



625 Burnell Street • Napa, CA 94559-3420  
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## Technical Advisory Committee (TAC)

### AGENDA

Thursday, February 7, 2013  
2:00 p.m.

625 Burnell Street  
Napa CA 94559

### General Information

***All materials relating to an agenda item for an open session of a regular meeting of the Technical Advisory Committee (TAC) which are provided to a majority or all of the members of the TAC by TAC members, staff or the public within 72 hours of but prior to the meeting will be available for public inspection, on and after at the time of such distribution, in the office of the Secretary of the TAC, 625 Burnell Street, Napa, California 94559, Monday through Friday, between the hours of 8:00 a.m. and 5:00 p.m., except for NCTPA holidays. Materials distributed to a majority or all of the members of the TAC at the meeting will be available for public inspection at the public meeting if prepared by the members of the TAC or staff and after the public meeting if prepared by some other person. Availability of materials related to agenda items for public inspection does not include materials which are exempt from public disclosure under Government Code sections 6253.5, 6254, 6254.3, 6254.7, 6254.15, 6254.16, or 6254.22.***

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

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

***This Agenda may also be viewed online by visiting the NCTPA website at [www.nctpa.net](http://www.nctpa.net), click on Minutes and Agendas – TAC or go to***

### **ITEMS**

1. Call to Order
2. Pledge of Allegiance
3. Introductions
4. Approval of Meeting Minutes – January 10, 2013
5. Public Comments
6. TAC Member and Staff Comments
7. Standing
  - Congestion Management Agency (CMA) Report

- **Legislative Report**

Member Agencies: Callstoga, St. Helena, City of Napa, American Canyon, County of Napa

Napa County Transportation & Planning Agency

Napa Valley Transportation Authority

- Project Monitoring Funding Programs
- SR29 Improvement Plan Study Update
- Transit Dashboard
- Vine Trail Report
- Caltrans Report (*Attachment 1*)

**REGULAR AGENDA ITEMS**

**RECOMMENDATION**

8.	<p>Selection and Nomination of Vine Trail Representatives (Eliot Hurwitz) (<i>Pages xx-xx</i>)</p> <p>TAC will select and nominate member(s) to represent the TAC at the Vine Trail Committee meetings for 2013.</p>	ACTION
9.	<p>Transportation Fund for Clean Air (TFCA) – Call for Projects FY 2013-14 (Danielle Schmitz) (<i>Pages 11-38</i>)</p> <p>TAC will (1) review TFCA 2013-14 Expenditure Plan; (2) adopt the selection criteria and (3) recommend their approval by the Board to open the call for projects consistent with the Air District Board’s adopted TFCA County Program manager Fund Policies for FYE 2014.</p>	ACTION
10.	<p>Priority Conservation Area (PCA) Call for Projects (Danielle Schmitz) (<i>Pages 39-45</i>)</p> <p>TAC will review and recommend to the Board to open a call for project for the PCA program.</p>	ACTION
11.	<p>Priority Development Area (PDA) Investment and Growth Strategy (Danielle Schmitz) (<i>Pages 46-59</i>)</p> <p>TAC will review the PDA Investment and Growth Strategy Outline.</p>	INFORMATION
12.	<p>Regional Transportation Plan (RTP) Cycle 2 One Bay Area Grant (OBAG) Call for Project (Danielle Schmitz) (<i>Pages 60-71</i>)</p> <p>TAC will (1) review OBAG project submittals; (2) determine project prioritization and (3) provide feedback on how to proceed.</p>	INFORMATION/ ACTION
13.	<p>NCTPA Board of Directors Agenda for February 20, 2013 (Draft) (Kate Miller) (<i>Pages 72-75</i>)</p> <p>Preview draft version of the NCTPA Board of Directors Agenda for February 20, 2013.</p>	INFORMATION

14.	Topics for Next Meeting ○ Discussion of topics for next meeting by TAC members	DISCUSSION
15.	Approval of Next Regular Meeting Date of March 7, 2013 and Adjournment	APPROVE

**Technical Advisory Committee  
(TAC)**

**MINUTES**

**Thursday, January 10, 2012**

**ITEMS**

**1. Call to Order**

The meeting was called to order at 2:04PM (local).

