



RESOLUTION No. 12-14

A RESOLUTION OF THE NAPA COUNTY TRANSPORTATION AND PLANNING AGENCY (NCTPA) AUTHORIZING THE EXECUTION OF THE PROJECTS UNDER THE LIFELINE TRANSPORTATION PROGRAM

WHEREAS, the Metropolitan Transportation Commission (MTC) has established a Lifeline Transportation Program to assist in funding projects that (1) are intended to result in improved mobility for low-income residents of the nine San Francisco Bay Area counties; (2) are developed through a collaborative and inclusive planning process; and (3) are proposed to address transportation gaps and/or barriers identified through a substantive community-based transportation plan or are otherwise based on a documented assessment of needs; and

WHEREAS, MTC has adopted principles, pursuant to MTC Resolution No. 4033, to guide implementation of the Lifeline Transportation Program for the three year period from FY 10/11 through FY 12/13, and has designated the County Congestion Management Agency (or another countywide entity) in each of the nine bay area counties to help with recommending project selections and project administration; and

WHEREAS, Napa County Transportation and Planning Agency (NCTPA) has been designated by MTC to assist with the Lifeline Transportation Program in Napa on behalf of MTC; and

WHEREAS, NCTPA conducted a competitive call for projects for the Lifeline Transportation Program in Napa county; and

WHEREAS, NCTPA submitted a project(s) in response to the competitive call for projects; and

WHEREAS, NCTPA has confirmed that proposed project(s), described more fully on Attachment A to this Resolution, attached to and incorporated herein as though set forth at length, is consistent with the Lifeline Transportation Program goals as set out in MTC Resolution No. 4033; and

WHEREAS, NCTPA, after review, recommends proposed project(s), described more fully in Attachment A be funded in part under the Lifeline Transportation Program; and

WHEREAS, NCTPA agrees to meet project delivery and obligation deadlines, comply with funding conditions placed on the receipt of funds allocated to the Lifeline Transportation Program, provide for the required local matching funds, and satisfy all other conditions set forth in MTC Resolution No. 4033; and

WHEREAS, NCTPA certifies that the project(s) and purpose(s) for which funds are being requested is in compliance with the requirements of the California Environmental Quality Act (Public Resources Code Section 21000 et seq.), and with the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 1500 et seq.) and if relevant the National Environmental Policy Act (NEPA), 42 USC Section 4-1 et seq. and the applicable regulations thereunder; and

WHEREAS, there is no legal impediment to NCTPA making the funding request; and

WHEREAS, there is no pending or threatened litigation which might in any way adversely affect the ability of NCTPA to deliver the proposed project(s) for which funds are being requested, now therefore be it

NOW THEREFORE BE IT RESOLVED, that NCTPA requests that MTC program funds available under its Lifeline Transportation Program, in the amounts requested for which NCTPA is eligible, for the project(s) described in Attachment A of this Resolution; and be it further

RESOLVED, that NCTPA shall forward a copy of this Resolution, and such other information as may be required, to MTC, and such other agencies as may be appropriate.

Passed and Adopted this 16th day of May, 2012



Keith Caldwell, NCTPA Chair

Ayes: GARCIA, DUNSFORD,
KRIDER, TECHEL,
CALDWELL, DODD,
BRITTON, WHITE,
DUNBAR, MOHLER,
GINGLES

Nays: NONE

Absent: BENNETT

ATTEST:



Karalyn E. Sanderlin, NCTPA Board Secretary

APPROVED:



Janice Killion, NCTPA Legal Counsel

ATTACHMENT A

All Lifeline projects listed below are tied to Napa's Community-based Transportation Plan in some way. During the process of creating the plan numerous stakeholders were involved. These stakeholders provided the issues with the current transportation system in Napa County. The following projects are remedies to these issues and range from "medium" to "very high" priority in community importance. You will find the list of the stakeholders that participated in this process at the end of the document.

