimate for the current year is now at \$415 million. The original estimate for 2012-13 was \$469 million. STA allocations are more volatile because the amounts are based solely on diesel fuel consumption and price, and the funds are allocated based on the amount collected each quarter. In the past, the STA allocation was a fixed quarterly amount, but this changed when the account was moved from a budget item to a continuous appropriation. The LAO’s analysis did not express any concerns or raise questions about the STA program.

LAO’s take on Cap & Trade Budget: Last week the Legislative Analyst’s Office (LAO) released its review of the Governor’s budget proposal for Cap & Trade auction revenue. The Governor’s budget substantially lowers the projected income from the auction from \$1 billion to \$200 million in 2012-13, and assumes only \$400 million in 2013-14. The LAO still believes that those estimates are optimistic. The second auction resulted in the price per unit increasing to \$13.62 from the November price of \$10 per ton. This increase is a positive sign, but it remains uncertain if this climb is sufficient to meet the Governor’s revenue estimates.

The LAO also expresses concerns about the Governor’s proposed use of these revenues. In the current fiscal year, the Governor plans to use \$200 million in cap & trade revenue to reimburse general fund expenses associated with reducing greenhouse gas emissions, and the Governor plans to use \$300 million to offset general fund expenses in 2013-14. While the Governor identified the programs to be reimbursed in the current fiscal year, the state programs that will receive the \$300 million in 2013-14 have not been identified. While the LAO supports the use of cap & trade revenue to offset general fund costs, the LAO expresses concerns whether the general fund reimbursements will meet the legal nexus for the use of the auction revenue. The LAO specifically questions the use of \$39 million in auction revenue for activities at the Department of Housing & Community Development.

Active Transportation Account: The Department of Finance released its draft language for creating the Active Transportation Account as outlined in the Governor’s budget summary. This proposal consolidates the funds from the Bicycle Transportation Account, Safe Routes to School, the Environmental Enhancement & Mitigation Account, as well as federal Transportation Alternative Program funds and federal Recreational Trails Program funds.

The draft language directs the California Transportation Commission (CTC) to develop guidelines and project selection criteria for these funds. The CTC is directed to work with various state agencies as well as metropolitan planning organizations and regional transportation agencies in developing the guidelines. The funds from the prior programs would be deposited into the Active Transportation Account. This revenue would be divided as follows: 40% to metropolitan planning organizations, 10% to small urban and rural regions, and 50% to projects competitively awarded by the CTC on a statewide basis.

The LAO finds that this consolidation is a step in the right direction, but the LAO does urge the legislature to consider making changes to the proposal. The most significant change recommended by the LAO is to require the 50% earmarked for a statewide competitive program be used for large community wide projects. Further, the LAO recommends that the language clearly specify that the funds should be used for projects that improve bicycle and pedestrian safety and increase the number of trips taken by bicycle or walking.

Legislative Highlights & Emerging Issues

Constitutional Amendments: Adding to the mix of Constitutional amendments to lower the voter approval threshold, Senator Loni Hancock has introduced SCA 11. This measure is an umbrella proposal that would lower the vote threshold to 55% for any parcel tax or sales tax. Unlike the other measures, SCA 11 does not tie use of the lower threshold to a specific purpose. SCA 4 (Liu) and SCA 8 (Corbett) have also been introduced to reduce the vote threshold to 55% specifically for transportation sales tax programs.

Cap & Trade Workshops: The California Air Resources Board has completed its series of workshops on developing an expenditure plan for Cap & Trade auction revenue. The first workshop was held in Fresno and last week workshops were held in Sacramento and Los Angeles.

The importance of these workshops was highlighted by those representing the state. Most CARB workshops are administered by staff and occasionally attended by a CARB Board member. However, the Sacramento workshop panel consisted of BT&H Secretary Brian Kelly, CARB Chair Mary Nichols, DOF Director Ana Matosantos, CalEPA Secretary Matt Rodriguez, and representatives from the Energy Commission, CalTrans, and the Strategic Growth Council.

While testimony in support of funding transit and transportation investments was rather light in Fresno, a much larger and coordinated group was present at the workshop in Sacramento. Testimony in support of funding transit programs was kicked off by Senator Mark DeSaulnier, chair of the Senate Committee on Transportation & Housing. The Transportation Coalition for Livable Communities provided a unified statement in support of funding transportation related

projects. With over 25 speakers voicing support for the Coalition, testimony was kicked off by Mike McKeever, with SACOG and Jim Earp with the California Alliance for Jobs.

The deadline to submit comments is March 8. CARB encourages written comments to be submitted electronically through the website listed below. Once the draft investment plan is released, it will be reviewed at a regular Air Board meeting, which is tentatively scheduled for April 25-26, and the final plan will be released as part of the Governor May Revise of the Budget.

Additional information can be found at the auction proceeds website at: <http://www.arb.ca.gov/cc/capandtrade/auctionproceeds/auctionproceeds.htm>

Strategic Growth Council: While the Strategic Growth Council (SGC) remains fairly obscure to many, the importance of the SGC is growing. The SGC was created in statute in an effort to coordinate the activities of state agencies and departments in pursuing greenhouse gas reduction goals. The SGC is comprised of the agency secretaries from BT&H, Resources, Health & Human Services, Cal EPA, and OPR, as well as one public member. The actions of the SGC will greatly influence the Administration's position on legislation and policy goals.

At its last meeting the SGC authorized staff to spend up to \$50,000 a report examining the barriers to infill development. These include identifying conflicting policies and outdated rules that inhibit infill development, addressing the infrastructure needs to implement SB 375, and providing access to infill financing mechanisms. The report will also review policies and investments to improve schools in infill areas.

In addition, the SGC received an update on efforts to develop "self-review" criteria for departments and agencies that would guide their decisions on infrastructure investments in a manner that is consistent with state priorities. This process will leverage the planning efforts underway for the five-year infrastructure plan, which will be released soon by the Governor, and the Transportation Agency's workgroup on transportation funding needs. As mentioned referenced in the Governor's Budget Summary, the Transportation Agency will be forming a working group to examine transportation funding needs and priorities, and how to address these needs at the state and local level.



March 4, 2013

| Bills | Subject | Status | NCTPA STAFF RECOMMENDATION |
|--|---|--------------|----------------------------|
| SB 1 (Steinberg D) Sustainable Communities Investment Authority. | SB 1 is the reintroduction of SB 1156, which was vetoed by the Governor. The Governor vetoed this bill, but stated he is interested in implementing this type of program once the dissolution of redevelopment is complete and the general fund savings realized. SB 1 would allow local governments to create a Sustainable Communities Investment Authority that would utilize tax increment financing to finance specified activities within a sustainable communities investment area. | SENATE G &F | WATCH |
| SB 469 (Corbett D) Public contracts: local agencies: public transit vehicles. | SB 469 would require a local entity when awarding a contract to procure public transit buses to give a 10% preference to any bidder that agrees to manufacture the vehicles in California. | SENATE PRINT | WATCH |
| SCA 4 (Liu D) Local government transportation projects: special taxes: voter approval. | SCA 4 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 4 is one of several Constitutional amendments introduced aimed at lowering the voter threshold to enact local taxes for specific purposes. | SENATE PRINT | SUPPORT |
| SCA 8 (Corbett D) Local government transportation projects: special taxes: voter approval. | 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. Senator Corbett has also introduced SCA 9, which would allow for a sales tax to be imposed with a 55% voter approval if the funding is used for local community and economic development projects. | SENATE PRINT | SUPPORT |

| Bills | Subject | Status | NCTPA STAFF RECCOMENDATION |
|--|---|-------------------------|----------------------------|
| <p>SCA 11 (Hancock D) Local government: special taxes: voter approval.</p> | <p>SCA 11 is an “umbrella measure” on lowering the voter threshold from 2/3 to 55% for local sales taxes and parcel taxes. This measure would lower the vote threshold for any purpose.</p> | <p>SENATE G & F</p> | <p>SUPPORT</p> |



March 20, 2013
NCTPA Agenda Item 9.3
Continued From: New
Action Requested: INFORMATION

NAPA COUNTY TRANSPORTATION AND PLANNING AGENCY Board Agenda Letter

TO: Board of Directors
FROM: Kate Miller, Executive Director
REPORT BY: Danielle Schmitz, Associate Program Planner/Administrator
(707) 259-5968 / Email: dschmitz@ncpta.net
SUBJECT: Release of Draft Priority Development Area (PDA) Investment and Growth Strategy

RECOMMENDATION

Information only

COMMITTEE RECOMMENDATION

None

EXECUTIVE SUMMARY

SB 375 requires the State's 18 metropolitan areas, including the Bay Area, to develop strategies to reduce transportation-related greenhouse gas emissions. The law requires that the current Regional Transportation Plan (RTP), Plan Bay Area, include a Sustainable Communities Strategy (SCS) which promotes compact, mixed-use commercial and residential development. To meet the goals of SB 375 more of the future development is planned to be walkable and bikable and close to public transit, jobs, schools, shopping, parks, recreation and other amenities.

To help achieve the goals of the SCS, the nine Bay Area counties have gone through a self identification process where they have voluntarily designated Priority Development Areas (PDAs) in their jurisdiction that can accommodate a majority of their future growth. The purpose of a PDA Investment and Growth Strategy is to ensure that CMAs understand the opportunities and barriers to develop PDAs in the region - in particular-what transportation investments should be made to best achieve the PDA's housing goals.

This PDA development strategy will be a working document to assist in priority-setting for transportation funding such as the One Bay Area Grant (OBAG), which supports and encourages development in the region's PDAs. Recognizing the diversity of Napa County's PDAs will require different strategies.

PROCEDURAL REQUIREMENTS

1. Staff Report

FISCAL IMPACT

Is there a Fiscal Impact? No

CEQA REQUIREMENTS

ENVIRONMENTAL DETERMINATION: The proposed action is not a project as defined by 14 California Code of Regulations 15378 (State California Environmental Quality Act (CEQA) Guidelines) and therefore CEQA is not applicable.

BACKGROUND AND DISCUSSION

The purpose of the Priority Development Area Investment and Growth Strategy is to have the transportation programming agency, NCTPA, be familiar with the transportation needs within each PDA in Napa County. This knowledge will help NCTPA in programming funds, to allow each PDA to meet its housing and job goals.

The first step in the PDA process is to prepare an inventory of the PDAs and the current conditions within the PDA, document any planning that has already occurred, and identify the planning and capital needs of the PDA. There are two different PDAs within Napa County that have different PDA statuses. The PDA located in the City of American Canyon is a potential PDA, and the PDA in the City of Napa is a planned PDA. The main difference between these two PDA designations is that a potential PDA needs assistance with site specific planning. This could include a specific plan, area plan, master plan, redevelopment plan, or more detailed section of the general plan that has been adopted by the city council, and related California Environmental Quality Act (CEQA) review. Planned PDAs already have a more detailed PDA plan and have the necessary zoning and general plan updates so that all planning documents and development regulations are consistent, and the necessary CEQA review has been completed.

This Investment and Growth Strategy document is not only a requirement of NCTPA under MTC's Resolution 4015, it is meant to be used as an ongoing tool for the CMAs and their member jurisdictions. Due to time constraints and available data, this PDA document will focus primarily on the existing conditions of the PDAs within Napa County and what future transportation infrastructure and strategies are needed to help PDAs

meet its goals. The plan is intended to guide Congestion Management Agencies, such as NCTPA, to monitor more closely land use policies and development within its jurisdictions to help achieve the goals of Plan Bay Area such as reduction of Green House Gases (GHGs) and encouraging transit oriented development. Topics addressed in the PDA assessment may include: current development status, pipeline projects, investment strategies, community support, transportation assets, bike and pedestrian infrastructure, incentives to attract market development, etc.

The PDA Investment and Growth Strategy document will be a living and working document for NCTPA. Staff hopes to have a completed adopted PDA Investment and Growth Strategy approved by the NCTPA Board at its April Board meeting. MTC is requiring all CMAs to turn in a first draft of their PDA investment and growth strategy on May 1, 2013. This draft was released to the TAC on March 7, 2013 with comments due back by March 22, 2013. A final version of the PDA Investment and Growth Strategy will be brought back to the Board at their April 17th meeting.

SUPPORTING DOCUMENTS

Attachments: (1) Draft Priority Development Area Investment and Growth Strategy

Napa County Priority Development Area (PDA) Investment and Growth Strategy

Napa County Transportation and Planning Agency

March 7, 2013
Working Draft

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Chapter 1: INTRODUCTION and BACKGROUND

In an effort to encourage future growth near transit and in existing communities, Napa County Transportation and Planning Agency (NCTPA) has partnered with the County of Napa's local jurisdictions to create strategies that promote a priority-setting process for future development in Napa County's Priority Development Areas (PDAs). PDAs are locally identified areas that can accommodate future housing and employment growth near public transportation. The development of PDAs will help to reduce traffic congestion and encourage transit use, walking, and biking. With the growing population, worsening traffic conditions and constrained natural and urban environments it is more important than ever to plan smarter for future generations. The shift to more transit oriented development (TOD) has not only been driven by these factors, but has also been mandated by recent California State laws, in particular AB 32 and SB 375. These laws require Metropolitan Planning Organizations (MPOs) and other regional agencies to develop Sustainable Communities Strategies (SCS) as a part of the long range planning process.

The San Francisco Bay Area's MPO is the Metropolitan Transportation Commission (MTC). In partnership with the Association of Bay Area Governments (ABAG), MTC is developing the Bay Area's SCS as part of the emerging Regional Transportation Plan (RTP) – known as "Plan Bay Area" www.onebayarea.org. To meet the SCS goals and as a requirement for receiving federal highway funds, MTC is requiring each county Congestion Management Agency (CMA) to create a PDA Investment and Growth Strategy. NCTPA serves as the CMA for Napa County and is creating this PDA Investment and Growth Strategy in partnership with the County of Napa, the City of Napa, the City of American Canyon, the City of St. Helena, the City of Calistoga, and the Town of Yountville. This PDA Investment and Growth Strategy is a working document and will be updated periodically to include new policies, growth strategies, and data as needed.

SB 375- Sustainable Communities Strategy

The Global Warming Solutions Act of 2006 (AB 32) tasked the California Air Resources Board (CARB) and other state agencies to develop plans and programs to reduce California's greenhouse gas emissions (GHGs) to 1990 levels by 2020. The cornerstone of the program is the development and adoption of a Scoping Plan that identifies specific reduction strategies, implementation mechanisms, and timelines. CARB adopted the Scoping Plan in December of 2008. The complete Plan can be accessed at: www.arb.ca.gov/cc/ab32/ab32.htm.

Senate Bill 375 (Steinberg) became law in 2008 and imposed AB 32-like requirements on local and regional planning practices to encourage sustainable development strategies to reduce GHGs. SB 375 required that CARB establish reduction targets for 2020 and 2035 for each region covered by one of California's 18 MPOs. For the San Francisco Bay Area, CARB followed the recommendation adopted by MTC in July of 2010, a 7 percent per capita reduction target for 2020 and 15 percent per capita reduction target for 2035, relative to 2005 levels. SB 375 requires local and regional governments to identify measures to meet their emissions targets by promoting good planning through sustainable strategies. Each of California's MPOs are required to prepare a SCS that demonstrates how it will meet its greenhouse gas reduction target through integrated land use, housing and transportation planning. In the San Francisco Bay Area this task fell to MTC, in partnership with ABAG, the Bay Area Air Quality Management District (BAAQMD), and Bay Conservation and Development Commission (BCDC) to create the SCS for the nine county Bay Area.

The SCS is intended to improve land use and transportation coordination as part of the 25-year long range transportation plan prepared by MTC. The SCS must be consistent with the Regional Housing Needs Allocations (RHNA), and provide a strategy for housing 100 percent of the region's growth by year 2035, while not displacing low-income residents. The goals of the SCS is to link development of land use to transportation investments outlined in the Regional Transportation Plan (RTP), and to invest in transportation infrastructure where people live, eat, work, and play. The goals include: preservation of agriculture by directing development into the urban footprint; increasing non-auto trips by 10 percent; increasing the percentage of people walking or biking for transportation by 60 percent; and decreasing the automobile miles traveled per capita by 10 percent.

Meeting the emission reduction targets and the goals outlined in the region's SCS is a daunting task. Lack of critical funding, decentralization of jobs, loss of redevelopment revenues, foreclosures, and the high cost of infill development present the greatest challenges. However, with strong partnerships, a common vision, and sustainable planning efforts, the stage has been set for Napa County and the larger Bay Area region to not only meet its objectives but exceed them, making our communities desirable places to live, work, and recreate. The PDA Investment and Growth Strategies for each of the nine Bay Area counties will be key to the success of the region.

Funding Better Development – The One Bay Area Grant (OBAG) Program

Prior to the passage of AB 32 and SB 375, MTC encouraged TOD-type developments through funding incentives such as the Transportation for Livable Communities (TLC) Program. That program offered technical assistance and capital grants for projects that supported developments that encourage non-auto travel, more livable neighborhoods and mixed-use town centers. In Plan Bay Area, MTC has replaced incentives with planning and development requirements outlined in the new One Bay Area Grant (OBAG) Program. The OBAG Program is a new funding approach intended to integrate the region's federal transportation program with California's climate law (Senate Bill 375, Steinberg, 2008) and the SCS mandated by that legislation. The OBAG program was established in 2012 by MTC's resolution 4035, which includes the requirement that countywide transportation agencies, such as NCTPA, create PDA Investment and Growth Strategies.

The OBAG funding distribution to the nine Bay Area counties is linked to progress toward achieving local land-use and housing policies by:

- Rewarding jurisdictions that accept housing allocations through the Regional Housing Need Allocation (RHNA) process and produce housing using transportation dollars as incentives.
- Supporting the SCS for the Bay Area by promoting transportation investments in PDAs and by initiating a pilot program that will support open space preservation in Priority Conservation Areas (PCAs). Additional funding for each county has been set aside to support these efforts.
- Providing a higher proportion of funding to local agencies and additional investment flexibility by eliminating required program investment targets (the OBAG program allows each county the flexibility to invest in transportation categories such as Transportation for Livable Communities, bicycle and pedestrian improvements, local streets and roads preservation, and planning activities, while also providing specific funding opportunities for Safe Routes to School (SR2S) and PCAs).

The OBAG Program establishes program commitments and policies for investing roughly \$320 million over a 4-year period from FY 2012-13 to FY 2015-16, funded through the new federal transportation

legislation, Moving Ahead for Progress in the 21st Century (MAP-21). Napa County's share of OBAG revenues is roughly \$6.7 million of which \$2.7 million will be retained for county-wide planning purposes and almost \$4 million will go towards funding OBAG eligible projects.

Focus Program and Priority Development Areas

Before the SCS, the Bay Area agencies developed the FOCUS program. FOCUS is a regional development and conservation program that promotes a more compact land use pattern for the Bay Area. It unites the discipline areas of the four regional agencies (MTC and ABAG plus The Bay Conservation and Development Commission and the Bay Area Air Quality Management District) into a single program that links land use and transportation by encouraging the development of complete, livable communities in areas served by transit, and promotes conservation of the region's most significant resource lands.¹ The FOCUS program was the context in which the region's Priority Development Areas (PDAs) and Priority Conservation Areas (PCAs) were initially identified and which provided resources to help in their development. Through the FOCUS program local jurisdictions identified areas that could accommodate future growth. This designation of PDAs by Bay Area cities and counties identified to the regional agencies where resources should be spent to achieve housing objectives. In general, PDA eligibility is dependent on key characteristics, such as being located in an existing community, near transit service and planned for more housing. More specifically, a PDA must meet the following criteria:

Size - the recommended area size is 100 acres, which is approximately a ¼ mile radius.

Existing Community – means the area is within an existing urbanized area, is located within an urban growth boundary or limit line if one is established, and has existing or planned infrastructure to support development that will provide or connect to a range of services and amenities that meet the daily needs of residents, making non-motorized modes of transportation an option.

Near Transit – means (1) the area surrounds an existing rail station or ferry terminal (typically a half-mile around the station), (2) the area is served by a bus or bus rapid transit service with minimum headways of 20 minutes during peak weekday commute periods, or (3) the area is defined as a planned transit station by MTC's Resolution 3434.²

Housing – means the area has plans for a significant increase in housing units to a minimum density of the selected "place type" from MTC's Station Area Planning Manual, including affordable units, which can also be a part of a mixed use development that provides other daily services, maximizes alternative modes of travel, and makes appropriate land use connections.

Finally, a PDA can be either "Planned" or "Potential"

- A planned area is part of an existing plan that is more detailed than a general plan, such as a specific plan or an area plan.
- A potential area may be envisioned as a potential planning area that is not currently identified in a plan or may be part of an existing plan that needs changes.

Local jurisdictions must categorize their PDAs as one of seven types using the categories included in the MTC Station Area Planning Manual.

¹ FOCUS Program <http://www.bayareavision.org/initiatives/index.html>

² Association Bay Area Governments Application Guidelines for Priority Development Area Designation <http://www.mtc.ca.gov/funding/onebayarea>.