Brent Cooper	City of American Canyon
Michael Throne, Chair	City of American Canyon
Eric Whan	City of Napa
Rick Tooker	City of Napa
Debra Hight, Vice Chair	City of St. Helena
Graham Wadsworth	Town of Yountville
Hillary Gitelman	County of Napa
John McDowell	County of Napa
Paul Wilkinson	County of Napa

**2. Pledge of Allegiance**

**3. Introductions**

**4. Approval of Meeting Minutes – November 1, 2012 and December 6, 2012**

*Action*

The following correction is to be made to the December 6, 2012, meeting minutes, and is to read as follows: Item 6 – Town of Yountville – New Trolley route services; funding allocation sought for Madison *and Yount* project.

**MSC\* TOOKER / WADSWORTH for APPROVAL**

**5. Public Comments. None.**

**6. TAC Member and Staff Comments.**

**City of Napa** – Flood/creek project performed exceptionally well during recent heavy and steady rainfall, with the water level staying way below banks as anticipated.

**Action Requested: APPROVE**

**Town of Yountville** – Awaiting response from Caltrans regarding the allocation of the Madison and Yount project; bonds placed for sale and hope for good rate.

**St. Helena – Flood** project worked well during recent heavy precipitation; underground work continuing along Hwy 29 – currently mainline trenching to high school (N to S and S to N).

**City of American Canyon** – City’s Circulation Element nearing its final phase ending March/April 2013.

**NCTPA** – SR29 studies continuing with phone interviews scheduled later in the month; Jameson Canyon project is still “winterized” and no further progress has been made; project costs and funding are still to be determined. Green Commute Challenge announced its winners as follows: 1<sup>st</sup> Place – County of Napa 2<sup>nd</sup> Place – Pacific Union College (PUC). A new commute challenge is scheduled to start in Spring 2013.

**7. Standing**

- **Congestion Management Agency (CMA) Report.** Staff attended latest CMA meeting. Main discussion still continues to be the OBAG program.
  - Legislative Report – Latest overview provided on current federal and state legislative events. Special notes: Federal – Key elements of the fiscal-cliff deal; national debt ceiling; and high-speed rail network investment in the US. State – The Affordable Care Act and the federal Patient Protection and Affordable Care Act; and the conflict perception, monitoring and transparency of peer review panels.
  - Project Monitoring Funding Program Report – Staff provided TAC with the latest project reporting data and deadline updates.
  - Transit Dashboard – Staff provided TAC with the latest transit data report.
  - Vine Trail Report – No report. New TAC representative(s) to be nominated at next TAC meeting (February 2013).
- **Caltrans Report.** TAC reviewed current project report provided by Caltrans.

**8. Selection and Nomination of Chairperson and Vice Chairperson of the Technical Advisory Committee (TAC)**

*Action*

TAC nominated and elected the following members into office for the term 2013:

Chairperson - Eric Whan, City of Napa  
Vice Chairperson – Debra Hight, City of St. Helena

**MSC\* THRONE / COOPER for APPROVAL**

**9. Approval of 2013 TAC Work Plan.**

*Action*

Staff introduced the 2013 Work Plan to TAC. TAC members reviewed, discussed and suggested additions, changes and/or clarification on various items/subject matters. Staff took note and will present the revised plan at the February 2013 meeting. Item deferred for action to February 7, 2013.

**10. Solano Napa Travel Demand Model.**

*Information*

A presentation was given to TAC on the Solano Travel Demand Model by the Solano Transportation Authority (STA) and Cambridge Systematics. Model is within the percentage range as established by the Metropolitan Transportation Commission (MTC). The model is currently under revision and data/feedback is sought from all jurisdictions for better accuracy in updating model data. An FAQ session followed the presentation.

**11. Regional Transportation Plan (RTP) Cycle 2 One Bay Area Grant (OBAG) Call for Project Submittals.**

*Information/Action*

TAC performed a first round review of the OBAG project submittals received from all jurisdictions. Members discussed project prioritization; possibility of various funding sources, which would require further investigation and discussions among the jurisdictions. Chairperson requested a special meeting to discuss project funding and prioritization in detail. Special meeting was unanimously agreed upon by all present members for January 24, 2013, 1:00 PM (local), NCTPA.