Prop 1B Funds

Napa Valley College Northbound Shelter: This project would create a shelter to serve VINE routes heading northbound along James Diemer Drive. Currently northbound and southbound buses use the same stop located on the west side of the street. This being the case northbound buses must loop through the parking lot of the college to access the stop; causing an inconvenience to passengers and drivers. The loop also affects the on-time performance of the routes servicing the college depending on the amount of vehicle traffic in the parking lot. A northbound stop would create more convenient loading and offloading of passengers, an easier route to negotiate for the drivers, and improve the on-time performance of the VINE routes serving the college. Improving on-time performance was listed as a "desired improvement" of riders who completed the passenger survey for NCTPA's 2008 SRTP. Upgrading passenger amenities for transit riders throughout the service area is listed as a "Very High" priority in the Community-based Transportation Plan. The Napa Valley College stop is one of the most used stops within the VINE system and is in need of this upgrade. By improving on-time performance all residents, including low-income individuals, are provided with a better transit service.

Cost ≈ \$200,000

Requested = \$117,647 Difference to be matched by local funds

Two Replacement Buses for American Canyon: These buses would most likely be 23-foot cutaway buses that would run service during the midday runs. These new buses would provide a more comfortable experience for all riders whether low-income or not. New buses will improve the efficiency of the system and improve on-time performance. Older buses are more prone to breakdown which is detrimental to on-time performance. Improving on-time performance is listed as "very high" in importance in the Community-based Transportation Plan.

Cost ≈ \$240,000

Requested = \$240,000

Three Vine Go Paratransit Vans: These vehicles would bolster the current fleet and allow for more appointments to be made and increase the efficiency of paratransit services. Not only does it create a more efficient system it also gives low-income residents who have a disability that hinders them from using fixed-route transit more mobility options. Greater on-time performance of paratransit service is an issue identified within the Community-based Transportation Plan and these additional vans would help alleviate passenger loads and keep the paratransit service running on schedule.

Cost ≈ \$240,000

Requested = \$240,000

State Transit Assistance (STA) Funds

Operating Assistance for new routes: This money will be used to help fund the expansion of the service NCTPA provides for the County of Napa. These new routes will improve and expand service within the City of Napa; effectively increasing mobility options for all income groups. These new routes address numerous issues listed in the Community-Based Transit Plan specifically improving travel times, connectivity between routes, frequency of buses, on-time performance, and a pulse system. All these issues were labeled as “very high” in importance to the community.

Cost = \$500,000

Requested= \$470,545 Should the extra 5% (\$24,766) become available it would also be used to fund the expanded service. The difference will be matched by local funds

STP

Community Based Transportation Plan: These funds would be used to update Napa’s community-based transportation plan. Napa meets the current LTP3 Program Guidelines that allow the agency to use these funds to help with updating the plan.

Cost = \$80,000

Requested = \$80,000

ADA and Bus Stop Upgrades: Currently there are numerous stops around the VINE system that do not meet ADA standards nor have accommodating access for those without disabilities. This project would remedy some of these issues, specifically at stops used on a frequent basis. Upgrading passenger amenities for transit riders throughout the service area is listed as a "Very High" priority in the Community-Based Transportation Plan. These improvements would benefit riders falling into all socioeconomic groups.

Cost ≈ \$250,000

Requested = \$116,794 Difference to be matched by local funds.

- VINE Consumer Advocacy Committee
- Paratransit Coordinating Committee
- Queens Carriage, Queen of the Valley Hospital, Napa CA
- Molly's Angels, non-profit volunteers, Napa CA
- Adult Day Services, day program center in Napa CA
- Napa Valley Support Services, day program center & employer, Napa CA
- Davila Dialysis, Napa CA
- Napa Valley Dialysis Center, Napa CA
- PSI, work center for disabled individuals, Napa CA
- CARE, support network for Queen of the Valley Hospital, Napa CA
- Napa Valley Family Services, Napa CA
- Napa Valley Community Housing, Napa CA
- Vine Village, day program, Napa CA
- Napa Valley Volunteer Center, Napa CA
- Clinic Ole & Sister Mary Ann's, low income medical clinic, Napa & Calistoga, CA
- St. Helena Hospital, Deer Park CA
- Napa Senior Center, Napa CA
- Golden Living Center, nursing home, Napa CA
- Napa Nursing Center, nursing home, Napa CA
- American Cancer Society, Napa CA
- North Bay Regional Center (NBRC), Napa CA
- Napa County HHSA, Napa CA
- Department of Rehabilitation, Napa CA
- Napa Valley Unifed School District, Napa CA
- Napa Valley Low Vision Support Group, Napa CA
- Womens Center of St. Helena, St. Helena CA
- Aldea, family services, Napa CA
- Napa County Public Authority, In-Home Supportive Services, Napa CA
- Napa Valley College, adaptive PE classes, Napa CA