Table 1.1-a: PDA Types based on Station Area Planning Manual³

| | Centers | | | |
|------------------------------|----------------------------------|--|--|--|
| | Regional Center | City Center | Suburban Center | Transit Town Center |
| Housing Mix | High-rise & mid-rise apt./condos | Mid-rise, low-rise, some high-rise and townhomes | Mid-rise, low-rise, some high-rise and townhomes | Mid-rise, low-rise, townhomes, small lot single family |
| Target Total Housing Units | 8,000-30,000 | 5,000-15,000 | 2,500-10,000 | 3,000-7,500 |
| Net Project Density | 75-300 du/acre | 50-150 du/acre | 35-100 du/acre | 20-75 du/acre |
| Target Total Jobs | 40,000-150,000 | 5,000-30,000 | 7,500-50,000 | 2,000-7,500 |
| Minimum FAR (New Employment) | 5.0 FAR | 2.5 FAR | 4.0 FAR | 2.0 FAR |

Table 1.1-b: PDA Types based on Station Area Planning Manual

| | Districts | | Corridors |
|------------------------------|-------------------------------|--|--|
| | Urban Neighborhood | Transit Neighborhood | Mixed Use Neighborhood |
| Housing Mix | Mid-rise, low-rise, townhomes | Low-rise, townhomes, some mid-rise and small lot single family | Mid-rise, low-rise, townhomes, some small lot single family off corridor |
| Target Total Housing Units | 2,500-10,000 | 1,500-4,000 | 2,000-5,000 |
| Net Project Density | 40-100 du/acre | 20-50 du/acre | 25-60 du/acre |
| Target Total Jobs | N.A. | N.A. | 750-1,500 |
| Minimum FAR (New Employment) | 1.0 FAR | 1.0 FAR | 2.0 FAR |

³ MTC's Station Area Planning Manual: Place Types http://www.mtc.ca.gov/planning/smart_growth/stations

Napa County Priority Development Areas

Napa County has two PDAs. One PDA is located in Downtown Napa and the adjacent Soscol Gateway Corridor and the other PDA is located along State Route 29 in American Canyon.

Table 1.2: Napa County PDAs

| PDA Name | PDA Description | PDA Designation |
|---|--|----------------------|
| Downtown Napa – Soscol Gateway Corridor (Planned PDA) | Approximately 585 acres located in downtown Napa bounded by Polk, Clinton, and Caymus Streets to the north, Jefferson Street to the west, Division Street to the south and then extends east across the Napa River to Silverado Trail and south to Imola Avenue. | Transit Neighborhood |
| American Canyon Hwy 29 Corridor (Potential PDA) | Approximately 225 acres located on the Hwy 29 corridor bordered by Hess Road on the north, James Road on the west, the railroad tracks on the east, and American Canyon Road on the south. | Mixed Use Corridor |

Purpose and Goals of the PDA Investment and Growth Strategy

The purpose of this Priority Development Area Investment and Growth Strategy is to identify specific transportation needs for each PDA in Napa County. This document is both a requirement of NCTPA under MTC’s Resolution 4015, it is also a tool for NCTPA and its member jurisdictions to aid in establishing priorities and focus planning and development efforts. Identifying funding needs in each PDA will assist NCTPA in prioritizing revenues so jurisdictions can meet their housing and job goals.

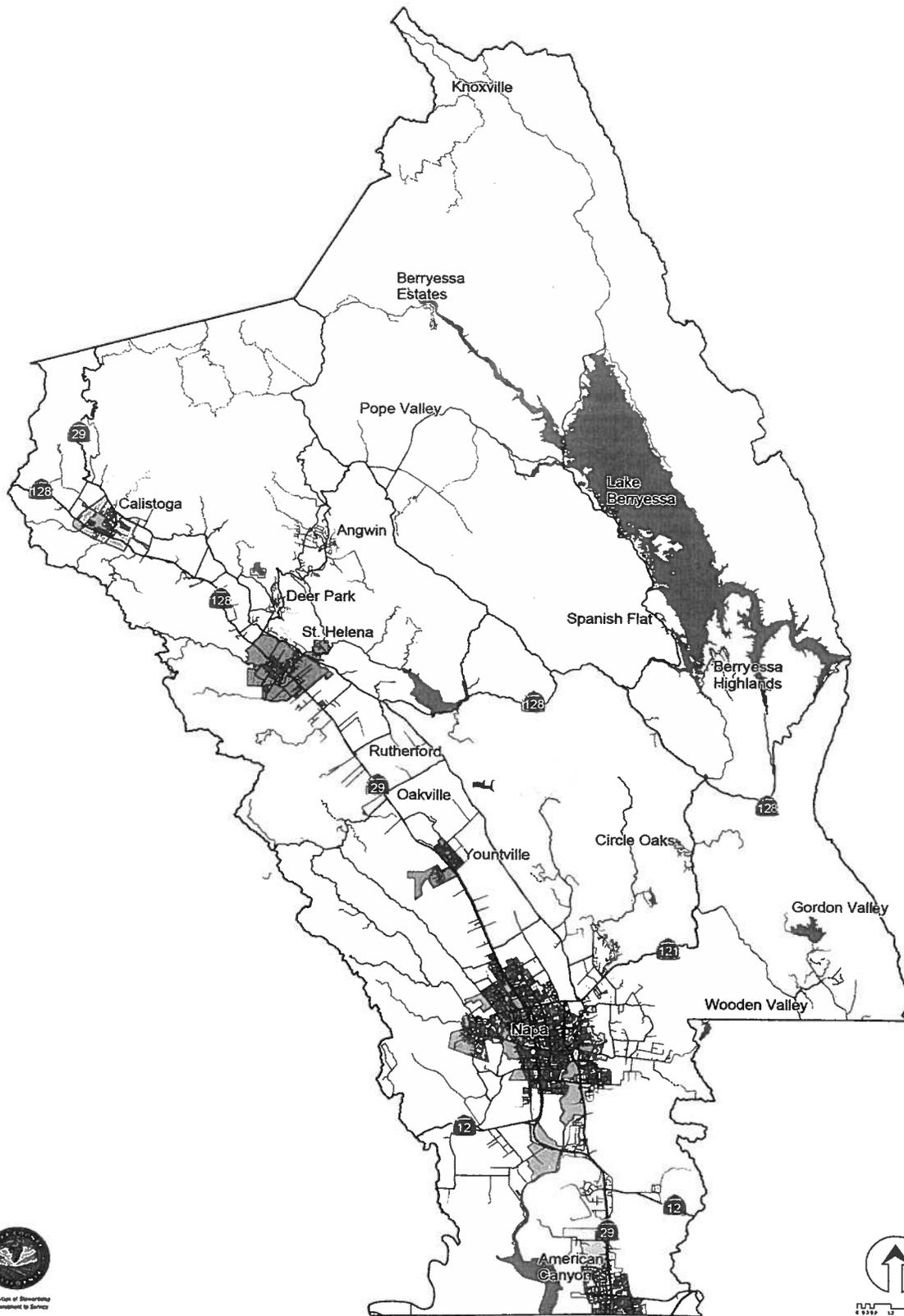
In order to gauge the progress of each PDA in meeting its development goals, baseline data and current-conditions analysis are included in this document. This will include a summary of planning documents, a summary of planned development goals, and an inventory of planning and capital needs. As noted in Table 1, each of the PDAs within Napa County has a different designation and is at different stage of development. The City of American Canyon has a “Potential” PDA, and City of Napa is has a “Planned” PDA. A Potential PDA needs assistance with more detailed planning. This could include a Specific Plan, Area Plan, Master Plan, redevelopment plan, or more detailed section of the General Plan. Planned PDAs already have completed all or most of these planning elements, as well as the necessary California Environmental Quality Act (CEQA) review.

Chapter 2: NAPA COUNTY BACKGROUND

Located approximately fifty miles northeast of San Francisco, Napa County is the smallest and most rural county in the San Francisco Bay Area. With a population of 136,484 it is home to a multibillion dollar wine industry, and is a leader in agricultural preservation. Napa County encompasses five incorporated areas: Napa, St. Helena, Calistoga, American Canyon, and the Town of Yountville. The City of Napa, with a population of 76,915, is the largest city in the county. Napa County has a median age of 39.7 and a population that is steadily aging with 15.3 percent of the population being over the age of 65.⁴ In comparison, only 11.7 percent of the population is over 65 statewide.

⁴ US Census Bureau 2007-2011 <http://quickfacts.census.gov/qfd/states/06/06055.html>

FIGURE 2.1 Napa County



By the year 2040 the population's median age is projected to be 42.1 years.⁵ This growing trend towards an aging population brings new challenges to the County and its jurisdictions. Elderly populations tend to live closer to support services in the incorporated areas, drive less and require more public services such as transit. Another important demographic trend is that Napa County's Hispanic population has grown significantly in recent years; from 8.7 percent in 1980 to 23.7 percent in 2000. During the same period, the Hispanic population in the Bay Area- increased from 12.2 percent to 19.4 percent. Napa County, which in 1980 had one of the lowest percentages of Hispanic persons among Bay Area counties, now has the highest percentage of Hispanics among the nine counties in the Bay Area at 33 percent.⁶ There are approximately 70,660 jobs in Napa County and 54,760 housing units⁷. With approximately one housing unit per employed resident, this represents a relative balance between jobs and housing. However, as described below, the cost of housing and the nature of employment in the County result in commute patterns that contribute significantly to the congestion along the County's major corridors. The unemployment rate in Napa County is 7.9 percent.⁸

Napa County is comprised of approximately 500,000 acres of which 450,000 acres, or 90% of the total land mass, is designated as various types of "open space". Approximately 115,000 acres are dedicated open space in public ownership, and approximately 20,000 acres are either owned by a private land trust or protected via conservation easement. Napa County has long been a leader in agricultural preservation and the balance of open space lands are in private ownership and have been protected from urban development through a series of actions taken by the County's elected officials and the electorate starting in 1968. The passage of Measure J in 1990 set the minimum parcel size for agricultural land at 40-160 acres and required voter approval before agricultural property can be converted to other uses. Measure J was extended with the passage of Measure P in 2008, and continues the policies of Measure J until the year 2058.⁹

In 1970, 50 percent of the county's population lived in unincorporated areas. Since then, growth in the incorporated jurisdictions has resulted in a dramatic shift in the city/county split; by 2005, nearly 80 percent of the County's residents lived in incorporated jurisdictions.¹⁰ Much of this trend is influenced by the strict growth policies that the County and cities have enacted to protect agricultural land and open space. Coupled with new legislation such as SB 375, that encourages growth toward incorporated city centers, this trend will continue to guide development to be compact/mixed-use near transit in the incorporated areas of the county.

2.1 Priority Conservation Area Program

The OBAG program also contains provisions to preserve open space and set aside funds for a Priority Conservation Area (PCA) program. Napa County has ten PCAs. PCAs have been identified as part of the regional FOCUS program. PCAs are areas of regional significance that have broad community support and an urgent need for protection. These areas provide important agricultural, natural resource, historical, scenic, cultural, recreational, and ecological values and ecosystem functions. The purpose of designating priority conservation areas is to accelerate protection of key natural lands in the San

⁵ Napa County General Plan Economic Development Element

⁶ US Census Bureau 2007-2011 <http://quickfacts.census.gov/qfd/states/06/06055.html> and Napa County General Plan Economic Development Element

⁷ ABAG's Jobs-Housing Connection Strategy (May 2012)

⁸ State of California Employment Development Department - Monthly Report dated December 2012

⁹ Napa County <http://www.countyofnapa.org/Pages/Search.aspx?keywords=Measure%20J>

¹⁰ Napa County General Plan Recreation and Open Space

Francisco Bay Area through purchase or conservation easements within the next few years. Conservation will be promoted through regional designation by:

- Coordinating conservation efforts within a regional framework of near-term priorities
- Providing a strong platform on which to leverage public and private resources
- Building upon prior and existing land protection efforts and investments
- Providing opportunities for forging new partnerships

Knowing the region's land conservation priorities will promote collaboration and investment in these areas that are critical to the region's quality of life and ecological diversity. In 2007 Bay Area jurisdictions nominated areas for PCA consideration. The ABAG Executive Board adopted a set of Priority Conservation Areas on July 17, 2008.

| Napa County designated ten Priority Conservation Areas | |
|---|--|
| Bay and Ridge Trails | Bay Trail hugs the shoreline of Bay and the Ridge Trail runs along the ridgelines overlooking the Bay |
| Blue Oak Woodlands of the Lake District | Located in northeastern Napa County near Lake Berryessa |
| Bothe – Napa State Park to Sugarloaf Ridge State Park | Encompasses thickly forested hills of the western side of Napa Valley where the Mayacamas Mountain Range terminates |
| Interior Mountains – Moore Creek Milliken Creek | Includes the lands in central Napa County, west of the county's urban centers. |
| Lake Curry – Suisun Creek Watershed | Located east of the City of Napa towards the Napa county border with Solano County; containing oak woodlands and grassland |
| Napa County Agricultural Lands and Watershed | Encompasses the unincorporated agricultural and watershed lands of Napa County |
| Napa Valley – Napa River Corridor | Follows the lands along Napa River, which runs from northwestern Napa County, northeast of Calistoga, to the San Pablo Bay |
| Palisades Mt. St. Helena – Angwin | Located in northwestern Napa County, the Palisades form the range of mountains between Mt. St. Helena and Angwin |
| Redwood and Dry Creek Watersheds | Watersheds located on the western sloped of Napa Valley and drain into the Napa River; the area contains redwood forests |
| Southern Mountains – Skyline to Newell Preserve | Southern Mountains located in Skyline Park to Newell Preserve area is located east of and between the City of Napa and the City of American Canyon |

2.2 Economic Feasibility and Funding

Build out for the City of Napa and American Canyon PDAs is anticipated in 2037 and 2035 respectively. The One Bay Area Sustainable Communities Strategy's overall objective for concentrating growth within a PDA is to improve the link between transportation and land use to reduce vehicle miles traveled (VMT) and to encourage residents to use alternative transportation modes. To achieve these lofty goals, PDAs need to bring jobs and housing closer together and offer adequate transit, pedestrian, and bicycle alternatives. Higher density developments, with a mix of housing located closer to commercial centers that provide jobs, educational centers, access to goods, services, and areas for recreation have proven to be effective at encouraging alternative modes of transportation and reducing overall VMT.

The American Census Survey (2007-2011) indicates that 76 percent of American Canyon's workers and 77 percent of Napa's workers commute alone to work. This is significantly higher than the overall Bay Area percentage of drive alone commuters of 67 percent; and pales against the more central urban areas in the Bay Area. Addressing this challenge will require that the jurisdictions plan housing to meet the needs of its workforce. This is a particularly salient issue for lower income workers. Currently the County's economic base is agriculture, wine making, hospitality and restaurant industries. Jobs in these industries tend to pay lower wages, particularly in relationship to Napa County's housing costs. This relationship between worker wages and housing costs is a critical factor in driving up the VMT as housing costs prevent the people who work here from living here. Likewise, more efforts will need to diversify the County's employment base to industries that create better paying jobs and to provide alternative modes of transportation to provide options to current residents who commute because of cost prohibitive housing.

A robust economy and adequate revenues for critical infrastructure improvements are necessary to achieve long range objectives and foster economic development. Napa County's economy, like much of the Bay Area, is slowly recovering from the Great Recession of 2008-2009. The County's unemployment rates continue to drop, but very slowly. The Consumer Price Index remains relatively stable, keeping some costs down, but certain costs continue to rise, such as fuel and housing. Housing costs in Napa County increased by almost 15 percent in 2012, contributing to the County's omnipresent challenge of providing affordable housing to some its lower income residents and workers.

Local government revenues, essential for redevelopment, are still lagging behind, which in part is the result of persistent budgetary shortfalls and related remedies at the State level resulting in the diversion of revenues to address State budgetary shortfalls. Dwindling revenues in the Federal Highway Trust Fund, limited options for infrastructure financing coupled with the competition for scarce resources with larger jurisdictions, will make meaningful development within Napa County's PDAs a formidable challenge.

Funding for Infrastructure Improvements

As the smallest County in the Bay Area, Napa receives limited financial resources for transportation infrastructure. The County will receive just over \$6.7 million federal OBAG funds to cover a four year period from FY 2002-13 to FY 2015-16, of which over \$2.7 million is needed for CMA planning purposes. The County also receives roughly \$2-3 million each two year STIP cycle. Combined, the federal and state funds for rehabilitation and enhancements are projected to total roughly \$625 million (in 2013 dollars) over the next 25 years. Over the life of the One Bay Area Regional Transportation Plan, the County submitted projects totaling over \$1.1 billion, leaving a shortfall of \$475 million. In order to meet this capital demand, additional revenues will need to be identified, including general fund revenues from the jurisdictions.

To achieve this, NCTPA will need to put greater emphasis on advocating for its larger infrastructure projects and pursuing discretionary funding at the federal and state levels. The precursor for achieving this will require that the NCTPA invest in focused planning, such as the State Route 29 Gateway Corridor Study, in order to bring State and Federal attention to the challenging issues surrounding the County's transportation infrastructure and funding predicament.

NCTPA will outline strategies to address PDA development in its upcoming Countywide Transportation Plan, scheduled for adoption in 2014. The plan will include detailed economic forecasts, identify financing mechanisms, prioritize transportation improvements that will build on SB 375 objectives, and include a detailed development strategy in partnership with the Cities of Napa and American Canyon so that the PDAs will be realized within the next 25 years.

Chapter 3: PRIORITY DEVELOPMENT AREAS

3.1 City of Napa

The City of Napa is the largest jurisdiction in Napa County. It is located in the southern part of the County and has a population of 76,915 thousand, and is home to approximately 56 percent of Napa County's residents. As of 2010, the City of Napa had approximately 30,150 housing units and 33,950 jobs.¹¹ The median household income for Napa is \$62,642 thousand.¹² Napa's housing stock is predominantly single family. In 2005, single family detached or attached units were about 68 percent of the total housing stock while multifamily housing (including duplexes and apartments) comprised about 27 percent of the housing stock. The remaining units are mobile homes.¹³

Downtown Napa - Soscol Gateway

Napa's downtown has gone through significant changes over the years. In May 2012 the City adopted its Downtown Specific Plan to refine the vision for the downtown area. The downtown area is currently characterized by a wide range of land uses. It is predominantly composed of commercial, office and public uses with a limited amount of housing. Existing uses are clustered in various subareas, with the highest density of uses within the heart of downtown along Main and First Streets, and a mix of commercial and residential uses in adjacent areas.

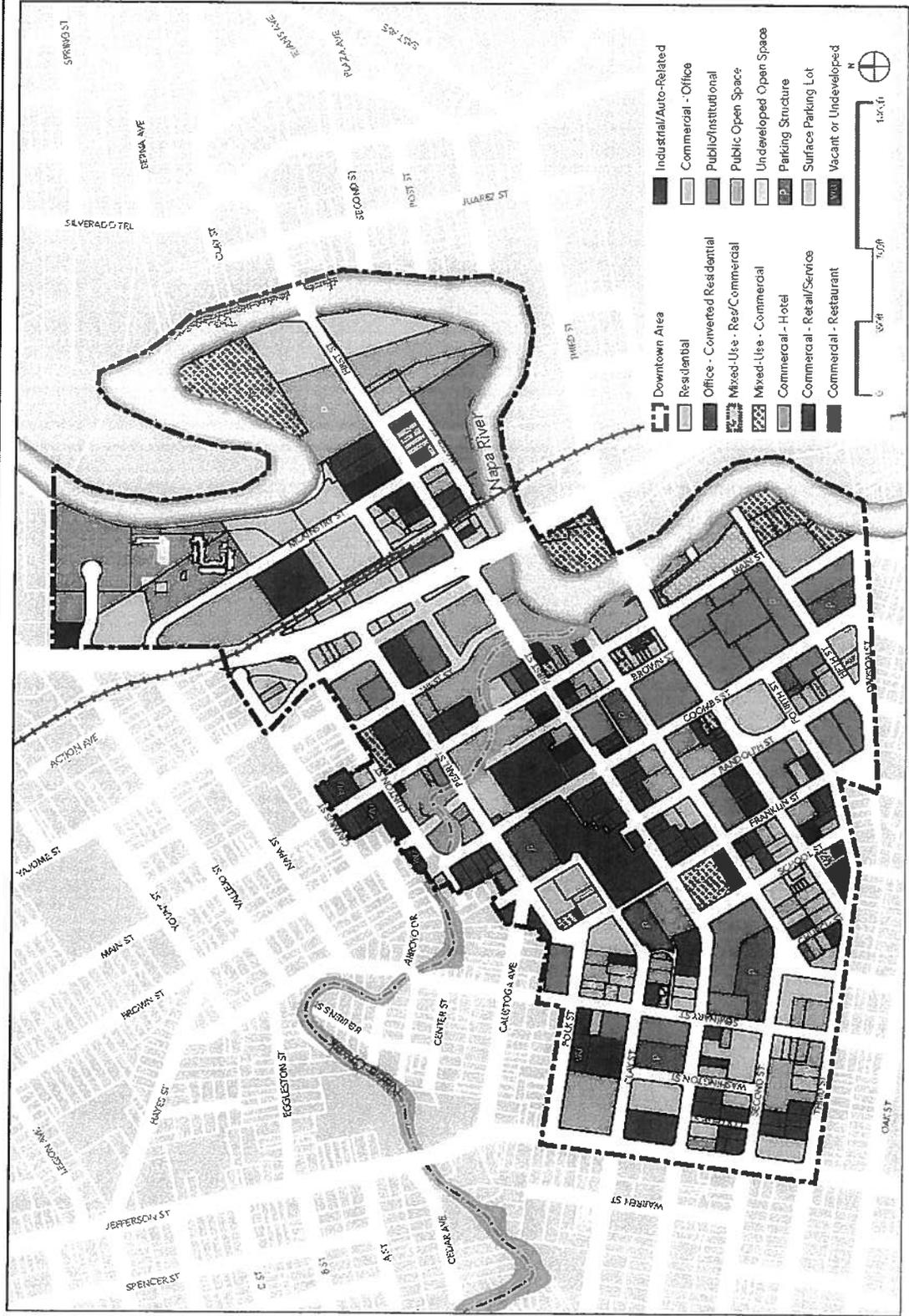
Downtown Napa also includes unique natural features like the Napa River and Creek which cuts through the downtown and Soscol corridor.