**12. Travel Behavior Study.**

*Information/Action*

TAC reviewed and recommended the approval of the scope of work for a travel behavior survey to be conducted for the Napa Valley.

**MSC\* THRONE / TOOKER for APPROVAL**

**13. Solano Avenue Vine Trail Contract.**

*Information/Action*

TAC reviewed and approved the draft scope of work for the design and environmental clearance of the "Solano Avenue Segment" of the Napa Valley Vine Trail.

**MSC\* THRONE / COOPER for APPROVAL**

**14. Reprogramming of Lifeline Cycle 2 Funds to VINE Express Route 29.**

*Information*

TAC was informed on the adoption of Resolution 12-27 authorizing the reprogramming of Cycle 2 Lifeline Program of Projects funding to VINE Express Route 29 Lifeline Program.

**15. NCTPA Board of Directors Agenda for January 16, 2013.**

*Information*

TAC previewed draft version of the NCTPA Board of Directors Agenda for January 16, 2013

**16. Topics for Next Meeting**

*Discussion*

- Selection of Vine Trail Representatives
- TFCA Projects FY 2013-14
- 2013 TAC Work Plan
- PDA Outline

**17. Approval of Next Regular Meeting Date of February 7, 2013 and Adjournment.**

*Approve*

Meeting was adjourned 4:30PM (local).

January 2013

## CALTRANS REPORT

### PROJECT INITIATION DOCUMENT

**EA 0A500**

**Pedestrian Circulation from Rio Del Mar to Eucalyptus , NAP 29-PM 1.6/1.8; In City of American Canyon**

Scope: Repair curb ramps, cross walk and sidewalk

**EA 0G650**

**Garnett Creek Bridge Replacement NAP 29-PM 39.1: In Napa County**

Scope: Scour Mitigation at Garnett Creek

Status: Not programmed in 2012 SHOPP and No Preferred Alternative have been selected.

**EA 3G140**

**ADA Curb Ramps NAP 29 and 128: In County of Napa**

Scope: Update and Construct curb ramps at various locations.

**Silverado/Lincoln Roundabout NAP 29-PM 37.9; In City of Calistoga**

Scope: Modify intersection with a Roundabout Design at Silverado Intersection

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

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

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

Scope: Bridge Repair

### ENVIRONMENTAL

**EA 28120**

**Soscol Flyover NAP 221 PM 0.0/0.7 NAP 29 PM 5.0/7.1; In Napa County**

Scope: Flyover Structure at SR 221/29/12, Alternative 5 Option 2

Cost Estimate: \$35M Construction Capital

Schedule DED TBD PAED TBD

**EA 4A090**

**Troutdale Creek NAP 29-PM 47.0/47.2; In Napa County**

Scope: Bridge replacement at Troutdale Creek

Cost Estimate: \$17M Construction Capital

Schedule: PAED 3/2013 PSE 3/2014 RWC 5/2014 RTL 5/2014 CCA 4/2016

**EA 1G430**

**Conn Creek Bridge Scour Mitigation NAP 128-PM R7.4; In Napa County**

Scope: Repair the pier walls for scour at Conn Creek Bridge

Cost Estimate: \$5M Capital

Schedule: PAED 7/2015 PSE 12/2016 RWC 4/2017 RTL 4/2017 CCA 11/2019

**EA 3G640**

**Napa River Bridge Scour Mitigation NAP 29 37.0: In City of Calistoga**

Scope: Reconstruct a bridge at Napa River Bridge

Cost Estimate: \$10M Capital

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

PID (Project Initiation Document)

PAED (Project Approval/ Environmental Document)

RWC (Right of Way Certification)

ADV (Advertise Contract)

PSR (Project Study Report)

RTL (Ready to List)

BO (Bid Open)

DED (Draft Environmental Document)

PSE (Plans, Specifications, and Estimate)