¹¹ Jobs-Housing Connection Strategy (May 2012)

¹² US Census Bureau 2007-2011

¹³ City of Napa General Plan – Housing

Figure 3.1 Existing Land Use Conditions¹⁴



¹⁴ Source: Downtown Napa Specific Plane Figure 2.1 Existing Conditions

Both the river and creek have hindered development in the downtown due to flooding issues, but with the 1998 passage of Measure A – the Countywide Flood Control Measure – the City incorporated features of the natural river environment into the development and recreational features of Downtown, while making improvements that minimize the threat of flooding in the area.

The Soscol Corridor provides most visitors with their first view of Napa. Currently the Soscol corridor is a hodgepodge of land uses, building forms, streetscapes, commercial centers, auto dealerships, and residences that lack a cohesive design and feel. As outlined in the 2004 Soscol Gateway Corridor Vision Plan, the City provided an overall framework of planning concepts for land use, open space, and circulation. The concepts anticipate a substantial evolution of the Soscol Avenue corridor and adjacent areas over a twenty five year period. They provide direction for early phase investment so that it supports the community’s long-term vision. Some elements of the plan included a central transit node – the Soscol Gateway Transit Center – and this project has already been realized absent the high density housing development that the project originally included.

Since 2000, Napa has experienced significant growth. This is particularly true in Downtown Napa and along the Soscol Gateway corridor. Several mixed use commercial-residential and hotel developments have been constructed in these areas in recent years reflecting Napa’s smart growth principles and strong city-centered planning practices. To retain existing commercial uses and encourage new commercial and residential development in the downtown and its surrounding area, Napa prepared comprehensive master plans for Downtown Napa and the Soscol Gateway area. These comprehensive plans propose 1,274 housing units (976 net new units) in the 20 to 30 year horizon. Although development recently slowed as a result of the prolonged recession and State’s dismantlement of redevelopment agencies, the vision remains as a solid foundation for attracting and retaining new local-serving uses, hotels and residential development in the future.¹⁵

Napa’s Vision

The Napa Downtown Specific Plan contains the following vision statement:

*Welcome to Downtown Napa in 2030. Enjoy Downtown’s unique environment where the community comes together to enjoy a vibrant collection of inviting public spaces, attractive streets, distinctive shops and eateries, exciting entertainment venues, creative public art, historic buildings, sustainable new buildings and an array of housing options. As the distinctive heart of Napa, Downtown is a welcoming, fun and intimate city center – a place where history, charm, neighborhood and economic vitality come together along the Napa River.*¹⁶

By creating the Downtown Specific Plan, Napa hopes to pave the way for a vibrant downtown including thriving businesses, extensive pedestrians and bicyclist networks, historic preservation of buildings, as well as new sustainable buildings and architecture. All these features would help create a distinct sense of place within the downtown, which would complement the surrounding world-renowned valley. The vision for the Soscol Gateway is a mixed use corridor with neighborhoods and commercial villages. The overall planning approach emphasizes creation of villages and neighborhoods that have mutually supporting land uses, site plans and pedestrian experiences.¹⁷

¹⁵ City of Napa PDA Application Narrative

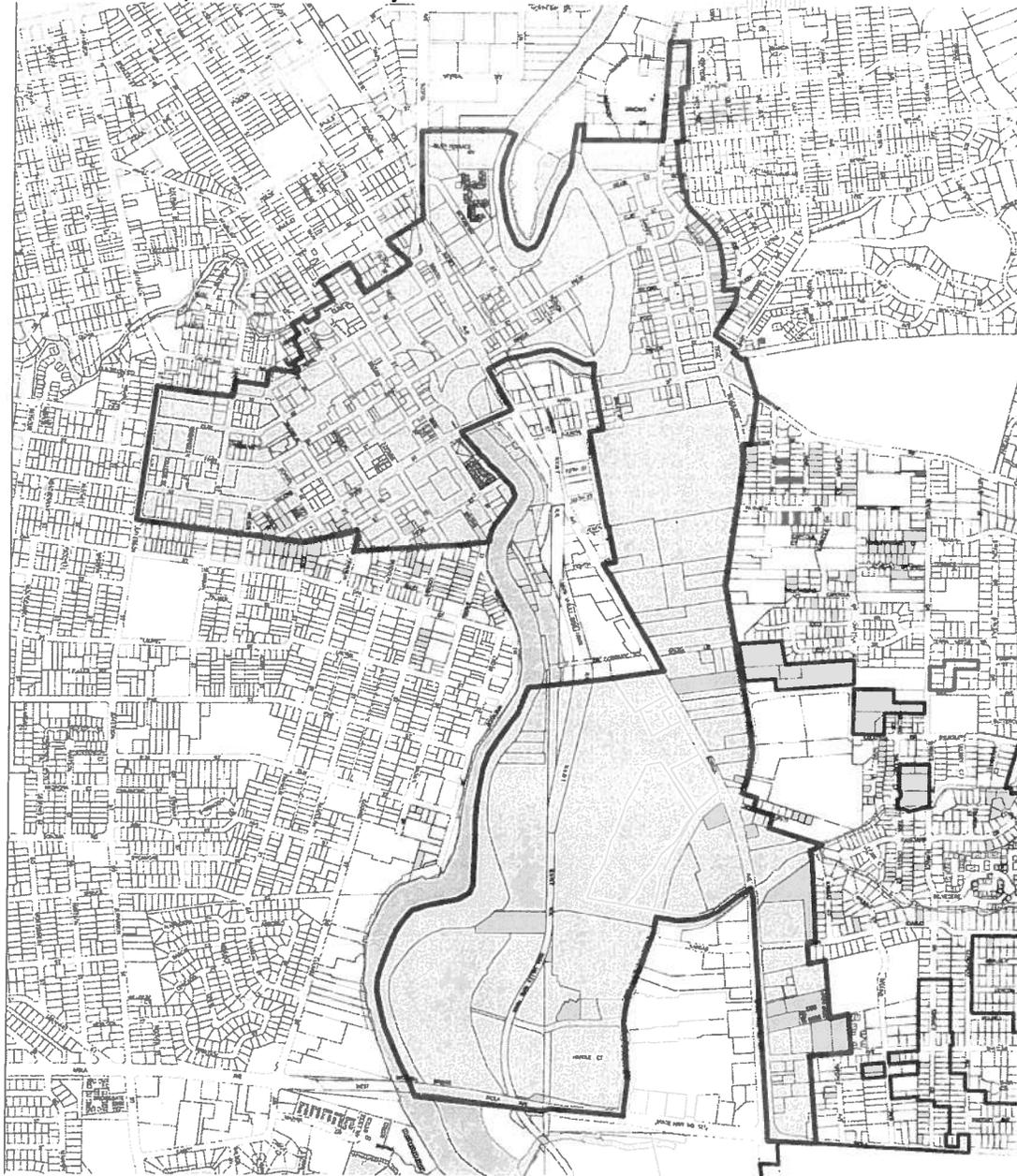
¹⁶ City of Napa Downtown Specific Plan Vision Statement

¹⁷ City of Napa Soscol Gateway Vision Plan (2004)

Napa's Planned Priority Development Area

The Downtown Napa-Soscol Gateway PDA generally follows the boundaries the Soscol Gateway Corridor as outlined in Napa's adopted Soscol Gateway Vision (2004) and the Soscol Gateway Redevelopment Project Area (2007). The Downtown Specific Plan area boundaries include the Napa River on the east, Division and Third Streets on the south, and Jefferson Street on the west. The northern boundary generally follows the zigzagging edge of the existing "Downtown Commercial" zoning area boundary adjacent to northern residential neighborhoods along Polk and Caymus Streets west of Soscol Avenue. The boundaries extend east to include the Oxbow Public Market and former Copia site east of Soscol Avenue. The Planning Area encompasses approximately 58 acres.

FIGURE 3.2 Napa's PDA Boundary



Napa County is predominantly an agricultural community and the City of Napa, along with the four other incorporated cities within the County, are served by Highway 29 and Silverado Trail (from Napa north to Calistoga) which extends through the vast agricultural and open space lands ubiquitous in Napa Valley. Much of this land is protected by voter initiative (Measures J and P and the City's RUL) and by recognized conservation areas that cannot be developed in the future, except when specifically associated with agricultural activities or by a vote of the people.

The Downtown Napa-Soscol Gateway PDA provides for compact, mixed-use development of substantial new residential and commercial uses that will serve existing residents and new residents in the 976 new dwelling units planned for the area. These residential neighborhoods or "villages" will be walkable, located near services and transportation, connected by trails to recreation and open space, and located in and near Napa's historic downtown and Soscol Gateway Transit Center.

To fully realize and implement the vision of the PDA, resources are necessary to address infrastructure deficiencies, including those primarily related to drainage and circulation (e.g., street, bicycle and pedestrian improvements). General upgrades to roads, road maintenance and traffic delays at key intersections have been identified as deficiencies needing to be addressed with future development. The total cost associated with all infrastructure needs in the Soscol Gateway area is approximately \$50 million, approximately \$35.5 million in transportation improvements. However, many improvements are already underway. New Hartle Court is presently under construction as part of the Gasser Theater Project, and improvements at the Imola/Gasser (Kansas) Street intersections will be completed as part of this project. Within the Downtown Specific Plan area the infrastructure needs are approximately \$38 million, which will create more than 1,600 jobs and bring more than 1,400 people to the Downtown.

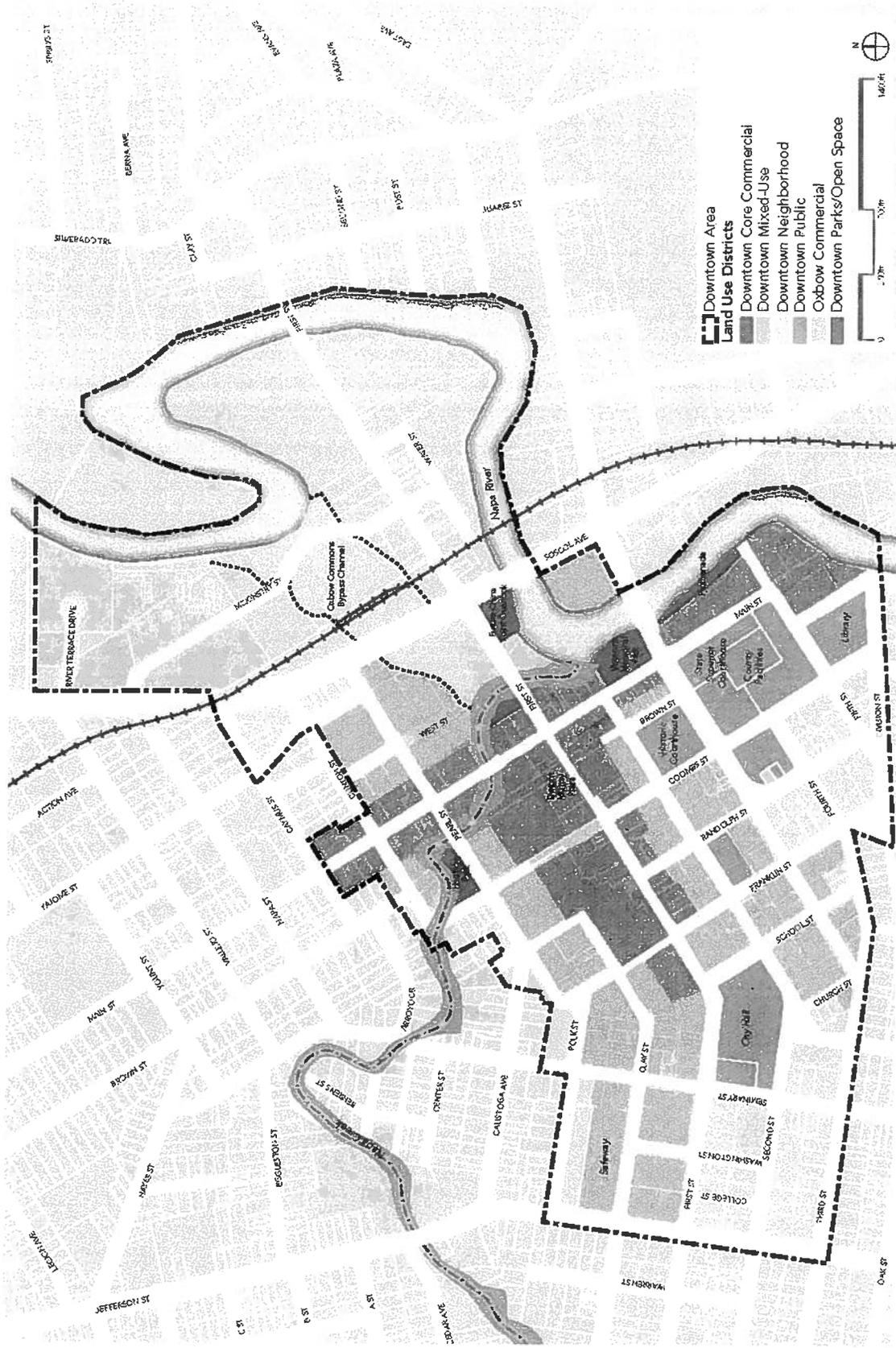
Densities and floor area ratios are increased along with the creation of flexibility in building height, parking requirements and similar strategies to accommodate the vision for a city-centered, sustainable Downtown with residents living near services. Collectively, these strategies provide increased housing and transportation alternatives to the community and align with regional goals for creating a complete community and planning for land use, transportation and the environment.

Table 3.1 Napa PDA

| Downtown Napa – Soscol Gateway Corridor PDA | | |
|---|--|---------------------------------|
| Area Name and Location | Located in downtown area bordered by Polk, Clinton and Caymus Streets to the north, Jefferson Street to the west, Division Street to the south and extends east across the Napa River to Silverado Trail and south to Imola Avenue. | |
| Area Size | 585 Acres | |
| Public Transit Serving the Area | NCTPA operates the countywide and regional fixed-route transit system (VINE), the main hub of the system is located within the PDA on the corner of Fourth and Burnell Street. The new transit center provides bus service on a pulse system, includes commuter options, and is in a prime location for future light rail and Ferry Service. There are 15 minutes headways within the planned PDA. | |
| Place Type | Transit Neighborhood | |
| | Current Conditions (2006) | Future Goal (Horizon Year 2037) |
| Total Housing Units | 298 | 1,274 |
| Total Jobs | 3,184 | 5,689 |

| | | |
|--|--|--|
| <p>Net Project Density (New Housing)</p> | <p>Existing density ranges are variable in the area by land use designation ranging from 20-40 du/ac in the Downtown Commercial area, 10-40 du/ac on the Mixed Use sites in the Soscol Gateway area; and 3-8 du/ac on the sites set aside for limited single-family residential development.</p> | <p>Within the Downtown Specific Plan area, density ranges have been increased to 20-60 du/ac in the core (Downtown I designation), remain 20-50 du/ac in the downtown edge (Downtown II designation) and 10-25 du/ac in the transitional area between the downtown and the surrounding neighborhoods (Transition designation)</p> <p>Within the Soscol Gateway area densities are revised by converting 5.3 acres to Mixed Use, 16.9 acres to Transit Village, assigning 2.5 acres at the Napa Expo site Mixed Use, and applying the mid-range of the number of units assumed in the 1998 General Plan for the area. The density ranges in the Soscol Gateway area are 10-40 du/ac on mixed Use sites and 3-8 du/ac on the limited number of low density residential sites in the area</p> <p>These revisions provide for 1,274 housing units or 976 net new units in the PDA with approved planning and environmental review.</p> |
| <p>Minimum/Maximum FARs (New Employment Development)</p> | <p>1.25-4.0 FAR in Downtown Specific Plan area for commercial use and .35 FAR for Residential/Offices</p> <p>.35-.95 FAR in the Soscol Gateway area</p> | <p>The FAR has been increased with the adoption of the Downtown Specific Plan to 5.0 Downtown I designation, 4.0 Downtown II designation, and 3.0 Transition designation.</p> <p>Within the Soscol Gateway area the FAR is .35-.95, although far more land is now zoned for multi-family use as part of Mixed Use designation.</p> |

FIGURE 3.3 Downtown Napa Land Use Designations¹⁸



¹⁸Source: Figure 4.3 in City of Napa's Downtown Specific Plan

The Downtown Napa - Soscol Gateway Area specific plan will guide public and private investment in the area. The PDA is already being transformed by the Napa River Flood Protection Project which prompted redevelopment along the water front, improved the transit and pedestrian network, and significantly mitigated flood risks in the area. As outlined in adopted plans, the vision provides an overall framework for land use, circulation, open space, and the foundation for new neighborhoods and revitalization of existing neighborhoods. The Soscol Gateway Corridor Plan covers 376 acres, including 24.7 acres of land rezoned to accommodate the transit center and mixed residential-commercial uses, a 2.5-acre portion of the Napa Expo, a State-owned property, and the 80-acre Gasser site.

Construction was recently completed on the new Napa County Transportation and Planning Agency (NCTPA) Soscol Gateway Transit Center, and Gasser South development, which includes a 12-screen movie theater and 30,000 square feet of associated commercial-retail space in an entertainment village. Also, community-serving facilities are either near completion or are completed, including a 60-bed homeless shelter and 24 units of transitional housing, and 30,000 square feet of office space for non-profit organizations is planned. Future development of Gasser North includes Tulocay Village and Tulocay Square—a mixed-density residential neighborhood with 80,000 square feet of commercial retail space. Within the Soscol Gateway Corridor, a minimum of 458 new housing units are planned at densities up to 40 du/acre, including 20 percent affordable housing to lower-income residents. These neighborhoods will connect to 13 acres of open space and wetlands through a network of public use trails linking the commercial development, Napa River trails and Downtown Napa.

Similarly, the Downtown Specific Plan enhances Napa's unique, colorful and historically significant downtown to meet the needs of existing and new residents, while continuing to draw visitors to the area. The Downtown Napa Specific Plan, which was started in 2009 and was adopted by the Napa City Council in May 2012, will provide the framework for realizing the vision of a vibrant, healthy and balanced pedestrian-oriented city center. To help achieve its objectives, the Specific Plan outlines a set of recommended improvements to cultivate a physically attractive, economically healthy and socially animated city center where people choose to live and visit. This includes establishing an appropriate mix, density and orientation of residential and commercial uses to improve the business environment to enhance community in the downtown Napa area. It also entails enhancing the auto, transit and bicycle circulation network and pedestrian streetscape. Such improvements will allow people to have easy and efficient access into and out of downtown, as well as great mobility options throughout the city core.

Both the approved Soscol Gateway Corridor vision and the Downtown Napa Specific Plan help to achieve Napa's overall community vision of protecting farmland and vineyards surrounding the community while focusing development inside the Rural Urban Limit (RUL).

Public transit is a significant part of Napa's future plans for success. The NCTPA operates Napa's fixed route transit service (VINE) which serves greater Napa County and destinations in Solano, Sonoma, and Contra Costa Counties. Napa's transit hub was recently re-located from Downtown Napa, to the new intermodal Soscol Gateway Transit Center located one block east of Downtown Napa on the corner of Fourth and Burnell Street. The new Transit Center is centrally located one block east of Downtown Napa, one block south of the Oxbow Public Market, and immediately adjacent to the Napa County Expo and Soscol Gateway area and provides transit of between 15 minute and 30 minute headways during

peak period in downtown Napa with access commuter services, as well as close proximity to a future boat dock capable of ferry service and adjacent rail right of way.¹⁹

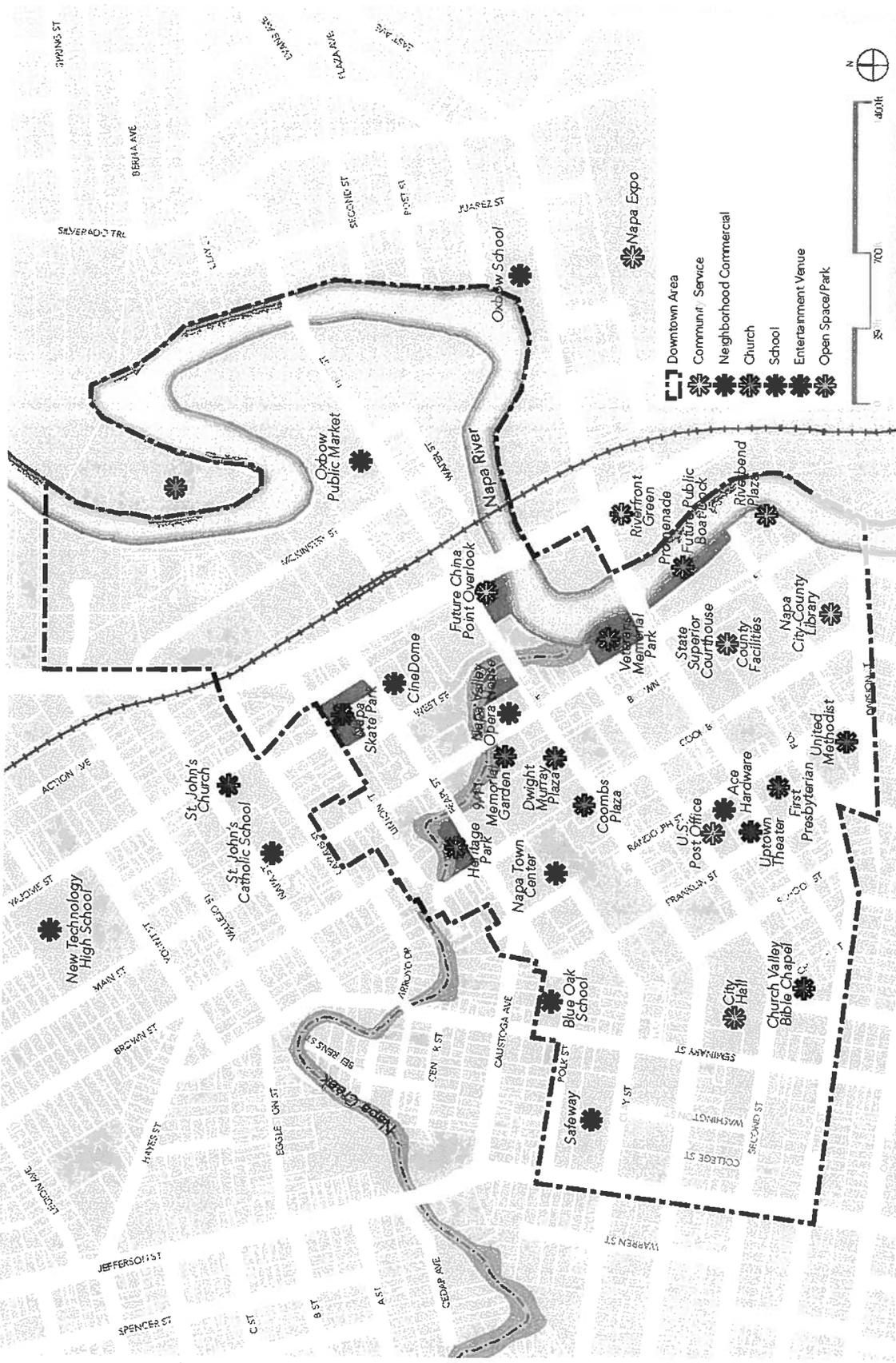
Physical Landscape:

The physical landscape of the Napa PDA has a wide array of uses. The Soscol Gateway has recently gone through major development including the construction of the new movie theater on the South Gasser site, the homeless shelter, and a 24 unit transitional housing complex. The Downtown Expo is also within the Napa PDA boundary. In Downtown Napa there is a mix of old and new development, park and recreational space, and natural features such as the Napa River and Creek. Downtown is home to many social and governmental services such as the County and City offices, the Napa Library, and other social service facilities such as COPE, the Family Services of Napa Valley, the Hope Center, ALDEA, and The Table. The County of Napa is also developing plans to relocate the jail and social services facilities to a location just south of the City of Napa. This will open up areas of the downtown for other redevelopment opportunities. There are also schools in Downtown Napa including St. John the Baptist Catholic School and Blue Oak Elementary. There is limited housing in Downtown Napa.

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¹⁹ City of Napa PDA Application Narrative

Figure 3.4 Community Resources in Downtown Napa²⁰



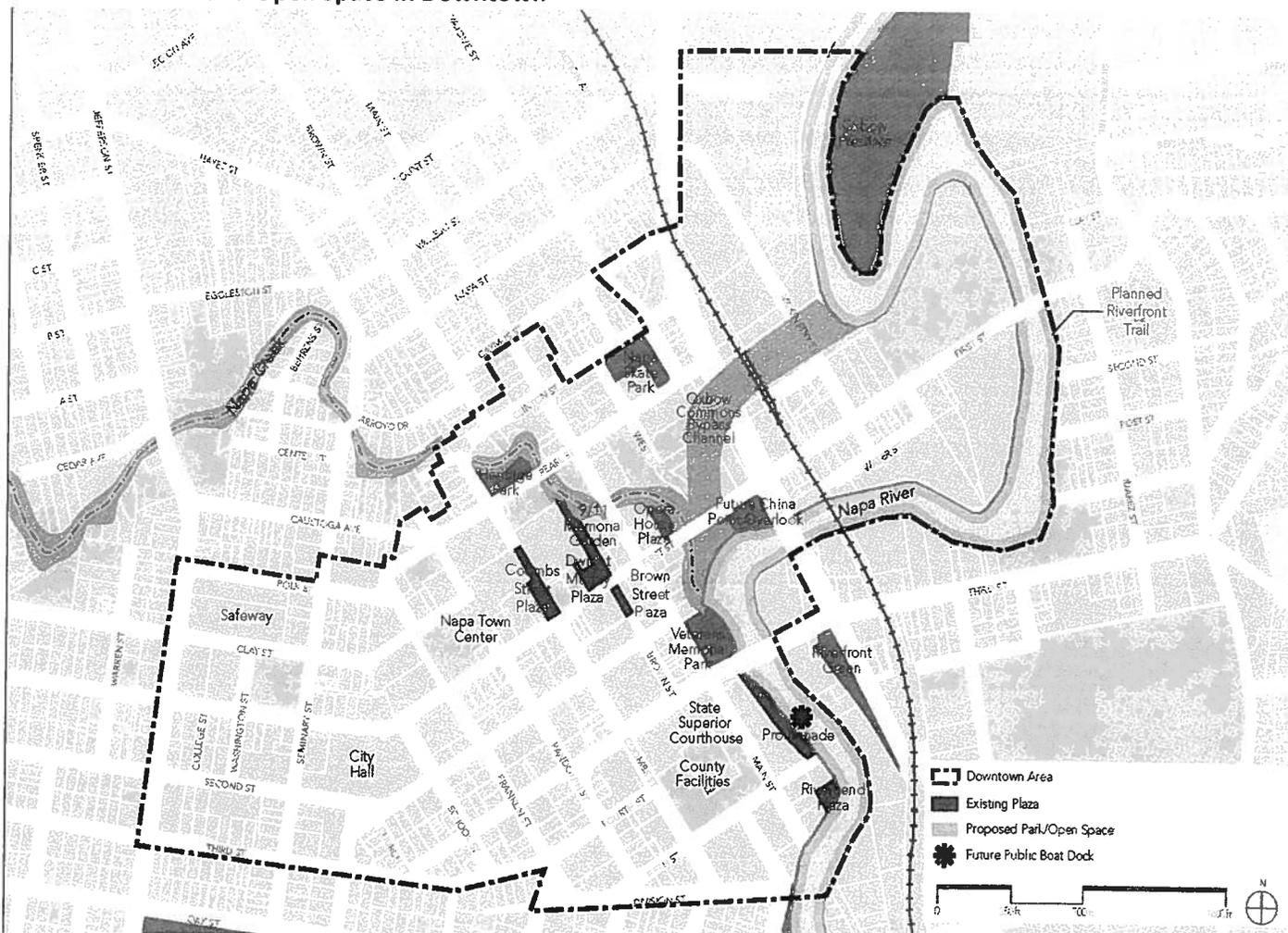
²⁰ Source: Downtown Specific Plan Figure 2.3 Community Amenities

The Downtown Specific Plan categorizes the following area types within Downtown Napa:

- Downtown Commercial Subarea – includes community amenities, neighborhood servicing retail, churches, schools, hair and nail salons, and entertainment venues
- Residential/Office Subarea – includes historic residential structures converted to offices, contains mixed residential and offices
- Tourist Commercial Subarea – includes Oxbow area, hotels, restaurants, and wine tasting rooms and retail shops
- Public/Quasi Public Subarea – includes County offices and courthouse, the County jail, City of Napa Administration offices and Fire and Polices stations

Downtown also has numerous public spaces such as plazas and parks.

FIGURE 3.5 Parks and Open Space in Downtown²¹



²¹ Source: Napa Downtown Specific Plan Figure 2.7 Parks and Open Space

Housing

Currently, there are approximately 125 units in downtown. Housing consists primarily of single family homes, with some apartments and duplexes. The Napa Riverfront is the largest mixed use development containing 50 condominiums above retail and restaurant space.²² The Soscol Corridor has more land to accommodate future housing. Current housing consists of 173 units of low density residential units intermixed with commercial. The City of Napa General Plan increased land density to 10-40 du/ac for mixed-use development along the Soscol Corridor. This will provide the opportunity for future mixed-use development along the Soscol Corridor to be residential and commercial.

Market Conditions

The twenty year projection for Downtown Napa market conditions is roughly 60,000 square feet of new retail space, which can include up to 49,543 square feet of mixed use space, between 375,000 and 400,000 square feet of new office space, of which 31,431 square feet can be converted to mixed-use space, and approximately 253,000 square feet of hotel space.²³ The 87,000 square feet of retail space is projected to be smaller national and regional retailers intermixed with specialty retail and restaurants and eateries.

Currently retail space is achieving a taxable rate of \$215 per square feet. If demand for retail services increases, and the average rate were to reach \$300 per square foot creating new retail space would be feasible. The actual retail space created in the Downtown area will be determined by residential demand. Improved infrastructure, recreational amenities, and a more vibrant downtown will attract residential tenants and in turn drive the demand for retail space. The future office space of Downtown Napa would employ approximately 1,300 employees. The most prevalent business types would comprise of finance, insurance, and real estate! Professional services, corporate offices, and some institutional space (City and County) would also be part of future office space. The Downtown Specific Plan projects that the new office development would result in increased demand for 800 new financial and professional service employees and about 450 employees in health, education, and recreation services. The City did not account for any additional County or City jobs in their analysis.²⁴

The Downtown Napa-Soscol Gateway Corridor has numerous hotel and lodging accommodations. The Westin Verasa and River Terrace Inn is already located on Soscol. Other downtown Napa hotels include the restored Napa Mill and the Avia Hotel. Future development includes a proposed 250 room hotel in the COPIA area. This size hotel would create about 200,000 square feet of space. The Downtown Specific Plan forecast a hotel of this size to be built within the next twenty years.²¹

Transportation: Existing Conditions

Transit - NCTPA operates the fixed route transit service for the City of Napa – The VINE. The entire VINE system was restructured to reduce headways, improve transfer times and locations, greatly improving system flexibility. . This new restructuring has resulted in 15-20 minute headways in the Downtown Napa Soscol Gateway PDA. The VINE also provides commuter services to the Vallejo Ferry terminal and El Cerrito Del Norte BART station.

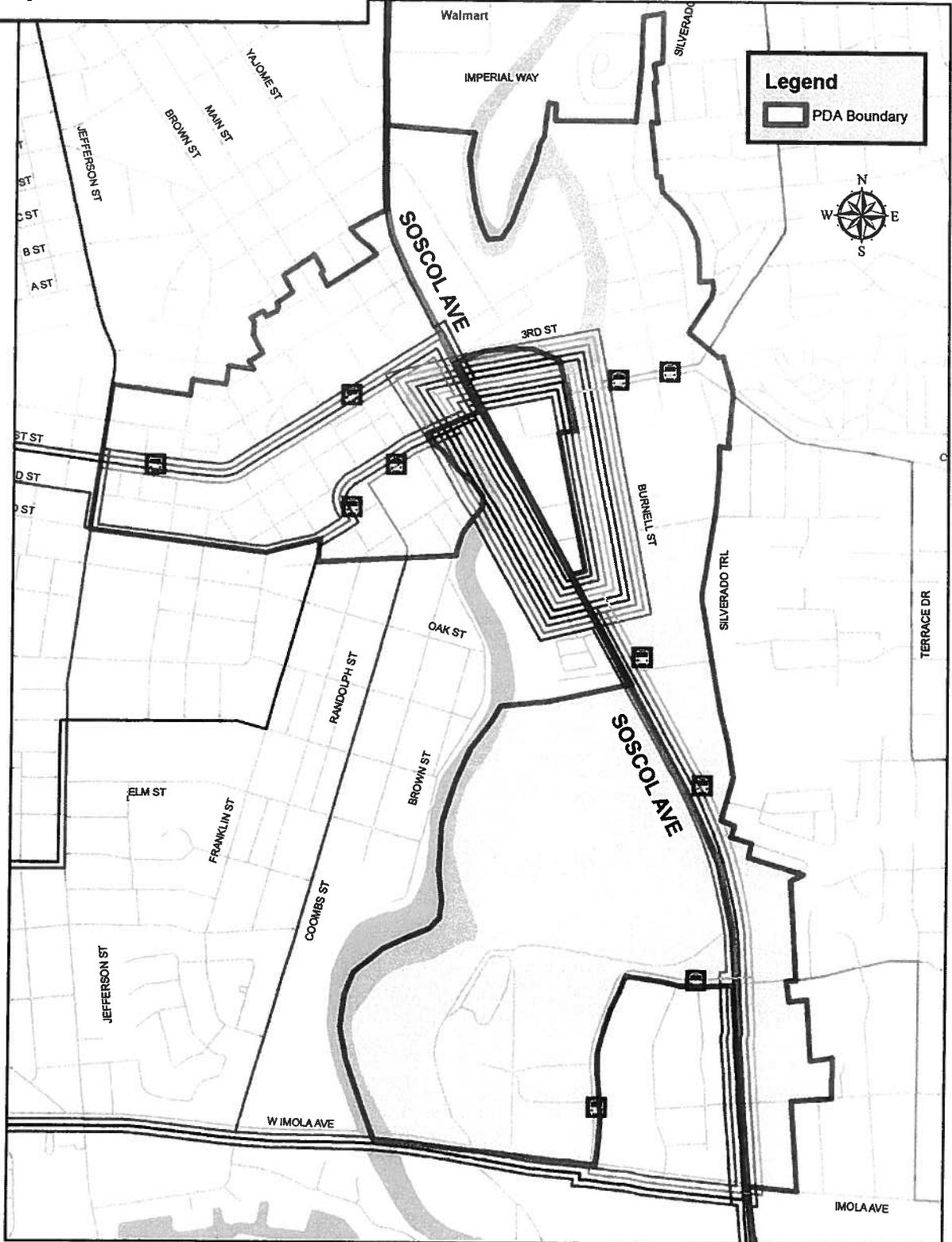
²² Downtown Napa Specific Plan Existing Conditions Chapter 2.1 Land Use and Urban Design Assets

²³ City of Napa Downtown Specific Plane Appendix E – Economic Analysis

²⁴ City of Napa Downtown Specific Plan Appendix E – Economic Analysis

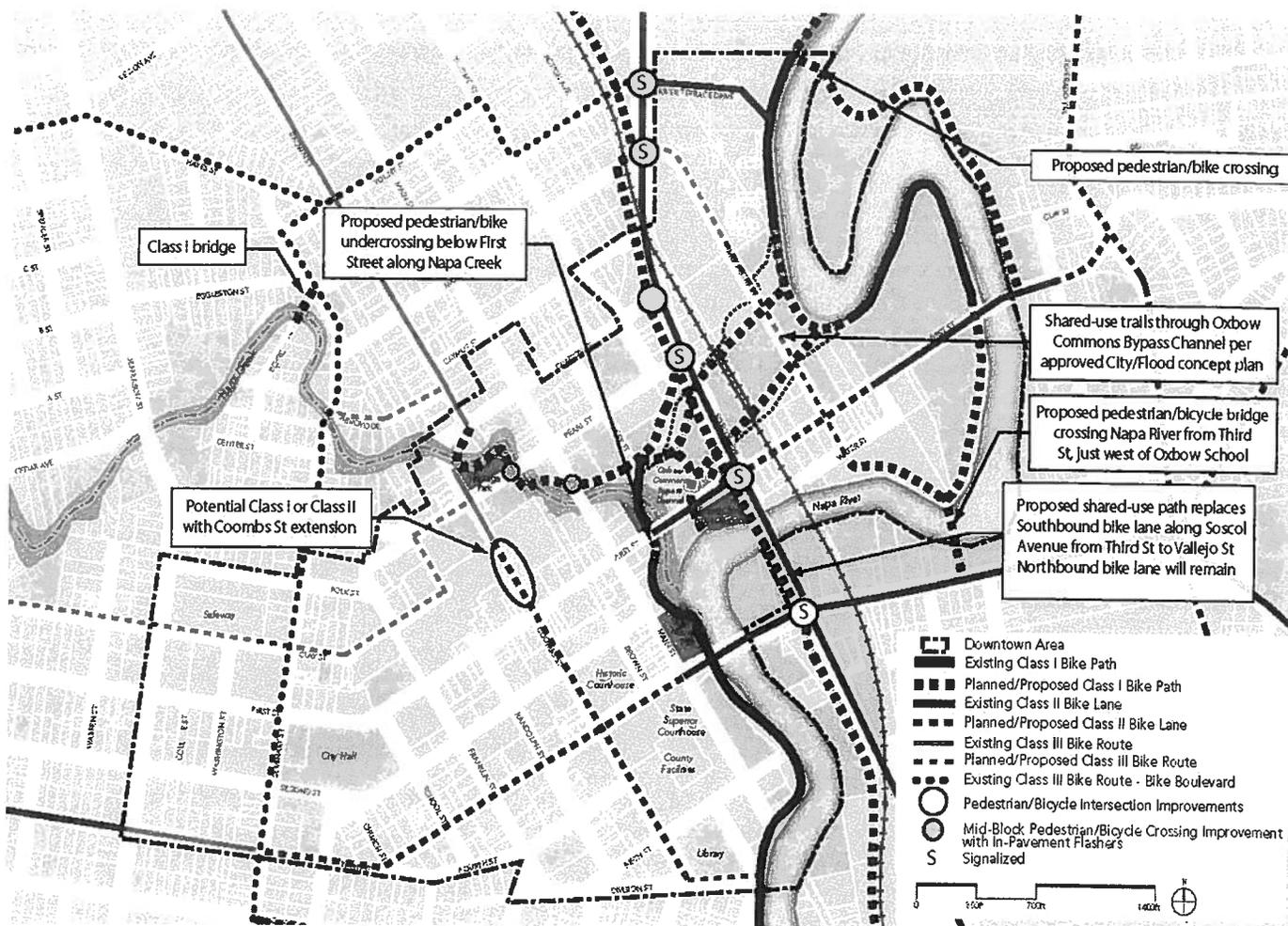
FIGURE 3.6 Transit Map of Napa PDA

Napa PDA and Bus Routes



Bicycle and Pedestrian – Downtown Napa offers many pedestrian friendly features including continuous network of sidewalks on both sides of the street, crosswalks, pedestrian signals at intersections, short crossings at most intersections, pedestrian friendly streetscapes, and sidewalk curb extensions. The Soscol Corridor provides less pedestrian friendly sidewalks and holds higher traffic volumes at higher speeds than Downtown. There are also less pedestrian friendly features on the Soscol Corridor. There is a discontinuous class II bike lane on parts of Soscol Avenue, the main thoroughfare of the Soscol Corridor. The City of Napa has a bicycle network made up of various Class 1, II, and III bike lanes and bicycle boulevards. Some of these bicycle lanes cut through Downtown and go along the Soscol Corridor. In addition, the Napa River Trail and the Class I Napa Vine Trail connect to the Downtown and Soscol Gateway Corridor. Barriers to bicycle and pedestrian travel include the natural environment like the Napa River and high traffic volumes and speeds on main arterials such as Third Street and Soscol Avenue. There are two crossings for the river at First Street and Third Street both accommodate pedestrian and bicycle infrastructure.²⁵

FIGURE 3.7 Downtown Bike and Pedestrian Network²⁶



²⁵ City of Napa Downtown Specific Plan Section 6.6 Pedestrian and Bicycle Circulation

²⁶ Source: City of Napa Downtown Specific Plan Figure 6.6

Roadway System - The Downtown Napa Soscol Gateway PDA is bordered by State Highway 29 to the west and State Highway 221 (which becomes 121 when it turns into Soscol) on the east. Silverado Trail (SR 121) is also a main road that runs north-south parallel to Soscol up to Monticello road. The major arterials that feed the PDA include First Street which connects to SR 29 and feeds the downtown area. It is a two-way east-west serving arterial until to California Boulevard and then becomes one-way for westbound traffic between Main and California. Second Street is also a one-way two lane arterial headed eastbound from California to Main Street. Third Street is a two-way east-west arterial that runs parallel to First and Second and connects the downtown to Soscol Avenue. Soscol Avenue is a four lane two-way arterial that runs from Imola Avenue in the South to Trancas Street in the north. Collectors in the PDA include – Main, Coombs, Seminary, and Pearl Streets. The primary access to the PDA from SR 29 is Jefferson Street, Soscol Street, First and Second Streets.²⁷

Future Improvements

Transit Improvements – Transit improvements include the possibility of Bus Rapid Transit, Light Rail Service, and downtown trolley service.