CCA (Construction Contract Acceptance)

AWD (Award Contract)

**DESIGN**

**EA 2A320**

**Sarco Creek NAP 121-PM 9.3/9.5; In Napa County Near City of Napa**

Scope: Bridge replacement at Sarco Creek

Cost Estimate: \$8M Construction Capital

Schedule: PAED 6/28/12                      PSE 12/2013                      RWC 4/2014                      RTL 4/2014                      CCA 12/2018

**EA 2A110**

**Capell Creek NAP 121-PM 20.2/20.4; In Napa County**

Scope: Bridge replacement at Capell Creek

Cost Estimate: \$5M Construction Capital

Schedule: PAED 6/22/11                      PSE 8/16/12                      RWC 4/2013                      RTL 4/2013                      CCA 08/2015

**EA 25940**

**Channelization NAP 29-PM 25.5/28.4; In and Near City of St. Helena**

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

Cost Estimate: \$24M Construction Capital

Schedule: PAED 6/29/07                      PSE 2/2014                      RWC 6/2014                      RTL 6/2014                      CCA 12/2016

**EA 3E220**

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

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

Cost Estimate: \$1.1M Construction Capital

Schedule: PAED 7/2012                      PSE 9/2012                      RWC 8/2012                      RTL 10/2012                      CCA 12/2013

**EA 3E270**

**Pavement Overlay NAP-29 PM29.3/36.9 RHMA Overlay; In Napa County**

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

Cost Estimate: \$2M Construction Capital

Schedule: PSE 8/2012                      RTL 10/2012                      ADV 1/2013                      CCA 12/2013

**EA 3E370**

**Pavement Digouts Nap-29 PM 0.0/5.1; In and Near City of American Canyon**

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

Cost Estimate: \$700K Construction Capital

Schedule: PAED 7/2012                      PSE 8/2012                      RWC 9/2012                      RTL 11/2012                      CCA 3/2014

**EA 3E400**

**Pavement Seal Coat Nap-128 PM19.0/34.2 Asphalt Rubber Seal Coat; In Napa County**

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

Cost Estimate: \$2.7M Construction Capital

Schedule: PAED 07/2012                      PSE 08/2012                      RWC 09/2012                      RTL 11/2012                      CCA 3/2014

**CONSTRUCTION**

**EA 4442A**

**Duhig Landscape Nap 12-PM 0.3/2.0 On route 121; in Napa County**

Scope: Mitigation and tree Planting from 0.5km North of Sonoma County line to Duhig Road

Cost Estimate: \$920K Construction Capital

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

<b>PID</b> (Project Initiation Document)	<b>PSR</b> (Project Study Report)	<b>DED</b> (Draft Environmental Document)
<b>PAED</b> (Project Approval/ Environmental Document)		<b>PSE</b> (Plans, Specifications, and Estimate)
<b>RWC</b> (Right of Way Certification)	<b>RTL</b> (Ready to List)	<b>CCA</b> (Construction Contract Acceptance)
<b>ADV</b> (Advertise Contract)	<b>BO</b> (Bid Open)	<b>AWD</b> (Award Contract)

**EA 26413**

**Jameson Canyon NAP 12-PM 0.2/3.3; In Napa County**

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

Cost Estimate: \$29.2M

Schedule: PAED 1/31/08 RTL 11/19/10 AWD 1/26/12 (Ghilotti Bros.) CCA 12/2013

**EA 26414**

**Jameson Canyon SOL 12-PM 0.0/2.6; In Solano County**

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

Cost Estimate: \$52M

Schedule: PAED 1/31/08 RTL 12/1/2010 AWD 1/11/12 (Ghilloti Const.) CCA 12/2014

**EA 2E580**

**Pavement Repair NAP 128 PM 19.1/34.2; In Napa County**

Scope: Pavement Digouts from Knoxville Road to the County Line

Cost Estimate: \$1.4M Construction Capital,

Schedule: PAED 9/1/11 RTL 1/23/12 AWD 4/9/12 (Vintage Paving) CCA 7/17/12

**EA 2E650**

**Resurfacing NAP 121 PM 9.4/22.0; In Napa County**

Scope: Place Rubberized Hot Mix Asphalt from Trancas Street to the County Line

Cost Estimate: \$3.2M Construction Capital

Schedule: PAED 10/3/11 RTL 1/24/12 AWD 6/27/12 (Masconi Argonaut Const) CCA 12/21/12

**EA 1E400**

**Bridge Repair NAP 29 PM R6.6/19.0; In Napa County**

Scope: Place Polyester Concrete at 5th Ave Undercrossing, 1<sup>st</sup> St Overcrossing, California Dr Undercrossing, and Dry Creek.