Napa’s Strategies to Support Transit Development:

- Emphasize the importance of streetscape improvements and pedestrian connectivity as essential strategies for increasing transit ridership.
- Work with NCTPA to identify sources of funding for bus stop upgrades and improvement of amenities.
- Coordinate with NCTPA as it explores a strategy of Bus Rapid Transit service. The downtown area would be a primary destination for Bus Rapid Transit and would require additional infrastructure in terms of stations, potential exclusive rights-of-way, and operational modifications such as Transit System Priority signal systems and “queue jumps” - lanes allowing buses to bypass congestion at intersections.
- Accommodate for buses in the design of streets – understanding that buses need more generous curb radii
- Coordinate with NCTPA as it evaluates the potential for commuter or light rail service and identify downtown Napa as a viable regional transportation hub, central destination and distribution center for tourism.²⁸

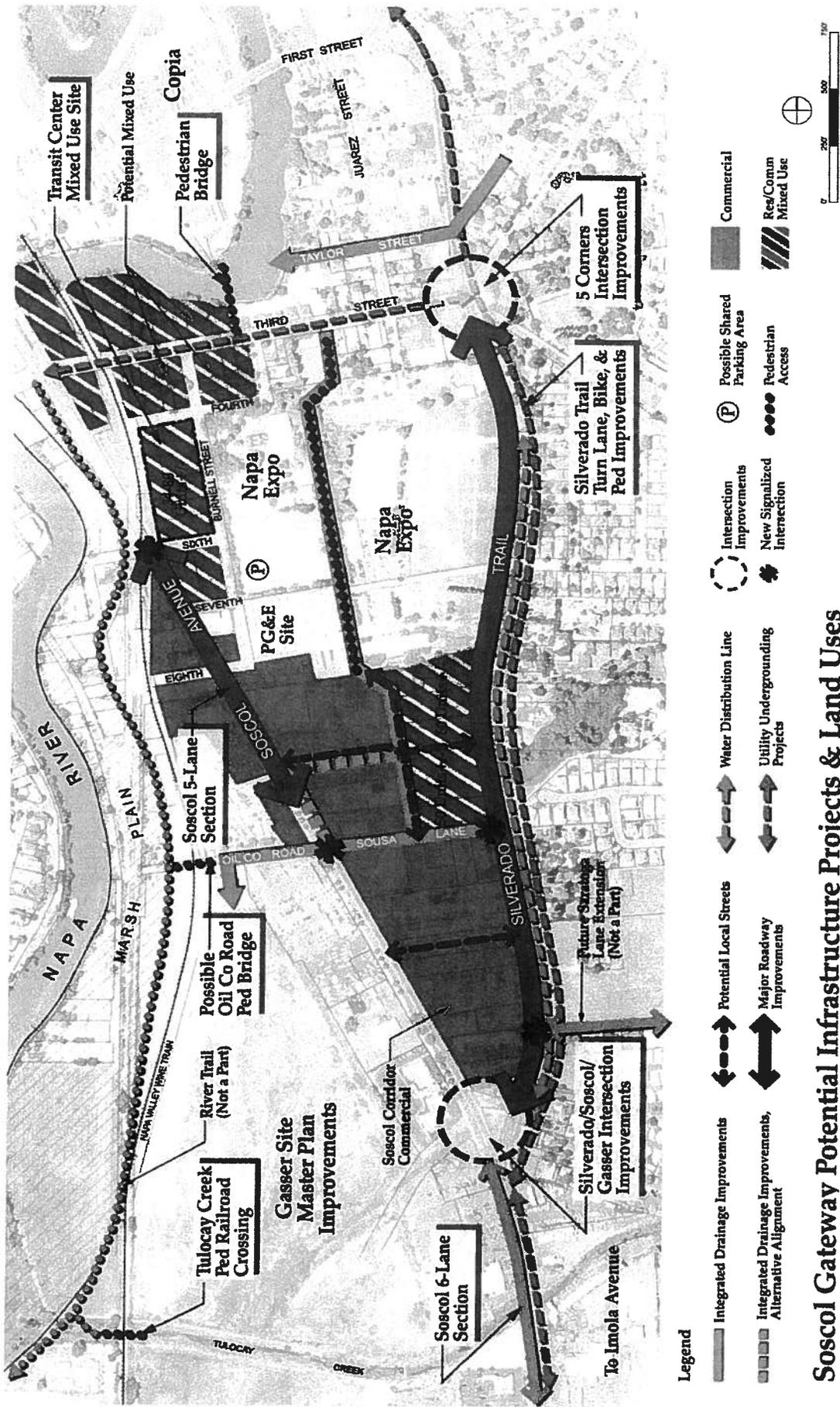
Pedestrian Improvements – Downtown Napa streets serve a higher volume of pedestrians than other streets in Napa. In the Downtown Specific Plan, the City of Napa has identified the need to enhance the downtown streets with additional pedestrian friendly amenities such as wider sidewalks spanning at least 10 feet that accommodate pedestrians as well as sidewalk landscaping. Other enhancements in the Downtown include: public art, sidewalk café space, bulbouts, lighting, wayfinding signage, and street furniture.²⁹ Improved pedestrian crossings on Silverado Trail and Soscol Avenue are identified in the Soscol Gateway Study. The Soscol Gateway study identifies two pedestrian bridges that would greatly increase pedestrian circulation along the Soscol Corridor including one over the Napa River extending from Third Street to the Oxbow and COPIA area. This bridge would be in close proximity to the Soscol Gateway Transit Center. The other pedestrian bridge bridges the railroad tracks spanning from Oil Co. Road to the Napa River Trail.

²⁷ City of Napa Downtown Specific Plan Section 6.2 Existing Roadway System

²⁸ City of Napa Downtown Specific Plan Section 6.5 Public Transit System

²⁹ City of Napa Downtown Specific Plan Section 6.6 Pedestrian and Bicycle Circulation

FIGURE 3.8 Proposed Pedestrian Access Along Soscol Gateway³⁰



Soscol Gateway Potential Infrastructure Projects & Land Uses

³⁰ Source: Soscol Financial Feasibility Analysis for City of Napa Soscol Implementation Plan

Bicycle Improvements – The City plans on creating a well connected network of Class I, II, and III bicycle facilities throughout the Downtown Napa and Soscol Gateway PDA. The network will facilitate an east-west and north-south circulation pattern. The Downtown/Soscol bicycle system will also connect to the trails and pedestrian paths along the Napa River and the Oxbow Commons Bypass Channel. Other future bicycle improvements include: Downtown bike-sharing program, reconstructing street frontages to accommodate pedestrians and bicyclists, require downtown developers to contribute to streetscape improvements and the Class I multi-use trail system along the Downtown Napa waterways, and share lane markings.³¹

Parking and Travel Demand Management-

To accommodate the future housing and job growth in downtown Napa the City has outlined a series of parking strategies. Included in these strategies is variable parking pricing, expansion of the parking exemption zone, shared parking for businesses, and implementation of a residential parking permit program. In addition, capital parking improvements identified by the City is an additional 300-400 parking space structure on the west side of Soscol Avenue, and 75-100 additional spaces in the Oxbow District. The Downtown Specific Plan also made a recommendation to adopt revised parking requirements to support the vision of a higher-density, mixed use downtown Napa, where visitors are encouraged to park once and visit several destinations. This recommendation was amended into the general plan. This revision reduced parking ratios by approximately twenty five percent for 2 and 3 plus bedroom units, lowered ratios for office and commercial parking ratios are 20 percent, and remain the same for lodging units at 1 space per sleeping room and 1 space per every 2 employees.³²

Table 3.2 Revised Downtown Automobile Parking Standards³³

| Residential Uses | | |
|---|--|-----|
| Single family attached, residential and condominiums and apartments of two or more attached | Per Unit Parking Requirements | |
| | Studio | 1.0 |
| | 1 bedroom | 1.0 |
| | 2 bedrooms | 1.2 |
| | 3 bedrooms | 1.3 |
| Guest parking for the above uses | Not required unless within 200 feet of a residential district, in which case guest parking shall be provided at 1 space per 5 units; or 1 space per 3 units if units take access from arterials or collectors where on street parking is prohibited. | |
| Commercial and Office Uses | | |
| All uses except hotels and motels, bed and breakfasts which shall use the Citywide standard | 3.2 spaces per 1,000 sq. ft. ground floor 2.4 spaces per 1,000 sq. ft. other floors | |

³¹ City of Napa Downtown Specific Plan Section 6.6 Pedestrian and Bicycle Circulation

³² City of Napa Downtown Specific Plan Section 6.7 Parking Supply and Demand / Parking Management Plan

³³ Source: Table 6.2 in the City of Napa’s Downtown Specific Plan Section 6.7 Parking Supply and Demand / Parking Management Plan

| | |
|--------------------------------|--|
| Ben and breakfast inns | No reduction in ratios. See bed and breakfast standards. |
| Hotels and Motels | 1 space per sleeping room plus 1 space for manager plus 1 space for every 2 employees (full or part time) plus, if a hotel has a convention, banquet, restaurant or meeting facilities, parking shall be provided in addition to the hotel requirement, as determined by Planning Commission, based on parking study provided by applicant and acceptable to the City. |
| Public/Quasi public facilities | Standards are typically established through parking studies of the specific use. |

Roadway Improvements - The City has identified a series of roadway improvements in the Downtown Specific Plan. These improvements include the following:

Table 3.3 Capital Roadway Improvements³⁴

| | |
|----|---|
| 1 | Extend Solano Avenue to the south and connect with First Street |
| 2 | Widen the First Street Bridge over SR-29 to four lanes |
| 3 | Implement minor widening of Soscol Avenue between Silverado Trail and Lincoln Avenue to provide four through lanes with a center median and landscaping |
| 4 | Widen the southbound approach of the intersection of Silverado Trail at Soscol Avenue to provide one through lane and two left turn lanes |
| 5 | Extend Saratoga Drive west to intersect with Silverado Trail |
| 6 | Complete the missing segment of Terrace Avenue over Cayetano Creek |
| 7 | Extend Gasser Drive to Soscol Avenue at a new intersection north of the intersection of Soscol Avenue/Silverado Trail |
| 8 | Widen Silverado Trail to provide left turn lane improvements between Soscol Avenue and Third Street |
| 9 | Improve the five-legged intersection of Third Street/East Avenue/Coombsville Road/Silverado Trail to improve safety and increase vehicular capacity |
| 10 | Implement Class II bike lanes on Silverado Trail and Soscol Avenue between Silverado Trail and Third Street |
| 11 | Install a traffic signal at the intersection of Silverado Trail and Trancas Street and Monticello Road |

Numbers are for reference only and do not represent a priority order.

The City of Napa also has plans to change the existing one-way First, Second, Third and Fourth Streets to two-way. The improvements located on First and Second Street will begin with the installation of roundabouts at the intersections of First and California and Second and California. The one-way portion of Third Street and Fourth Street in the downtown core is also proposed for two-way in the Downtown Specific Plan. The existing one-way streets pose safety issues due to poor circulation patterns. Other advantages of converting Napa's one-way streets back to two-way include:

- Provides direct routes to Downtown destinations

³⁴ City of Napa Downtown Specific Plan Appendix C Transportation Analysis

- Improves emergency vehicle access to and from Downtown
- Reduces traffic speeds through the Downtown commercial district due to fewer lanes in each direction
- Slows speeds to improve pedestrian safety
- Increases exposure of adjacent businesses to passing motorists
- Increases access to adjacent properties served by driveways
- Improves wayfinding for bicycle routes
- Improves transfers between bus routes for transit riders; and
- Increases rider recognition and visibility of routes for the Napa VINE system.³⁵

NCTPA's support of PDA Development in Napa:

- Support the City's efforts to create a "park once and walk' Downtown atmosphere
- Look for opportunities to implement alternative modes of transportation in the Downtown and Soscol Corridor such as light rail, bus rapid transit, and trolley service
- NCTPA understands the need for infrastructure and streetscape improvements along the Soscol Corridor to support future housing growth. NCTPA will support the City in exploring funding options for the transportation improvements, in particular the pedestrian trails identified in the Soscol Gateway Potential Infrastructure Funding Needs.
- Encourage and support Napa to expand their non-automotive transportation network within the PDA (non-automotive includes transit, pedestrian, and bicycle projects).
- Refine the list of transportation capital improvement projects for the jurisdictions including projects within the PDAs and identify revenues and financing mechanism to fund them
- Create a strategic transportation plan that prioritizes projects within the county. Some of the prioritizing will be toward the benefit of improving PDAs.
- Support Transportation Demand Management (TDM) efforts within the PDA, such as parking pricing strategies
- Assist with the RHNA process and tracking a jurisdiction's ability to meet their RHNA allocations

3.2 City of American Canyon

The City of American Canyon is located at the southern end of Napa County between the Napa River and the Sulphur Spring Mountain Range. The City has a population of 19,454 residents. American Canyon has experienced the most growth of any jurisdiction in Napa County in the last twenty years, including a 99 percent growth in population from 2000 to 2010. The City's median household income is \$68,512 dollars and the median age is 36.8 years old. As of 2010, the median home value was \$281,328 dollars.³⁶

The City of American Canyon is an entry point for most visitors to the Napa Valley. American Canyon, bordered by Highway 37 to the south, Highway 12 to the north serves as a throughway to reach Napa Valley for visitors coming on Highway 80. Another obstacle to American Canyon's future development is Highway 29, which currently serves as an east-west divide through the heart of the City.

The pattern of development in the City is not coherent and is loosely scattered. The City encompasses a number of uniform suburban tract residential neighborhoods, isolated mobile home parks that are not integrated with adjacent development, independent lot rural residential areas, clusters of multi-family

³⁵ City of Napa Downtown Specific Plan Section 6.3 Roadway System Improvements

³⁶ City of American Canyon Community Profile 2011

dwellings, commercial and industrial uses scattered along a linear corridor, a concentrated industrial park, and open space.³⁷

Hwy 29 Corridor

Built in the 1970's Highway 29 is a four-lane, center divided regional highway. Highway 29 runs through the center of American Canyon. The Highway corridor is the first and last impression made on visitors and residents as they make their way through the City. Development along the corridor varies from the northern end of American Canyon where commercial, industrial and some rural residential is located, to the heart of the City which contains a shopping center and high density residential, to the southern end where more low density residential is located. The majority of the traffic on Highway 29, through American Canyon, is single occupancy vehicle pass through traffic, meaning the vehicles are not arriving or departing in American Canyon. Highway 29 has an Annual Daily Traffic Volume (ADT) of approximately 40,000 vehicles. With its high volume and speed, and little pedestrian and bicycle infrastructure, Highway 29 is very vehicle centered and therefore present unique challenges for sustainable development.

Highway 29 Corridor Vision

In 2008 the City of American Canyon City Council adopted a vision for Highway 29.

Highway 29 Corridor Vision:

- Highway 29 is a thriving retail, service and residential hub for the community with new open space and gathering places and well-integrated circulation for pedestrians, bicyclists and vehicles.
- Highway 29 will provide opportunity for new and unique businesses and catalyst projects.
- Highway 29 will continue to function as the primary north/south automobile route for residents and commuters while also providing well integrated travel lanes and pathways for pedestrians and cyclists.
- Improvements will be made along the corridor to enhance pedestrian and cycling opportunities and safety along the busy corridor. East-west vehicle, pedestrian, and bicycle connectivity will be improved to breach the divide and provide greater safety for shopping and west-side student access to the new High School on the east side of town.
- Traffic calming measures replace the "stop and go" experience on Highway 29 with a slower, and even travel speed through intersection improvements, highway beautification, and fewer individual curb cut access ways.
- Mixed use and higher density residential projects along the corridor will boost transit ridership to BART stations in the East Bay, the Vallejo Ferry to San Francisco, and to local wine industry jobs in American Canyon, the Napa Airport Industrial Park, and North County.³⁸

³⁷ City of American Canyon General Plan Housing Land Use Element

³⁸ City of American Canyon PDA Application

Table 3. 4 American Canyon PDA

| American Canyon – Hwy 29 Mixed Use Corridor PDA | | |
|---|--------------------------------------|--------------------|
| Area Name and Location | Highway 29 Corridor | |
| Area Size | 225 Acres | |
| Public Transit Serving the Area | The VINE and American Canyon Transit | |
| Place Type | Mixed Use Corridor | |
| | Current Conditions | Future Goal (2035) |
| Total Housing Units | 272 | 652 |
| Total Jobs | 593 | 1,993 |
| Net Project Density (New Housing) | | |
| Minimum/Maximum FARs (New Employment Development) | | |

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Physical Landscape

The American Canyon PDA's geographic boundaries are Hess Road on the north, James Road on the west, the railroad tracks on the east, and American Canyon Road on the south. The northern end of the PDA near Napa Junction Road contains Napa Junction Elementary School, City of American Canyon Administration offices and City Hall, and the Napa Junction shopping center. The shopping center consists of one major box store – Walmart, and other retailers store and restaurants, as well as high density residential. Below the Napa Junction center on the east side of the Highway 29 is Adobe Lumber, and on the west of Highway 29 are the Broadway Market and a Garden Statuary store. Further south along Highway 29 is interspersed office and commercial space, lodging, religious institutions, restaurants, retail, and low density residential. The west side of the PDA also contains the City Library, Fire Department, and the Chamber of Commerce.

Housing

There are currently 272 housing units within the PDA. On the west side of the Highway 29 the majority of housing is low density single family residential units. On the east side of the PDA there are high density residential units at The Lodge at Napa Junction and Vintage Crossing.³⁹

Market Conditions

The top five employers in American Canyon are Walmart- 426 employees, Amcam Beverages - 155 employees, G.L. Mezzetta – 150 employees, Kona Coast Food Productions – 150 employees, and American Canyon High School – 100 employees.⁴⁰ In December of 2010 the County of Napa annexed approximately 300 acres east of Highway 29 behind the Napa Junction Center, to American Canyon for a future Town Center which will consist of up to 1600 single and multi-family residential units and a mix of urban uses such as retail and office space. This development could bring significant economic growth to the city but also help establish the City's identity and image.

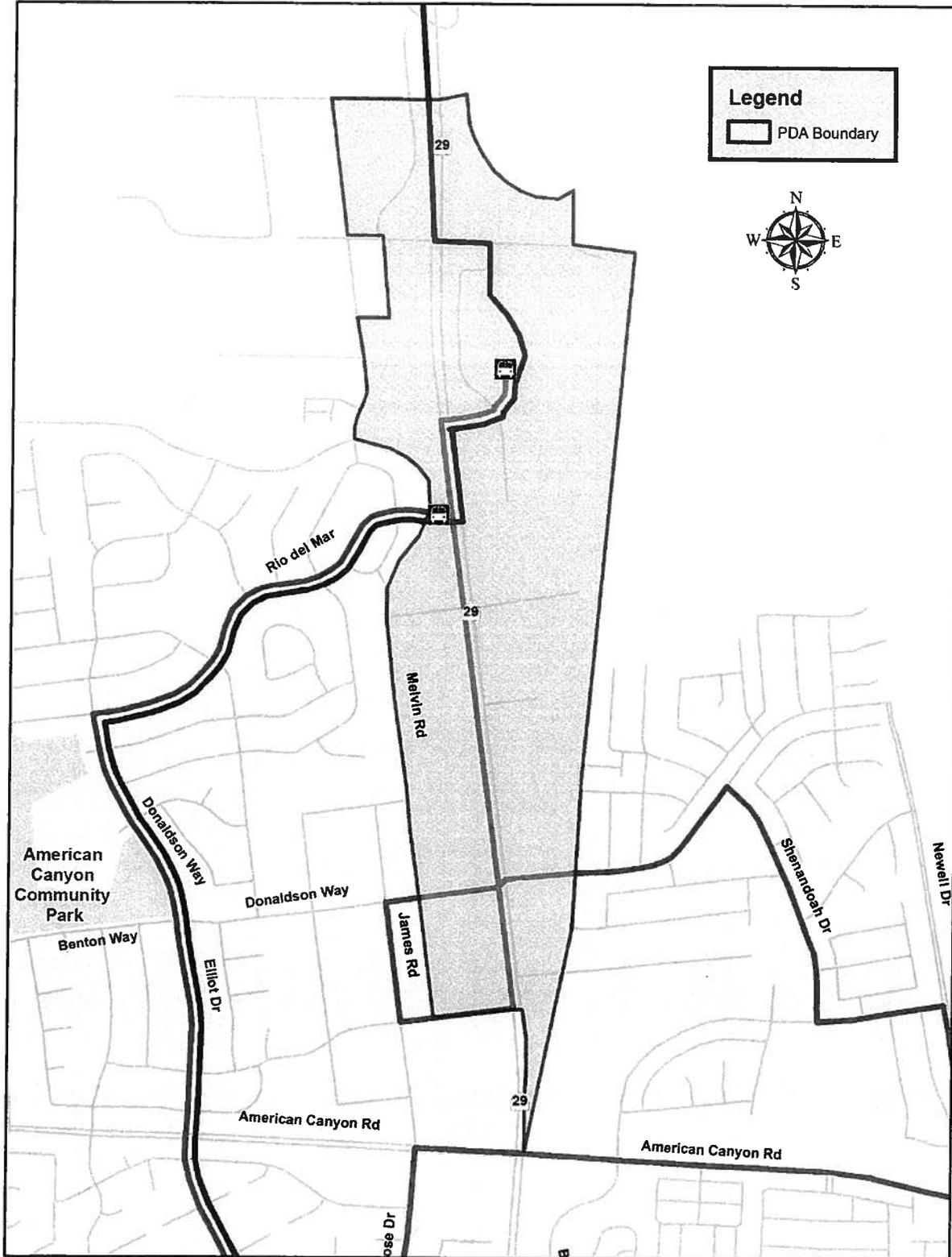
Transportation: Existing Conditions

Transit – American Canyon is served by VINE Routes 11 and 29 and American Canyon Transit. American Canyon Transit is a deviated fixed route bus service that provides service along Highway 29, Rio Del Mar, Donaldson Way, Elliot Drive, and American Road. The VINE Route 11 is a fixed route service that runs along Highway 29, Napa Junction Road, Rio Del Mar, and Donaldson Way. Route 11 provides a regional service for residents wanting to travel north to Napa or south to the Vallejo Ferry Terminal. Route 29, which is the commuter express route, operates along Highway 29, as well as Melvin and James Road taking residents as far north as the City of Calistoga and as far south as the El Cerrito Del Norte BART Station.

³⁹ City of American Canyon Housing Element B-30

⁴⁰ City of American Canyon Community Profile 2011

FIGURE 3.10 American Canyon PDA Map Existing Transit Circulation



Bicycle and Pedestrian – Highway 29 poses an east-west divide with limited safe access for bicyclist and pedestrians wanting to head north or south along Highway 29, or wanting to get from one side of the Highway to the other side. Because Highway 29 serves as a local main street there is a demand for it to accommodate bicyclist and pedestrians. There are a few spans of safe pedestrian access on Highway 29 in the form of a Class I multipurpose path and sparse segments of sidewalk near Donaldson Way, American Canyon Road, and South Napa Junction Road. Currently, there is little pedestrian access on Highway 29. The existing pedestrian crossings are as follows:

- Pedestrian crosswalk at Highway 29 and Napa Junction Road
- Class I multipurpose path along Highway 29 from Napa Junction to Eucalyptus Drive
- Crosswalk at Rio Del Mar and Highway 29
- Crosswalk at Donaldson Way and Highway 29
- Crosswalk at American Canyon Road and Highway 29

Although there is an existing bicycle network consisting of Class I, II, and III bike lanes in American Canyon, much of it is located outside of the Highway 29 PDA. Existing bike routes inside the PDA include a include a Class I multipurpose path on the east side of Highway 29 in front of the Napa Junction Center that parallels Highway 29 from Napa Junction Road to Eucalyptus Drive.

Roadway System – The Major Highways surrounding the PDA include, Interstate 80 to the south, Highway 37 to the south, Highway 12 to the north, and Highway 29. The major arterials that feed Highway 29 through the American Canyon PDA are American Canyon Road and Flosden Road. American Canyon Road runs east-west bisecting the PDA at the southernmost tip. Flosden Road does not connect to Highway 29 but it is a major north-south arterial that feeds vehicles from Highway 37 to American Canyon Road. Collectors that serve the PDA include – James Road, Eucalyptus Drive, Donaldson Way, Elliot Drive, Green Island Road, Napa Junction Road, Rio Del Mar, and Broadway.

Future Improvements

Transit Improvements – Transit Improvements include the continuation of the Citywide Trip Reduction Ordinance, a potential multi-modal transit center within the City limits, better transit connections to regional transit modes such as BART and the Vallejo Ferry, the possibility of public transit on rail, and a marketing and educational program to promote transit, bicycling and other alternative modes of transportation.⁴¹

American Canyon’s Policies to support Transit Development:

- Encourage developers to work with agencies providing transit service with the objective of maximizing the potential for transit use.
- Promote the development of a multi-modal transit center within the designated Community Center, Town Center, or other locations that facilitate transit use by the City’s residents and is compatible with surrounding land uses.
- Consult and coordinate with the various transit agencies in order to bring about improved transit service to the City of American Canyon.

⁴¹ City of American Canyon Circulation Element – Transit Policies

- Provide transit linkages between the Community Center or Town Center and regionally-related transit such as BART, commuter railway and the Vallejo ferry.

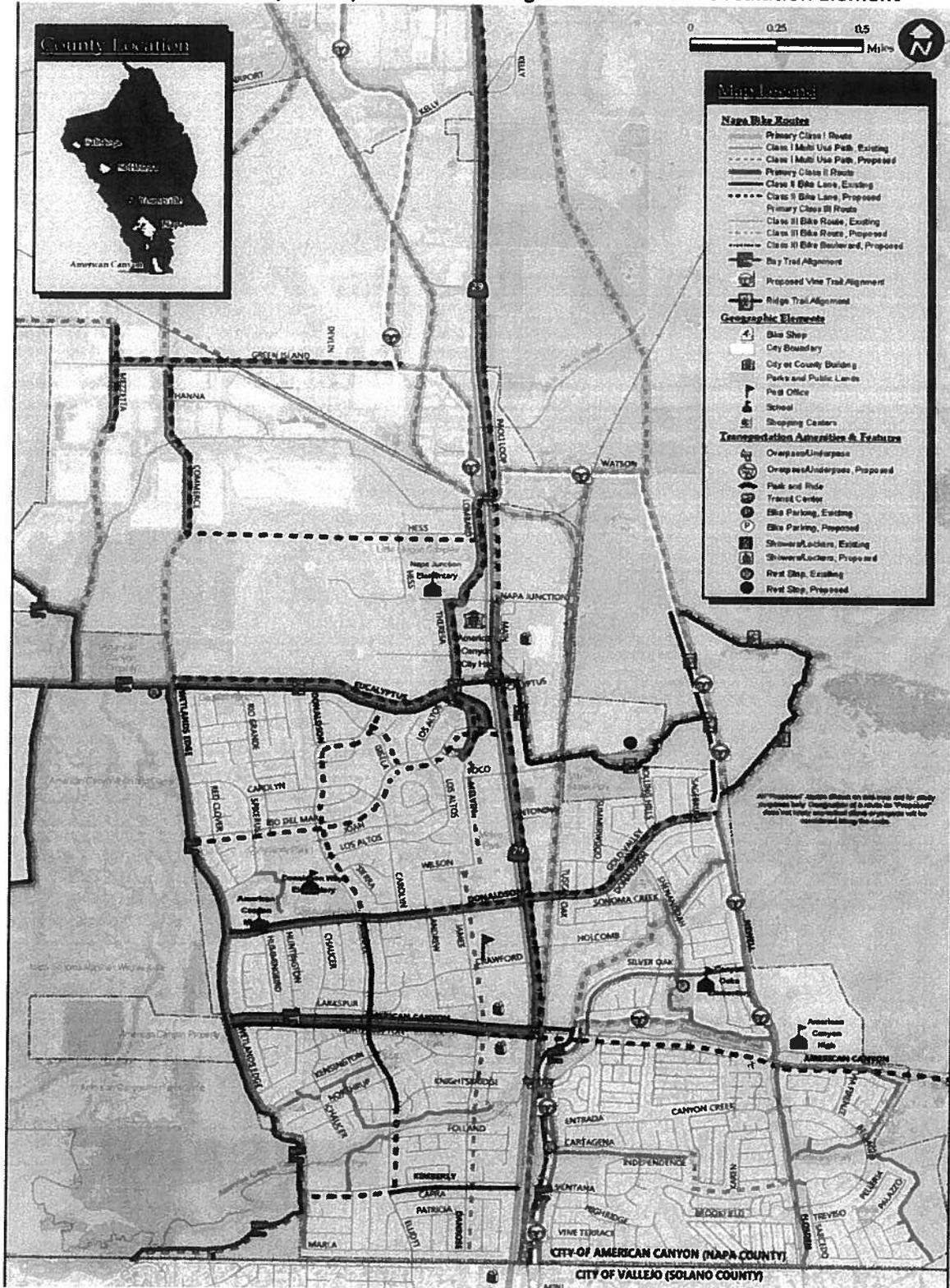
Bicycle and Pedestrian Improvements – The City of American Canyon’s future goal is to provide a citywide system of safe, efficient and attractive bicycle and pedestrian routes for commuter, school and recreational use. The City has identified future bicycle and pedestrian routes in the Countywide Bike Plan which includes future class I, II, and III facilities within the PDA.⁴²

Policies to support Bicycle and Pedestrian travel:

- Maintain existing pedestrian facilities and require new development to provide pedestrian walkways between developments, schools and public facilities.
- Design and construct safe bicycle and pedestrian crossings of SR-29 at key locations. These crossings should be constructed so that children and seniors can cross in safety.
- Provide pedestrian and bicycle linkages between all residential areas and employment centers within the City.
- Promote the transition of abandoned rail rights-of-way to trails.
- Require that sufficient and secure bicycle parking be provided in all parking areas.

⁴² City of American Canyon Circulation Element – Bicycle, Pedestrian and Equestrian Facilities

FIGURE 3.11 American Canyon Proposed and Existing Bike Lanes from Circulation Element⁴³



⁴³ Source: City of American Canyon Circulation Element Figure 1

Parking and Travel Demand Management – To curb future single occupancy vehicle trips, American Canyon will continue the Citywide Trip Reduction Ordinance. The City’s goal is to limit congestion and on Highway 29 and local arterials and collectors around the city.⁴⁴

Policies to support improvement in circulation:

- Require nonresidential developments to provide employee feasible incentives for utilizing alternatives to the conventional single occupant automobile (i.e., carpools, vanpools, buses, bicycles, walking, telecommuting, etc.).
- Support national, state and regional legislation directed at encouraging the use of carpools and vanpools.
- Promote ridesharing through publicity and provision of information to the public.
- Encourage the preservation and development of freight and passenger/commuter rail.
- Encourage the development of a telecommunications center within the City to reduce vehicle miles traveled.
- Utilize synchronized traffic signals, where appropriate, to improve traffic flow efficiency.

Roadway Improvements – The following roadway improvements have been identified by the City of American Canyon and lie within or in proximate access to the Highway 29 Corridor PDA:

Table 3.4 Capital Roadway Improvements⁴⁵

| | | |
|----|--|---|
| 1 | Eucalyptus Road Realignment / Widening | Realign Eucalyptus Drive from Theresa Road to intersect with Hwy 29; remove signal at Rio Del Mar; construct auxiliary lane southbound on Hwy 29 between Napa Jct Rd. and Rio Del Mar. |
| 2 | SR 29 – Napa Jct Rd Intersection Improvements | Improvements to SR 29 and Napa Jct Rd. intersection including SR 29 widening and Napa Jct Rd. widening |
| 3 | Theresa Ave. Sidewalk Project | Construct sidewalk on Theresa Ave. to Eucalyptus Drive. |
| 4 | Annual Pedestrian Improvement Project | Design for extending sidewalk westerly on Rio Del Mar from SR 29 to Cassayre; sidewalk along SR 29 from Rio Del Mar to Donaldson Way and sidewalk along Donaldson Way from SR 29 to James Road. |
| 5 | Newell Drive, Silver Oak Trail to Donaldson Way | One additional lane from Silver Oak Trail to Donaldson Way. Includes curb, gutter and sidewalk |
| 6 | Newell Drive, Donaldson Way to Eucalyptus | Extend Newell Drive from Donaldson Way to Eucalyptus Drive as a two-lane collector. Obtain right-of-way for a four lane collector. |
| 7 | Paoli Loop Upgrade | Upgrade Paoli Loop Road to a two-lane industrial road. Widen shoulders and redesign the southwest loop radius. |
| 8 | South Napa Jct, 2 lanes (Hwy 29-Newell) | Widen South Napa Junction Road to a major collector from SR 29 to Newell Drive. |
| 9 | Green Island Road, Paoli Loop Rd to Commerce Blvd. | Add 2 lanes from Paoli Loop to Commerce Boulevard. |
| 10 | Traffic Enhancements | Pedestrian bridge, grade separated railroad crossings, |

⁴⁴ City of American Canyon Circulation Element – Transportation Demand Management

⁴⁵ City of American Canyon Capital Improvement Plan

| | | |
|----|--------------------------------------|---|
| | | landscaping, etc, primarily along SR 29 |
| 11 | Eucalyptus Road West of Theresa Ave. | Improve Eucalyptus Drive from Wetlands Edge Road to SR 29 as a two-lane collector. |
| 12 | Commerce Blvd. Extension | Extend Commerce Way from the end of the existing cul-de-sac to Eucalyptus Drive as a two-lane collector. Paving, curb, gutter and sidewalk. |

Numbers are for reference only and do not represent a priority order

American Canyon Policies to guide Roadway Improvements:

- Establish a street system hierarchy within the City of American Canyon that is defined, yet flexible enough to address the unique circumstances that may arise.
- Reserve rights-of-way for future roadways, extensions or widening.
- Prioritize existing and future facility needs in order to properly allocate limited funds to areas of highest need.
- Pursue the timely extension of Flosden Road (and consider the phasing of east/west connectors to Highway 29), including the realignment of its intersection with American Canyon Road, and the development of other necessary primary north-south roadways such as the Western Parallel along the wetlands edge.
- Review the need for extending east-west roadways across SR-29 to the east side of the City.
- Improve the connection between Green Island Road and SR-29.
- Consider alternative circulation concepts that provide street or driveway connectivity between parcels fronting on SR-29 to consolidate driveway access along SR-29 as well as consolidate parking for the businesses along this roadway.
- Consider whether it is appropriate to establish a transportation benefits district for the area along the American Canyon Road Corridor east of SR-29.
- Implement an impact fee system in order to offset the cost of transportation required by new development.
- Create a second access to the Green Island Industrial Park, possibly through the construction of the new Wetlands Edge Road and Devlin Road extension from the north.
- Provide linkages between industrially zoned areas, paying specific attention to connecting the industrial areas north and south of the railroad tracks.⁴⁶

NCTPA’s support of PDA Development in American Canyon:

- NCTPA is currently developing the SR 29 Gateway Study and anticipates that additional roadway, transit, bike and pedestrian improvements along the corridor will be defined by this plan.
- Continue to work with the City to identify resources for more specific plans for the PDA – because the American Canyon PDA is a potential PDA, more detailed planning is needed. NCTPA will work with the City to identify resource to support planning efforts, as well as assist in transportation planning for the PDA.

⁴⁶ City of American Canyon Circulation Element Consistency and Compatibility

- Identifying funding and financing mechanisms to fund transportation/infrastructure needs.
- Encourage and support American Canyon to expand their non-automotive transportation network within the PDA (non-automotive includes transit, pedestrian, and bicycle projects).
- Support Transportation Demand Management (TDM) efforts within the PDA
- Assist with the RHNA process and tracking a jurisdiction's ability to meet their RHNA allocations
- Refine the list of transportation capital improvement projects for the jurisdictions including projects within the PDAs and identify revenues and financing mechanism to fund them
- Create a strategic transportation plan that prioritizes projects within the county. Some of the prioritizing will be toward the benefit of improving PDAs.

CHAPTER 4: NEXT STEPS

In fall 2013 NCTPA will be kicking off Napa's Countywide Transportation Plan, scheduled for adoption in 2014, which will provide countywide transportation goals and priorities. The focus of the transportation plan will be to set priorities for future transportation projects over the next 25 years. This plan will also respond to new policies such as SB 375, which mandate reductions in greenhouse gas emissions and vehicle miles traveled.

The Countywide Transportation Plan will go beyond traditional transportation planning, focusing on the integration of transportation with land use and local policies that drive land use patterns. This focus on land use, not only represents a shift in transportation planning, it represents a shift in work done by NCTPA. New legislation and requirements such as the SCS have extended NCTPA's role beyond the scope of strictly transportation. An example of this would be the recent Regional Housing Needs Allocation process, where NCTPA was the entity representing the Napa Subregion for the purpose of determining a methodology and distributing housing allocations for the 2014-2022 RHNA cycle.

NCTPA will also focus agency efforts on developing project specific plans and advocacy to bring greater attention to the County's (with focus on the PDAs) infrastructure needs and funding challenges. This will involve coordinating with federal, state, and regional partners to prioritize investments in the County's PDAs. NCTPA will stay abreast of funding and regulatory opportunities and identify financing mechanisms to support sustainable development, and encourage a rich mix of affordable housing and employment to remove barriers to PDA development and growth.

This PDA Investment and Growth Strategy is a harbinger for NCTPA's focus on sustainable development within the county's PDAs. Moving forward, NCTPA will work with the jurisdictions to develop baseline data for each of the PDAs and identify housing, employment, and growth goals and objectives to measure PDA progress. Data to be assessed will include: employment, housing, vehicle miles traveled, and percent of non-auto trips. This will further inform NCTPA's development of policies and planning strategies, and identify ways that NCTPA can support local jurisdictions in making future investment decisions in PDAs.



March 20, 2013
NCTPA Agenda Item 9.4
Continued From: New
Action Requested: APPROVE

NAPA COUNTY TRANSPORTATION AND PLANNING AGENCY Board Agenda Letter

TO: Board of Directors
FROM: Kate Miller, Executive Director
REPORT BY: Danielle Schmitz, Associate Program Planner/Administrator
(707) 259-5968 / Email: dschmitz@ncpta.net
SUBJECT: Approval Resolution No. 13-06 Adopting the One Bay Area Program (OBAG) Final Projects for Napa County

RECOMMENDATION

That the Napa County Transportation and Planning Agency (NCTPA) Board approve Resolution No. 13-07 (Attachment 1) adopting the final OBAG Projects for FY 2012-13 through 2015-16

COMMITTEE RECOMMENDATION

The Technical Advisory Committee (TAC) approved the OBAG program of projects at its March 7, 2013 meeting and recommends that the NCTPA Board approve the Final OBAG Project List

EXECUTIVE SUMMARY

The OBAG Program allocates approximately \$4 million for projects in Napa County for the 4-year cycle FY 2012-13 through FY 2015-16. The OBAG Program requires that Napa County Transportation and Planning Agency (NCTPA) program at least 50% of the countywide OBAG funds in Priority Development Areas (PDA) or to projects that provide "proximate access" to PDAs. All OBAG funds are contingent on a series of requirements, including the establishment of a local "Complete Streets" program as well as having a General Plan housing element approved by the State Housing and Community Development Department. NCTPA will be responsible for ensuring compliance of these requirements.

The NCTPA Board opened a call for OBAG Cycle 2 projects at their October 17, 2012 meeting. Project submittals were due to NCTPA by 5:00 PM on December 14, 2012.

NCTPA received 18 project submittals totaling \$15.7 million dollars. Of the 18 projects, 7 of them, totaling \$8 million dollars, met the PDA minimum requirement of \$2 million dollars. The NCTPA TAC, with representation from all 6 jurisdictions, acts as the review committee for OBAG program. Over the last several months the TAC has been reviewing OBAG projects and after careful consideration, has forwarded the final list of projects for the Board's approval.

PROCEDURAL REQUIREMENTS

1. Staff Report
2. Public Comments
3. Motion, Second, Discussion and Vote

FISCAL IMPACT

Is there a Fiscal Impact? Yes, \$3,988,000 in federal transportation dollars

Is it Mandatory or Discretionary? Discretionary

Future Fiscal Impact: No

Consequences if not approved: Napa County will lose valuable STP/CMAQ/TA federal dollars.

CEQA REQUIREMENTS

ENVIRONMENTAL DETERMINATION: The proposed action is not a project as defined by 14 California Code of Regulations 15378 (State California Environmental Quality Act (CEQA) Guidelines) and therefore CEQA is not applicable.

BACKGROUND AND DISCUSSION

The Metropolitan Transportation Commission (MTC) receives federal funding for local programming through the state from federal transportation legislation currently known as Moving Ahead for Progress in the 21st Century (MAP-21). This includes Surface Transportation Program (STP), Congestion Mitigation and Air Quality Improvement (CMAQ), Transportation Alternatives (TA), and Safe Routes to School (SR2S) funding. The Cycle 2 OBAG Program is a new funding approach being introduced as part of the RTP currently under development.

The OBAG Program allocates approximately \$4 million to Napa County jurisdictions for the 4-year cycle FY 2012-13 through FY 2015-16. The OBAG Program requires the Napa County Transportation and Planning Agency (NCTPA) program at least 50% of the countywide OBAG funds in Priority Development Areas (PDA) or to projects that provide "proximate access" to PDAs. Eligible project sponsors must meet a series of

requirements, including the establishment of a local "Complete Streets" program as well as having a General Plan housing element approved by the State Housing and Community Development Department. NCTPA is responsible for ensuring compliance of these requirements.

The OBAG Program strives to better integrate the region's federal transportation program with California's climate law (Senate Bill 375, Steinberg, 2008) and the Sustainable Communities Strategy (SCS) mandated by that legislation. According to MTC, funding distribution to the nine (9) Bay Area counties will consider progress toward achieving local land-use and housing policies by:

- Rewarding jurisdictions that accept housing allocations through the Regional Housing Need Allocation (RHNA) process and production of housing using transportation dollars as incentives.
- Supporting Bay Area SCS by promoting transportation investments in PDAs and by initiating a pilot program that will support open space preservation in Priority Conservation Areas (PCA). Additional funding for each county has been set aside to support these efforts and additional information regarding these opportunities will be brought back to the Board at a future meeting.
- Providing a higher proportion of funding to local agencies and additional investment flexibility by eliminating required program investment targets (the OBAG program allows each county the flexibility to invest in transportation categories such as Transportation for Livable Communities, bicycle and pedestrian improvements, local streets and roads preservation, and planning activities, while also providing specific funding opportunities for Safe Routes to School (SR2S) and PCA.