Cost Estimate: \$960K Construction Capital

Schedule: PAED 5/11/10 RTL 2/11 AWD 6/3/11 (LEGG Inc) CCA 12/2012 Delayed

**EA 4S020**

**Storm Damage NAP 29 PM 41.0; In Napa County**

Scope: Reconstruct slope and replace culvert, 1.6 miles north of Tubbs Lane,

Cost Estimate: \$2.4M Construction Capital

Schedule: PAED 8/2/10 RTL 6/21/12 ADV 9/4/12 BO 10/2012 CCA 11/2018

**EA 4S030**

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

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

Cost Estimate: \$1.3M Construction Capital

Schedule: PAED 8/2/10 RTL 5/1/12 ADV 9/17/12 BO 10/2012 CCA 10/2017

***ACTION ITEMS***

SR 29 Traffic Signals Timing Changes– Delayed due to inclement weather. Operation being re-scheduled for later in January or early February 2013.

**PID** (Project Initiation Document)

**PAED** (Project Approval/ Environmental Document)

**RWC** (Right of Way Certification)

**ADV** (Advertise Contract)

**PSR** (Project Study Report)

**RTL** (Ready to List)

**BO** (Bid Open)

**DED** (Draft Environmental Document)

**PSE** (Plans, Specifications, and Estimate)

**CCA** (Construction Contract Acceptance)

**AWD** (Award Contract)



February 7, 2013  
TAC Agenda Item 9  
Continued From: NEW  
**Action Requested: ACTION**

## NAPA COUNTY TRANSPORTATION AND PLANNING AGENCY TAC Agenda Letter

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**TO:** Technical Advisory Committee (TAC)  
**FROM:** Kate Miller, Executive Director  
**REPORT BY:** Danielle Schmitz, Assoc. Program Planner  
(707) 259-5968 / Email: [dschmitz@nctpa.net](mailto:dschmitz@nctpa.net)  
**SUBJECT:** Transportation Fund for Clean Air (TFCA) - Call for Projects  
FY 2013-14

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### **RECOMMENDATION**

TAC review and recommend that the NCTPA Board approve the FY 2013-14 TFCA Expenditure Plan and adopt the selection criteria shown in Attachment 2 for the purpose of issuing a call for projects consistent with the Air District Board's adopted TFCA County Program Manager Fund Policies for FYE 2014.

### **EXECUTIVE SUMMARY**

NCTPA annually allocates funds generated under AB 434. The funds come from a four-dollar vehicle license fee imposed by the Bay Area Air Quality Management District (BAAQMD) and are known as Transportation Fund for Clean Air (TFCA).

40% of these funds are returned to the NCTPA for distribution to local projects. Projects must be beneficial to air quality and be cost effective. The remaining 60% is allocated by the BAAQMD on an area wide competitive basis. The Program Expenditure Plan for the Program Managers Funds is due to the Air District on March 4, 2013.

In general the Air District TFCA policies only allow funds to be retained for two (2) years unless the NCTPA originally requests additional time or the project is making reasonable progress and is granted a one (1) year extension.

### **FISCAL IMPACT**

Is there a Fiscal Impact? Yes. Approximately \$189,168 in TFCA funds for FY 2013-14.

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## **BACKGROUND AND DISCUSSION**

Annually the NCTPA adopts a list of projects for the TFCA Program Manager funds. NCTPA receives about \$185,000 each year in DMV revenues. Five percent of the revenues can be used for administration of the program.