The OBAG Program establishes program commitments and policies for investing roughly \$320 million over RTP Cycle 2, a 4-year period (FY 2012-13 through FY 2015-16), funded through the new federal transportation legislation, "MAP-21".

| OBAG Funds for Napa County | |
|--|-------------|
| Type | Amount |
| Surface Transportation Program (STP) | \$2,114,000 |
| Congestion Mitigation and Air Quality (CMAQ) | \$1,443,000 |
| Transportation Alternative (TA) | \$431,000 |
| Total | \$3,988,000 |

SUPPORTING DOCUMENTS

Attachments: (1) Resolution No. 13-06

RESOLUTION No. 13-06

**A RESOLUTION OF THE
NAPA COUNTY TRANSPORTATION PLANNING AGENCY (NCTPA)
ADOPTING THE ONE BAY AREA GRANT (OBAG) PROGRAM UNDER “MOVING
AHEAD FOR PROGRESS IN THE 21ST CENTURY (MAP-21)”
SURFACE TRANSPORTATION ROAD MAINTENANCE FUNDING PROGRAM
FOR THE NAPA COMMUNITIES**

WHEREAS, Moving Ahead for Progress in the 21st Century P.L. 112-141, signed into law by President Obama on July 6, 2012 continues the Surface Transportation Program (23 U.S.C. § 133), the Congestion Mitigation and Air Quality Improvement Program (CMAQ) (23 U.S.C. § 149), and the Transportation Alternatives Program (TA) (23 U.S.C. § 213); and

WHEREAS, pursuant to MAP-21, and the regulations promulgated thereunder, eligible project sponsors wishing to receive Surface Transportation Program (STP), Congestion Mitigation and Air Quality (CMAQ) Improvement Program, and Transportation Alternative Program (TA) grants for a project shall submit an application first with the appropriate metropolitan transportation planning organization (MPO), for review and inclusion in the MPO's Transportation Improvement Program (TIP); and

WHEREAS, the Metropolitan Transportation Commission (MTC) is the MPO for the San Francisco Bay region; and

WHEREAS, MTC has requested projects for the One Bay Area Grant Program to be funded with MAP-21 monies and required NCTPA to recommend programming to MTC for consideration; and

WHEREAS, the City of American Canyon, the City of Napa, and the County of Napa wish to submit an application to MTC for funds from the One Bay Area Grant Program for the following projects:

| Agency | Project | Year requested | Funding | | |
|-----------------|--|----------------|-----------------------------|-------------|--------------------|
| | | | Funding Request STP/CMAQ/TA | Local Match | Project Total |
| City of Napa | California Roundabouts | 13/14-15/16 | \$1,740,261 | \$2,778,739 | \$4,519,000 |
| City of Napa | Napa North/South Bike Connection | 13/14 | \$300,000 | \$312,000 | \$884,000 |
| American Canyon | Eucalyptus Drive Complete Streets Improvements | 13/14-15/16 | \$1,153,928 | \$149,500 | \$4,523,000 |
| County of Napa | Silverado Trail Phase "H" Overlay | 14/15 | \$793,811 | \$890,184 | \$1,684,000 |
| TOTAL | | | \$3,988,000 | | \$11,610,00 |

WHEREAS, the City of American Canyon, the City of Napa, and the County of Napa are ready and able to meet all of the federal, state and regional requirements for accessing and using these funds.

NOW, THEREFORE, BE IT RESOLVED by the Napa County Transportation Planning Agency that the City of American Canyon, the City of Napa, and the County of Napa are authorized to execute and file an application for funding under the One Bay Area Grant Program of MAP-21 in the amounts and for the projects shown above; and

BE IT FURTHER RESOLVED that a copy of this resolution will be transmitted to the MTC; and

BE IT FURTHER RESOLVED that the MTC is requested to support the application for the project described in the resolution and to program the project, if approved, in MTC's TIP.

Passed and Adopted the 20th day of March, 2013.

Keith Caldwell, NCTPA Chair

Ayes

Nays:

Absent:

ATTEST:

Karalyn E. Sanderlin, NCTPA Board Secretary

APPROVED:

Janice Killion, NCTPA Legal Counsel



March 20, 2013
NCTPA Agenda Item 9.5
Continued From: New
Action Requested: INFORMATION

NAPA COUNTY TRANSPORTATION AND PLANNING AGENCY Board Agenda Letter

TO: Board of Directors
FROM: Kate Miller, Executive Director
REPORT BY: Karrie Sanderlin / Program Manager-Human Resources, Civil Rights,
and Board Secretary
(707) 259-8633 / Email: ksanderlin@nctpa.net
SUBJECT: Joint Powers Authority (JPA) Agreement – Weighted Vote

RECOMMENDATION

Information only

COMMITTEE RECOMENDATION

None

EXECUTIVE SUMMARY

At the February 20, 2013 meeting, the Board requested that staff research the history of Joint Powers Authority (JPA) Agreement weighted voting and present the information at the March 20, 2013 meeting.

PROCEDURAL REQUIREMENTS

1. Staff Report

FISCAL IMPACT

Is there a fiscal impact? No

CEQA REQUIREMENTS

ENVIRONMENTAL DETERMINATION: The proposed action is not a project as defined by 14 California Code of Regulations 15378 (State CEQA Guidelines) and therefore CEQA is not applicable.

BACKGROUND AND DISCUSSION

In May 1991, the Joint Powers Agreement (Napa County Agreement No. 3061) was executed creating the Napa County Congestion Management Agency (CMA) approving the composition and voting power of the Governing Board as follows:

| | <u>Member</u> | <u>Voting Power</u> |
|--------------------|---------------|---------------------|
| City of Calistoga | 1 | 1 |
| City of Napa | 2 | 4 |
| City of St. Helena | 1 | 1 |
| Town of Yountville | 1 | 1 |
| County of Napa | 2 | 2 |

Based on discussion with staff members that were working at the CMA at the time, this weighted vote was based on a negotiated agreement and was developed in response to the City of Napa's desire to use population as a proxy. The pushback from the other jurisdictions resulted in the above weighted voting.

In January 1992, the agreement was amended to add the newly organized City of American Canyon as a full member of the JPA. Subsequently, the composition and voting power of the Governing Board was amended as follows:

| | <u>Member</u> | <u>Voting Power</u> |
|-------------------------|---------------|---|
| City of American Canyon | 1 | 1 |
| City of Calistoga | 1 | 1 |
| City of Napa | 2 | 5 (one member to have 3 votes, and 1 member to have 2 votes) |
| City of St. Helena | 1 | 1 |
| Town of Yountville | 1 | 1 |
| County of Napa | 2 | 2 |

The composition and voting powers remained in accordance with the January 1992 agreement until January 2007 when Amendment No. 6 expanded the Board to twelve (12) members and expanded the duties of NCTPA to act as a countywide deliberative body on issues of land-use, tourism, economic and economic development, community development and art and cultural issues. At that time, the composition and voting powers of the Governing Board were amended, and continue today under its current voting structure as follows:

| | <u>Member</u> | <u>Voting Power</u> |
|-------------------------|---------------|---|
| City of American Canyon | 2 | 2 (each member has one vote) |
| City of Calistoga | 2 | 2 (each member has one vote) |
| City of Napa | 2 | 10 (one member to have 6 votes and one member to have 4 votes) |
| City of St. Helena | 2 | 2 (each member has one vote) |
| Town of Yountville | 2 | 2 (each member has one vote) |
| County of Napa | 2 | 4 (each member has two votes) |

SUPPORTING DOCUMENTS

None



March 20, 2013
NCTPA Agenda Item 9.6
Continued From: February 20, 2013
Action Requested: APPROVE

NAPA COUNTY TRANSPORTATION AND PLANNING AGENCY Board Agenda Letter

TO: Board of Directors
FROM: Kate Miller, Executive Director
REPORT BY: Kate Miller, Executive Director
(707) 259-8636 / Email: kmiller@nctpa.net
SUBJECT: Request for Proposal for Professional Legal Services – RFP 2012-05

RECOMMENDATION

That the Napa County Transportation and Planning Agency (NCTPA) Board reject all proposals received in response to RFP 2012-05, Request for Professional Legal Services.

COMMITTEE RECOMMENDATION

None.

EXECUTIVE SUMMARY

On December 20, 2012, the Napa County Transportation and Planning Agency (NCTPA) issued Request for Proposals (RFP) #2012-05 for Professional Legal Services for the NCTPA. NCTPA invited firms or individuals that possessed the qualifications, experience and knowledge to submit a proposal. One proposal was received.

At the February 20, 2013 meeting, the Board approved the staff proposal to reject all proposals received in response to RFP 2012-05, Request for Professional Legal Services. This item is being brought back for Board reconsideration as subsequent to the February 20, 2013 Board Meeting, NCTPA staff was provided the City of Napa's weighted vote information from the City of Napa City Clerk. Had this information been known at the time of the Board meeting, it would have changed the outcome of the Board's vote.

PROCEDURAL REQUIREMENTS

1. Staff Reports
2. Public Comment
3. Motion, Second, Discussion and Vote

FISCAL IMPACT

Is there a Fiscal Impact? Yes.

Is it currently budgeted? Yes

Where is it budgeted? Legal

Is it Mandatory or Discretionary: Discretionary

Is the general fund affected? Yes

Future fiscal impact: Yes

CEQA REQUIREMENTS

ENVIRONMENTAL DETERMINATION: The proposed action is not a project as defined by 14 California Code of Regulations 15378 (State CEQA Guidelines) and therefore CEQA is not applicable.

BACKGROUND AND DISCUSSION

On December 20, 2012, The Napa County Transportation and Planning Agency (NCTPA) issued Request for Proposals (RFP) #2012-05 for Professional Legal Services for the NCTPA. NCTPA invited firms or individuals that possessed the required qualifications, experience and knowledge to submit a proposal by January 18, 2013. RFP 2012-05 was advertised on two occasions in the Napa Valley Register and posted on the NCTPA website. One proposal was received in response to RFP 2012-05 from Lindborg & Mazor LLP. The cost proposal received quoted an hourly rate for all Lindborg & Mazor attorneys identified in the proposal at \$295 per billable hour with no differential in hourly rates between transactional and litigation assignments. Currently, Napa County Counsel represents the NCTPA and charges at a rate of \$141.56 per billable hour. After evaluation of the proposal, it is the recommendation of staff that the proposal received in response to RFP 2012-05 be rejected.

At the February 20, 2013 meeting, the Board approved the staff proposal to reject all proposals received in response to RFP 2012-05, Request for Professional Legal Services. This item is being brought back for Board reconsideration as subsequent to the February 20, 2013 Board Meeting, NCTPA staff was provided the City of Napa's weighted vote information from the City of Napa City Clerk. Had this information been known at the time of the Board meeting, it would have changed the outcome of the Board's vote.

SUPPORTING DOCUMENTS

Attachments: None



March 20, 2013
NCTPA Agenda Item 9.7
Continued From: New
Action Requested: INFORMATION

NAPA COUNTY TRANSPORTATION AND PLANNING AGENCY Board Agenda Letter

TO: Board of Directors
FROM: Kate Miller, Executive Director
REPORT BY: Eliot Hurwitz, Program Manager - Planning
(707) 259-8782 / Email: ehurwitz@nctpa.net
SUBJECT: State Route 29 (SR 29) Corridor Project Status

RECOMMENDATION

Information only

COMMITTEE RECOMMENDATION

None.

EXECUTIVE SUMMARY

State Route 29 (SR 29) is the principal transportation corridor in Napa County. The portions of the road south of the Trancas Street interchange in the City of Napa, and especially the portions through the City of American Canyon are also the most congested road segments in the County. Future projections indicate that even the modest growth expected in Napa County over the coming decades will worsen this congestion if no actions are taken. Recognizing these projections, planners in the cities, Napa County, NCTPA and Caltrans have embarked on a series of projects to mitigate the effects of future growth. This report describes over a dozen projects currently on the books, ranging in size from minor local adjustments to regionally significant infrastructure investments, with budgets ranging from \$45,000 to over \$115 million, all of which will help improve mobility in the SR 29 Corridor.

PROCEDURAL REQUIREMENTS

1. Staff Report

FISCAL IMPACT

Is there a Fiscal Impact? No

CEQA REQUIREMENTS

ENVIRONMENTAL DETERMINATION: The proposed action is not a project as defined by 14 California Code of Regulations 15378 (California Environmental Quality Act (CEQA) Guidelines) and therefore CEQA is not applicable.

BACKGROUND AND DISCUSSION

SR 29 is the major transportation backbone of Napa County, passing through all six jurisdictions in the County. As a State Highway, SR 29 is within the jurisdiction of the California Department of Transportation (Caltrans), which owns the right-of-way and maintains the highway. SR 29 is often congested in several stretches especially during the peak hours, and improvements to the corridor have been long sought. NCTPA is currently engaged in a major planning effort focusing on the segments of SR 29 south of the Trancas St. interchange in the City of Napa, and especially as it passes through the City of American Canyon. This report reviews the list of projects that have already been identified in this section of the SR 29 corridor. It is expected that additional projects will be identified as a result of the current study.

Subregional Context - SR 29 serves as an essential north-south connection within the North Bay's transportation network, as well as providing connection to significant east-west access routes such as along SR 12. Notably, SR 29 is a critical commute corridor between Solano and Napa counties. Many workers commute along the corridor to travel from affordable housing in Solano County to jobs in Napa or Sonoma counties. 91 percent of Solano residents commute to their jobs in single occupancy vehicles. This commute pattern creates congestion on northbound SR 29 during morning peak periods and on southbound SR 29 during evening peak periods. In the other direction, pockets of congestion occur as Napa Valley residents commute to jobs in the greater Bay Area. 88 percent of Napa County residents commute to their jobs by car with a fraction of these motorists transferring to public transit, such as ferry service from Vallejo Ferry Terminal and BART.

During the weekends and during summer and harvest time months, SR 29 plays a significant role as a principal route for tourists to access the Napa Valley.

City of American Canyon - Simultaneous with the current NCTPA study exercise, the City of American Canyon is also revising its Circulation Element, which will also address issues of present and future congestion on SR 29. A principal focus of the revision has been to comply with the State of California's new "Complete Streets" legislation, improve access along and across SR 29 for local residents, better accommodate through traffic, have 29 serve as a visually attractive gateway, and facilitate creation of a Town Center. Nearly all of the SR 29 corridor that runs through American Canyon has been designated as a Priority Development Area (PDA) by the Association of Bay Area Governments (ABAG) and the Metropolitan Transportation Commission (MTC). ABAG/MTC give priority to PDAs when issuing technical assistance and capital grants,

in exchange for a community's commitment to compact growth and alternative modes within PDAs

City of Napa - The northern terminus of the corridor study area is in the City of Napa, at the Trancas St. intersection. While SR 29 is a major route *through* the City, its design as a grade-separated freeway means that it does not interface directly with adjacent land uses, which are a mix of residential, commercial, office, and institutional developments, and are separated from the highway by landscaping and sound walls.

Existing Level-of-Service Conditions

For the most congested peak period, existing levels-of-service (LOS) along the roadway and intersecting roads have been evaluated. From the SR 29/221 (Soscol) interchange through American Canyon and into Vallejo, SR 29 operates at LOS E or F during the PM peak hour, meaning that the roadway is operating near, at, or above capacity. Essentially, the roadway is trying to accommodate freeway-level demand along a corridor with many intersecting roadways that have the effect of reducing north-south capacity. Significant delays through intersections and slow travel speeds along the corridor attest to these poor operating conditions. North of the SR 29/221 interchange the roadway operates at or above capacity in the northbound direction to the SR 12/121 turnoff to Sonoma. The freeway segment in the City of Napa operates at an acceptable level of service due to full grade separation.

Future Roadway Improvements – There are currently over a dozen improvements planned or in progress for SR 29 between the City of Napa and the southern county line, ranging from relatively small technical adjustments to traffic signal timing in American Canyon to major interchange construction projects. This list of projects is presented in the attached spreadsheet.

SUPPORTING DOCUMENTS

Attachments: (1) SR 29 Projects – March 2013

SR 29 Projects – March 2013

1. City of Napa 1st St. Roundabouts

Description: Series of 5 roundabouts in the City of Napa at the intersection of SR29 and several local streets. Phase 1, currently submitted for funding, is two roundabouts – at first and second streets and California Blvd.

Purpose: Extend the usable life of current interchange without requiring widening, by increasing efficiency of traffic movements at local streets adjacent to SR 29

Funding: \$4.5M for roundabouts #1 & 2 at California/1st St. (CMAQ \$1.1M, TA \$431K, STP \$166K, Local Funds \$2.8M)

2. 12/29/121 interchange (Napa-Sonoma Highway)

Description: Improve function of the intersection. Only the most basic planning documents were initiated by Caltrans in 2006. No further action has been taken.

3. 12/29/221 interchange (Soscol Flyover)

Description: Improve intersection by building a 1.1 mi., 2 lane concrete "flyover: from southbound SR 221 to Southbound SR29; close existing intersection, eliminate signal and left and through turns from Soscol Ferry Rd/Napa Corporate Way/Devlin Rd

Purpose: To alleviate congestion and improve traffic operations at the Soscol Junction (SR12/29/221) Intersection. The intersection is currently operating at or near capacity. Projections indicate that peak hour traffic volumes will increase by up to 32% by 2035, which will be significantly higher than current intersection capacity.

Environmental Studies: EIR/EA - Sept 2000 - December 2009/ \$4.8M in STIP funds expended. This document has been made public but has not been formally released

Design and Engineering: \$1.5M in STIP funds expended

Construction: \$38.5M estimate. Source: STIP + other sources not yet identified

4. 12/29 interchange (Airport Blvd/ Jameson Canyon Rd)

Description: Convert intersection of SR29 and SR 12 from a signalized intersection to a grade separated interchange

Purpose: Improve traffic throughput and efficiency at this high volume intersection

Environmental Studies: preliminary analysis done

Right of Way: estimated cost \$12M

Construction: \$62M estimate. Source: STIP + other sources not yet identified

5. Widen Jameson Canyon Road

Description: Widen SR12 between SR29 and Red Top Rd to four lanes and add a median safety barrier

Purpose: The basic purpose of this project is to relieve congestion and improve safety along SR 12. However this project will also result in decreased congestion along SR 29 due to through traffic from I-80 choosing this route over SR29 through American Canyon

Environmental Studies: complete

Design and Engineering: complete

Construction: projected completion December 2013 for Napa County portion and December 2014 for Solano County portion

Widen Jameson Canyon Road - Continued

Funding: \$115M TOTAL:

CMIA – Proposition 1B \$55M

TCRP: (State) \$7M

STP: (Federal) \$2.5M

STIP: (State) \$44M

6. Green Island Rd Paoli Loop Emergency Vehicle Crossing

Description: create a crossing lane in the median across SR29 at Green Island Rd

Purpose: To reduce emergency response to the Green Island Industrial Park

Construction: scheduled completion fall 2013

Funding: \$45K/ fire district and gas tax

7. Pedestrian Overcrossing

Description: Build a pedestrian bridge over SR29

Purpose: Provide pedestrian access to cross SR 29 at one of three possible locations

Funding: \$5.3M/Traffic Impact fees + other sources not yet identified

8. Napa Junction Rd/SR29 Intersection Improvements

Description: Widen SR29 and upgrade intersection

Purpose: improve intersection performance

Environmental Studies: requires CEQA and NEPA

Design and Engineering: surveying completed preliminary engineering begun, target date for final Plans, Specs & Engineering: April 2015, cost: \$300K

Construction: \$1.7M/Traffic impact fees

Funding: \$2M/ total Traffic impact fees

9. Eucalyptus Rd Realignment

Description: Extend and improve existing roadway, realign intersection with SR29, remove SR29 Signal at Rio Del Mar,

Purpose: Improve performance of both local street network and increase efficiency of SR29 through this section

Funding: \$5.3M/ total Traffic impact fees

10. Paoli loop upgrade

Description: upgrade to two lane industrial road, Widen shoulders and redesign loop radius

Purpose: Improve performance

Funding: \$1.3M/ total Traffic impact fees

11. Connect Napa Junction Rd to Newell Dr.

Description:

complete local alternative route by widening South Napa Junction Rd to a major Collector from SR29 to Newell Drive

Purpose: provide local residents with an alternative to SR29 for local trips

Funding: \$5.9M/Traffic Impact fees, private development

12. Synchronize traffic signals in American Canyon

Description: Install upgraded timing and synchronization equipment on signals along SR29 in American Canyon

Purpose: Improve performance of the roadway, especially during peak hours

Funding: \$50K

13. New Traffic Signal at American Canyon Rd

Description:

Purpose:

Funding: \$51K

14. Napa Valley Vine Trail

Description:

Provide active transportation (bicycle, pedestrian etc.) route parallel to SR29. The Vine Trail alignment along this segment of SR 29 will provide a Class I path, physically separated from highway traffic.

Purpose: Although not directly adjacent to SR29 the Vine trail will provide a significant alternate transportation corridor for cyclists.