## **APPLICATIONS**

**Applications are due Friday, March 29, 2013 by 5:00 PM.** The application may consist of a completed Project Information Form or be in the form of a letter which contains the following:

1. The name of the agency applyin.
2. A contact person in the agency
3. A brief description of the project of no more than one (1) pag.
4. Cost of the project in both TFCA funds and all other dollars, by source
5. A schedule for the project
6. Sufficient information to determine if the project improves air quality as determined by the Air District assumptions
7. Assurance that the proposed project meets all the Air District policies for 40% projects
8. Assurances that the project is an allowed type

### **Basic Eligibility**

1. Reduction of emissions
2. TFCA cost-effectiveness
3. Eligible recipients
4. Consistent with existing plans and programs
5. Public agencies applying on behalf of non-public Entities
6. Consistent with existing plans and programs

### **TFCA Project Types**

1. Bicycle Facility Improvements
2. Arterial Management
3. Transit or Vanpool Incentive Programs
4. Shuttle/Vanpool Feeder Program
5. Smart Growth

## **SUPPORTING DOCUMENTS**

- Attachments: (1) TFCA Expenditure Plan for FY12/13  
(2) Napa Selection Criteria for TFCA Program Manager Funds  
(3) FY12/13 TFCA Program Application and Guidelines for Napa County

## SUMMARY INFORMATION

County Program Manager Agency Name: Napa County Transportation and Planning Agency

Address: 625 Burnell St., Napa, CA 94559

**PART A: NEW TFCA FUNDS**

- |   |                |                            |
|---|----------------|----------------------------|
| 1. Estimated FYE 2014 DMV revenues (based on projected CY2012 revenues):                  | Line 1:        | <u>\$185,634.00</u>        |
| 2. Difference between prior-year estimate and actual revenue:                             | Line 2:        | <u>\$6,695.45</u>          |
| a. Actual FYE 2012 DMV revenues (based on CY2011):  |                | <u>\$187,052.45</u>        |
| b. Estimated FYE 2012 DMV revenues (based on CY2011):                                     |                | <u>\$180,357.00</u>        |
| <i>('a' minus 'b' equals Line 2.)</i>   |                |                            |
| 3. Estimated New Allocation (Sum of Lines 1 and 2):                                       | Line 3:        | <u>\$192,329.45</u>        |
| 4. Interest income. List interest earned on TFCA funds in calendar year 2012.             | Line 4:        | <u>\$4,000.09</u>          |
| 5. Estimated TFCA funds budgeted for administration: <sup>1</sup>                         | Line 5:        | <u>\$9,616.47</u>          |
| <i>(Note: This amount may not exceed 5% of Line 3.)</i>                                   |                |                            |
| <b>6. Total new TFCA funds available in FYE 2014 for projects and administration</b>      | <b>Line 6:</b> | <b><u>\$196,329.54</u></b> |
| <i>(Add Lines 3 and 4. These funds are subject to the six-month allocation deadline.)</i> |                |                            |

**PART B: TFCA FUNDS AVAILABLE FOR REPROGRAMMING**

- |  |         |                   |
|--|---------|-------------------|
| 7. Total amount from previously funded projects available for reprogramming to other projects. (Enter zero (0) if none.)   | Line 7: | <u>\$2,455.44</u> |
| <i>(Note: Reprogrammed funds originating from pre-2006 projects are not subject to the six-month allocation deadline.)</i> |         |                   |

**PART C: TOTAL AVAILABLE TFCA FUNDS**

- |  |         |                     |
|--|---------|---------------------|
| 8. Total Available TFCA Funds (Sum of Lines 6 and 7)                       | Line 8: | <u>\$198,784.98</u> |
| 9. Estimated Total TFCA funds available for projects (Line 8 minus Line 5) | Line 9: | <u>\$189,168.51</u> |

I certify that, to the best of my knowledge, the information contained in this application is complete and accurate.

Executive Director Signature: \_\_\_\_\_

Date: \_\_\_\_\_

<sup>1</sup> The "Estimated TFCA funds budgeted for administration" amount is listed for informational purposes only. Per California Health and Safety Code Section 44233, County Program Managers must limit their administrative costs to no more than 5% of the actual total revenue received from the Air District.