Funding: at approximately \$1M/mile, the remaining 8 mile section of the Vine Trail through this section will cost about \$8M

15. Napa Valley "Vine" Transit Service

Description: Improve bus service between the City of Napa, the City of American Canyon and points further south

Purpose: Provide alternatives to single occupancy vehicles for travel along SR29, reducing congestion and GHG emissions

Funding:



March 20, 2013
NCTPA Agenda Item 9.8
Continued From: New
Action Requested: APPROVE

NAPA COUNTY TRANSPORTATION AND PLANNING AGENCY Board Agenda Letter

TO: Board of Directors
FROM: Kate Miller, Executive Director
REPORT BY: Tom Roberts, Program Manager - Public Transit
(707) 259-8635/ Email: troberts@nctpa.net
SUBJECT: VINE Performance and Service Standards and Policies

RECOMMENDATION

That the Napa County Transportation and Planning Agency (NCTPA) Board review and adopt VINE performance and service standards and policies (Attachment 1).

COMMITTEE RECOMMENDATION

The Paratransit Coordinating Council (PCC) and the VINE Consumer Advisory Committee (VCAC) have reviewed the proposed policies and recommend approval.

EXECUTIVE SUMMARY

Public transit agencies are required by federal law to meet Title VI requirements which, in part, include establishing performance and service standards to measure effectiveness and guide the agency toward consistent transit policy development and equitable allocation of services. Staff is proposing that a variety of standards and measures be adopted to meet federal requirements and guide agency management decisions to achieve future transit service planning and expansion objectives.

PROCEDURAL REQUIREMENTS

1. Staff Report
2. Public Comment
3. Motion, Second, Discussion and Vote

FISCAL IMPACT

Is there a Fiscal Impact? No.

CEQA REQUIREMENTS

ENVIRONMENTAL DETERMINATION: The proposed action is not a project as defined by 14 California Code of Regulations 15378 (State California Environmental Quality Act (CEQA) Guidelines) and therefore CEQA is not applicable.

BACKGROUND AND DISCUSSION

Transit agencies seek to provide quality, effective and efficient service to the public. Performance standards provide a set of metrics by which the agency can identify areas in need of improvement, establish priorities for the allocation of staff and financial resources, and inform strategic management decisions. In addition, service standards can provide a mechanism to ensure the greatest community needs are being addressed and public priorities are met.

SUPPORTING DOCUMENTS

Attachment: (1) Proposed Service Standards and Design

SERVICE STANDARDS AND DESIGN

PURPOSE

To accomplish the goal of providing efficient and effective service to the residents of Napa County, the Agency has developed a series of service standards that provide a framework for service allocation as well as measures to continually examine the service to ensure that services meet efficiency and effectiveness standards in accordance with stated objectives. Additionally, these standards are also a requirement of Title VI of the Civil Rights Act of 1964 in order to ensure that service is allocated and assessed without regard to race, color, or national origin.

SERVICE DEFINITIONS

A matrix depicting the service standards and goals for the various types of service is contained in Attachment 1 to this policy. The section below provides a definition for each service type operated by NCTPA:

Local – These are the services operating on corridors where residential densities are approximately 4,000 to 5,000 residents per square mile (or comparable commercial densities). These routes operate along the arterial streets as well as local or residential roads, and provide the highest level of service due to the general mobility needs within the urbanized area.

Regional - Provides inter-city service along arterials, highways or freeways to major focal points, destinations and trip attractors. These routes provide connections to regional rail or other transportation options and may include express-type services. Service features wide stop-spacing or areas with closed door operation (most often on the freeway). Underlying local service operating on similar roads also contributes to a greater aggregate service frequency during operating hours.

Community Circulators – These are primarily routes operating in areas of very low density (fewer than 4,000 residents per square mile). Provide service that operates to focal points within the community.

City Dial a Ride – Demand responsive service provides a more flexible operation than traditional fixed route services for areas of very low density where fixed route service may not be warranted. These are services such as those that serve designated areas within the two cities of Calistoga and Yountville. There are largely no service standards for these services, as they are generally based on each city's financial contribution toward the operation.

DENSITY STANDARDS

To ensure that the service is able to be both cost efficient and useful, areas with higher density of population or commercial development should be allocated service that is more frequent, with routes and bus stops spaced closer together, and that operates more consistently throughout the day. Within each service category, service will be allocated primarily on the basis of demand or use, provided that minimum service levels are provided.

Service Span refers the number of hours that the service operates on any given day. It is generally indicated with beginning and end periods. However, this may be changed based on demand for earlier or later service to meet specific needs of the community.

For example, within the Local Service category, service will be provided at a minimum of every 30 minutes for at least 11 hours a day for every day except Sunday. More frequent service allocation will be provided on the basis of a combination of demand for service and density.

Route Spacing refers to the general availability of routes within the service area. For Regional routes, due to the nature of operation and design of the service, gaps between routes may be greater than a mile. For local routes, spacing is generally closer and follows the grid of the city.

Table 1: Density, Frequency and Service Span Standard

| Persons per Square Mile | Service Type | Route Spacing | Route Structure | Weekday Frequency Standard | Service Span |
|---|------------------|---------------|-----------------|--|--------------------------------------|
| 4,000 – 5,000 (Medium Density) [such as urban area of Napa] | Local | ½ mile | Modified Grid | 30 minutes Peak 60 minutes off peak | 7 am to 7 pm (Monday to Saturday) |
| 3,000 – 4,000 (Low Density) | Community | ½-1 mile | Focal Point | 45 minutes Peak 90 minutes off peak | 7 am to 5 pm (Monday to Friday) |
| 3,000 – 4,000 (Low Density) | Regional | ½-1 mile | Focal Point | 120 minutes Peak No Midday Service | 6 am to 7 pm (Monday to Friday) |
| 3,000 and below | City Dial A Ride | N/A | Focal Point | No Standard | No Standard |

VEHICLE LOAD STANDARDS

A Vehicle Load Factor is the ratio of the number of seats on a vehicle to the number of passengers on-board. Load factor is an indicator of the extent or probability of overcrowding, and may indicate the need for additional vehicles to maintain useful service.

The Load factor is determined by taking the number of passengers on a specific trip that pass the peak load point during the peak hour, and dividing that number by the number of seats on the bus during that trip.

Load factors can vary by service type and can take into consideration both customer expectation and customer trip length in determining the correct load factor. For instance, for longer distance Regional services, a load factor of 1.0 (no standees) is considered optimal, as riders may be reluctant to ride if they do not have a seat for such a long trip.

Different Vehicle Load thresholds shall be used to measure service effectiveness or to determine remediation. The following thresholds shall be monitored, as reflected in Table 2:

Table 2: Vehicle Load Factor by Route Type

| Route Type | Vehicle Load Factor |
|------------------|---------------------|
| Local | 1.25 (25% standees) |
| Regional (Urban) | 1.00 (no standees)* |
| Regional (Rural) | 1.00 (no standees)* |
| Community | 1.25 (25% standees) |

*For purposes of measuring the Vehicle Load Factor for Regional Service, the Vehicle Load Factor shall be measured as the route enters the "non-revenue area" and is operating closed-door, which is generally on the freeway or highway.

SERVICE AVAILABILITY

Service availability refers to the general measure of how the routes are distributed within the NCTPA service area. It can be defined as a measure of the distance a person must travel to gain access to transit service.

NCTPA fixed route bus service will serve 85% of the dwelling units within the urbanized area of Napa County within one quarter mile. 90% of the major activity centers will be within one quarter mile of a bus route.

ON-TIME PERFORMANCE

For all fixed route services, regardless of service type, 90% of service will operate on time (between 0 minutes early and 5 minutes late). For City Dial a Ride (demand responsive) 90% of the service will arrive within 30 minutes of call requesting pick up.

PASSENGER PER HOUR

In order to account for Regional service, which can sometimes operate closed-door for large portions of the route, the standards for passenger activity assumes that closed door portions of the route will not be counted toward overall passengers per hour. This way, a route that operates closed door (without the ability to pick up passengers) for a large percentage of the route will not be identified for poor performance. Table 3 presents the following thresholds that should be monitored:

Table 3: Passenger Activity by Route Type

| Route Type | Passenger Activity |
|------------------|------------------------|
| Local | 12 passengers per hour |
| Regional (Urban) | 7 passengers per hour |
| Regional (Rural) | 5 passengers per hour |
| Community | 5 passengers per hour |
| City Dial a Ride | 2 passengers per hour |

FAREBOX RECOVERY RATIO

Farebox recovery ratio is an efficiency metric that gauges the amount of cost that is covered by passenger fares. In certain instances, outside funding can be used to supplant passenger fares, as is the case of the City Dial a Ride services. Table 4 presents the farebox recovery standard by service type.

Table 4: Farebox Recovery Ratio

| Route Type | Farebox Recovery Ratio |
|------------------|------------------------|
| Local | Meet or exceed 17% |
| Regional (Urban) | Meet or exceed 17% |
| Regional (Rural) | Meet or exceed 15% |
| Community | Meet or exceed 10% |
| City Dial a Ride | Meet or exceed 10% |

TRANSIT AMENITIES

Transit amenities are those items installed by NCTPA that provide improvements to the traditional bus stop pole and sign. This includes shelters, canopies, benches or other betterments intended to provide comfort or convenience to the rider. In 2012, NCTPA

completed a project that prioritized locations for bus stop improvements followed by implementation.

Future implementation of amenities will be based upon availability of funding for improvements, while prioritizing services that operate at 60 minutes or worse at stops with the greatest number of riders per day.

APPLICATION OF STANDARDS

To determine service effectiveness, staff will conduct ridership analyses on a regular basis. This information will be used to determine evaluative components such as passengers per vehicle hour, vehicle load factor, passengers per trip and hour, and farebox recovery ratio.

An assessment of route performance within the service categories will be conducted annually to determine if corrective action is required. Minority Transit routes (those routes that have at least 1/3 of the total route mileage in a census tract with a percentage of minority population greater than the percentage of minority population in the service area) will also be identified in the evaluation in order to comply with federal Title VI Civil Rights guidance.

Service that falls below the standard for all routes within its category will be analyzed for the following:

- Schedule adjustments, if service frequencies exceed the standards provided in this Policy.
- Running time adjustments or minor route changes to improve efficiency or improve route performance.
- Route improvements, including route consolidation or through-routing to improve efficiency and effectiveness.
- Route discontinuance, should there be no other means to improve efficiency or provide a well-used transit product.
- Other actions, such as grant funded opportunities or targeted marketing, to improve route performance.

**NCTPA
Service Characteristics and Standards**

Attachment 1: Service Standards

| Service Type | EFFECTIVENESS | | | | | | | | | | PERFORMANCE / EFFICIENCY | | |
|---|---|--|--|--|---|--------------|--|---|---|---|--------------------------|--|--|
| | Density | Peak and Base Frequencies* | Service Span* | Scheduling | Route Structure | Load Factor* | Vehicles | Stop Spacing | Stop Amenities* | Farebox Recovery | Passengers per hour | On-time Performance* | |
| Local (Routes 1 through 11) | 4,000 to 5,000 (Medium Density) (such as urban areas of Napa) | Not to exceed 30 minutes in the peak and 60 minutes midday | 7 am to 7 pm (Monday to Saturday) 9 PM for valley-wide commuter routes. | Clock Headways preferred | Modified Grid: uses the lay out of the urban area | 1.25 | Standard 40' or smaller vehicle to meet load | 1/4 to 1/2 mile depending on density | Shelters based on high ridership routes in areas with lower frequency | Meet or exceed 17% | 12 passenger per hour | 90% of service will operate on time (between 0 minutes early and 5 minutes late) | |
| Regional (Urban) (Routes 20 & 29) | 3,000 to 4,000 (Low Density) | Not to exceed 2 hours in the peak. No midday standard. | 6 am to 7pm (Monday to Friday) 9 PM for valley-wide commuter routes. | Scheduled to meet regional connections | Focal Point: provides access between two focal areas to provide regional and intercity connectivity | 1.00 | Standard 40' or smaller vehicle to meet load | 1/2 to 1 mile depending on density or trip generators and trip attractors (such as school, shopping, medical) | Shelters based on high ridership routes in areas with lower frequency | Meet or exceed 17% | 7 passengers per hour | 90% of service will operate on time (between 0 minutes early and 5 minutes late) | |
| Regional (Rural) (Routes 25) | 3,000 to 4,000 (Low Density) | Not to exceed 2 hours in the peak. No midday standard. | 6 am to 7 pm (Monday to Friday) | Scheduled to meet regional connections | Focal Point: provides access to connect rural focal area and regional hubs | 1.00 | Standard 40' or smaller vehicle to meet load | 1 to 2 mile depending on density or trip generators and trip attractors (such as school, shopping, medical) | Shelters based on high ridership routes in areas with lower frequency | Meet or exceed 15% | 5 passengers per hour | 90% of service will operate on time (between 0 minutes early and 5 minutes late) | |
| Community (American Canyon and St. Helena) | 3,000 to 4,000 (Low Density) | Not to exceed 45 minutes in the peak and 90 minutes midday | 7 am to 5 pm (Monday to Friday) or based upon available funds | As required to meet demand | Focal Point: provides access between focal areas within a small community | 1.25 | 30' vehicle or smaller | 1/2 to 2/3 mile depending on density or trip generators and trip attractors (such as school, shopping, medical) | Shelters based on high ridership routes in areas with lower frequency | Meet or exceed 10% | 5 passenger per hour | 90% of service will operate on time (between 0 minutes early and 5 minutes late) | |
| City Demand Response (Calistoga and Yountville) | 3,000 and below | Upon call in, service will arrive within 15 - 30 minutes. | Service based upon available funds | As requested | No standard | No standard | 30' vehicle or smaller | No standard | Shelter locations are responsibility of city partners | Meet or Exceed 10% (includes City or other sponsor funding) | 2 passengers per hour | 90% of service will arrive within 30 minutes of call in | |

*Required by Title VI for Fixed Route Service Only

GLOSSARY

Arterial Street

A signalized roadway that primarily serves through-traffic and secondarily provides access to abutting properties. Signals are generally less than 2 miles apart.

Clock Headways

The scheduled headway between vehicle trips that can be divided into sixty (60) evenly (e.g. 60, 30, 20, 15, 10 or 5)

Closed Door Operation

Portions of Bus routes with one or more long segments in which no stops are made (e.g. while on freeway).

Demand Responsive Service

Bus service that operates only when summoned by reservation by intending passengers.

Fixed Route Service

Bus service that operates on a prescribed routing, stopping at prescribed stops and operating on a prescribed schedule.

Frequency

The quantity of service on a route, usually described in terms of the number of buses per hour or the elapsed time between consecutive buses. The latter measure is also called the *headway*. The term *high-frequency* denotes many buses per hour, or small headways.

Grid Network

A type of multi-destinational route structure. In a typical grid network, high-frequency routes operate on the length of east-west and north-south arterials, intersecting each other to form a grid pattern. This allows a passenger to travel from anywhere to anywhere else by a right-angle movement with at most a single transfer. Ideally, routes are spaced $\frac{1}{2}$ mile apart so that everyone is in walking distance to both a north-south line and an east-west line. Since conditions rarely allow for an ideal grid, this concept is often called *modified grid*.

Headway

Another term for frequency, referring to the elapsed time between consecutive buses on a route.

Load Factor

The ratio of passengers on board a bus to the number of seats. The load factor is generally shown as an average over a period of time, usually 60 minutes.

Minority Transit Route

Routes that have at least 1/3 of the total route mileage with a percentage of minority population greater than the percentage of minority population in the service area

Peak Period

A period of increased transit service, generally during the morning and afternoon peak (“rush hour”) periods. Generally, peak periods are 6:00am to 9:00am and 3:00pm to 6:00pm.

Revenue Service

The time spent in scheduled service from the first timepoint of the day to the last timepoint of the day. Revenue

Span of Service

The total hours during which transit service is operated.

Standard

The acceptable level of performance; the rule for the measure or test of quality.

Through-routing

When a route designed to carry people to/from a downtown doesn't end in the downtown; instead, it flows across downtown and out the other side as a different route.



March 20, 2013
NCTPA Agenda Item 9.9
Continued From: New
Action Requested: APPROVE

NAPA COUNTY TRANSPORTATION AND PLANNING AGENCY Board Agenda Letter

TO: Board of Directors
FROM: Kate Miller, Executive Director
REPORT BY: Matthew Wilcox, Assistant Program Planner/Administrator
(707) 259-5976 / Email: mwilcox@nctpa.net
SUBJECT: Approval of Resolution No. 13-07 Authorizing the Submittal of a Federal Transit Administration (FTA) Section 5317 Grant Application

RECOMMENDATION

That the Napa County Transportation and Planning Agency (NCTPA) Board approve Resolution No. 13-07 (Attachment 1) authorizing the submittal of a FTA Section 5317 Grant Application in the amount of \$200,000 to establish a Volunteer Mileage Reimbursement program.

COMMITTEE RECOMMENDATION

The Paratransit Coordinating Council (PCC) recommends that the NCTPA Board approve the submittal of a FTA Section 5317 Grant Application in the amount of \$200,000 to establish a Volunteer Mileage Reimbursement program.

EXECUTIVE SUMMARY

The Federal Transit Administration (FTA) funds a number of competitive grant programs designed to serve the diverse transportation needs of communities. The FTA Section 5317 program makes revenues available for capital and operating projects that go beyond projects required by the Americans with Disabilities Act (ADA). Staff recommends the submission of an application to the FTA Section 5317 program to establish a Volunteer Mileage Reimbursement program.

PROCEDURAL REQUIREMENTS

1. Staff Report
2. Public Comment
3. Motion, Second, Discussion and Vote

FINANCIAL IMPACT

Is there a fiscal impact? Yes. If approved, the agency would receive up to \$ 200,000 per year for three years for the establishment of a Volunteer Mileage Reimbursement program.

CEQA REQUIREMENTS

ENVIRONMENTAL DETERMINATION: The proposed action is not a project as defined by 14 California Code of Regulations 15378 (California Environmental Quality Act (CEQA) Guidelines) and therefore CEQA is not applicable.

BACKGROUND AND DISCUSSION

As Napa County's regional planning agency, each year NCTPA manages a call for projects and first level application review for the funding associated with the FTA Section 5317 program. In summary, the FTA Section 5317 program provides funding for special public transportation services beyond those required by the Americans with Disabilities Act (ADA).

In late 2012, NCTPA began a call for projects notifying local non-profit agencies in Napa County about the availability of these funds and solicited applications. The Metropolitan Transportation Commission (MTC) also notified local non-profit groups. NCTPA is also an eligible applicant for FTA Section 5317 funds. As of the time of this writing, no applications from outside organizations have been received by NCTPA. Consequently, staff proposes the Board review the following project proposed for FTA Section 5317 funding and approve NCTPA staff submitting an application for these funds.

5317: Volunteer Mileage Reimbursement Program

Over the past twelve months NCTPA has been taking a holistic approach to aligning its various programs that serve special needs populations. The goal has been to establish an effective continuum of transportation services to conform to the mandates of the ADA while effectively and efficiently meeting the unique needs of elderly and disabled residents of the County. In the past twelve months the agency completed the expansion of ADA paratransit services, enhanced the fixed-route bus service and travel training program, overhauled the taxi voucher program and establish a shared vehicle program. However, given the rural nature of Napa County there remains a significant and growing service gap comprised of elderly/disabled residents aging in places outside of the traditional transit service boundaries. These individuals require lifeline transportation for medical appointments and/or to acquire groceries but the cost of operating paratransit or fixed-route transportation to/from these rural enclaves would be cost prohibitive.

To respond to this need, NCTPA staff proposes the establishment of a volunteer mileage reimbursement program modeled upon other successful programs in California and across the country. To establish the program NCTPA will seek up to \$200,000 per year in FTA Section 5317 funds for three years to hire staff to administer the program and to reimburse volunteer drivers at a designated rate per mile for the transportation of seniors who live within the County but outside transit service boundaries for medical and other lifeline-type services. Program participants could designate their own volunteer drivers, or when unable to do so, would be referred a local non-profit group who could seek mileage reimbursements for volunteers who provide rides for clients.

SUPPORTING DOCUMENTS

Attachment: (1) Resolution No. 13-07

RESOLUTION No. 13-07

A RESOLUTION OF THE
NAPA COUNTY TRANSPORTATION AND PLANNING AGENCY (NCTPA)
AUTHORIZING FEDERAL FUNDING UNDER
FEDERAL TRANSIT ADMINISTRATION (FTA) SECTION 5317 WITH
CALIFORNIA DEPARTMENT OF TRANSPORTATION
FOR A VOLUNTEER MILEAGE REIMBURSEMENT PROGRAM

WHEREAS, the Federal Transit Administration has made funding available for providing enhanced service that help Americans with disabilities overcome existing barriers in their effort to seek integration into the workforce and full participation in society in FY 2012-13; and

WHEREAS, the funds, allocated by Caltrans as directed by the California Transportation Commission (CTC), will allow private non-profits, state local government authorities, and operators of public transportation to fund capital, planning, and operations of new public transportation services consistent with those goals; and

WHEREAS, NCTPA is an eligible recipient of the FTA Section 5317 funds and desires to apply for funds to support a volunteer driver reimbursement program.

NOW THEREFORE BE IT RESOLVED that the Napa County Transportation and Planning Agency approves the application submittal, and does hereby authorize the Executive Director to file and execute applications on behalf of NCTPA for FTA Section 5317 funding to fund a volunteer driver reimbursement program.

Passed and Adopted on the 20th day of March 2013.

Keith Caldwell, NCTPA Chair

Ayes

Nays:

Absent:

ATTEST:

Karalyn E. Sanderlin, NCTPA Board Secretary

APPROVED:

Janice Killion, NCTPA Legal Counsel