### **Project Selection Process**

The project selection process is as follows. The NCTPA Technical Advisory Committee (TAC), with representation from all six Napa County jurisdictions, will serve as the selection and prioritization committee. NCTPA staff will run the prospective projects through an initial qualification process based on project eligibility, and present their findings to the TAC. TAC's recommendations will be forwarded to the NCTPA Board.

Projects will be evaluated on a cost effective and project readiness basis.

### **TFCA Program Manager Selection Criteria for Napa County**

- 1) The proposed project must improve the quality of the air as determined by the BAAQMD.
- 2) The project must fall into one or more of the statutory expenditure categories, which are:
  - \* The implementation of ridesharing programs.
  - \* The purchase or lease of clean fuel buses for school districts and transit operators.
  - \* The provision of local feeder bus or shuttle service to rail and ferry stations and to airports.
  - \* Implementation and maintenance of local arterial traffic management.
  - \* Implementation of rail-bus integration and regional transit information systems.
  - \* Implementation of low-emission and zero-emission vehicle programs and of demonstration projects in telecommuting and in congestion pricing of highways, bridges, and public transit.
  - \* Implementation of a smoking vehicles program (Air District project).
  - \* Implementation of an automobile buy-back scrappage program operated by a governmental agency (Air District project).
  - \* Implementation of bicycle facility improvement projects that are included in an adopted countywide bicycle plan or congestion management program.
  - \* The design and construction by local public agencies of physical improvements that support development projects that achieve motor vehicle emission reductions.
- 3) Geographic equity in the Napa region.
- 4) The project proponent has expended past allocations of funds in a timely manner.
- 5) Meet the requirements of the Air District Board-Approved TFCA County Program Manager Fund Policies (Attachment 1).

## *Appendix D: Board-Adopted TFCA County Program Manager Fund Policies for FYE 2014*

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Adopted November 7, 2012

The following Policies apply only to the Transportation Fund for Clean Air (TFCA) County Program Manager Fund.

### **BASIC ELIGIBILITY**

1. **Reduction of Emissions:** Only projects that result in the reduction of motor vehicle emissions within the Air District's jurisdiction are eligible.

Projects must conform to the provisions of the California Health and Safety Code (HSC) sections 44220 et seq. and these Air District Board of Directors adopted TFCA County Program Manager Fund Policies for FYE 2014.

Projects must achieve surplus emission reductions, i.e., reductions that are beyond what is required through regulations, ordinances, contracts, and other legally binding obligations at the time of the execution of a grant agreement between the County Program Manager and the grantee. Projects must also achieve surplus emission reductions at the time of an amendment to a grant agreement if the amendment modifies the project scope or extends the project completion deadline.

2. **TFCA Cost-Effectiveness:** Projects must achieve TFCA cost-effectiveness, on an individual project basis, equal to or less than \$90,000 of TFCA funds per ton of total of emissions reduced, unless a different value is specified in the policy for that project type. (See "Eligible Project Categories" below.) Cost-effectiveness is based on the ratio of TFCA funds divided by the sum total tons of reactive organic gases (ROG), oxides of nitrogen (NO<sub>x</sub>), and weighted particulate matter 10 microns in diameter and smaller (PM<sub>10</sub>) reduced (\$/ton). All TFCA-generated funds (e.g., TFCA Regional Funds, reprogrammed TFCA funds) that are awarded or applied to a project must be included in the evaluation. For projects that involve more than one independent component (e.g., more than one vehicle purchased, more than one shuttle route, etc.), each component must achieve this cost-effectiveness requirement.

County Program Manager administrative costs are excluded from the calculation of a project's TFCA cost-effectiveness.

3. **Eligible Projects, and Case-by-Case Approval:** Eligible projects are those that conform to the provisions of the HSC section 44241, Air District Board adopted policies and Air District guidance. On a case-by-case basis, County Program Managers must receive approval by the Air District for projects that are authorized by the HSC section 44241 and achieve Board-adopted TFCA cost-effectiveness but do not fully meet other Board-adopted Policies.
4. **Consistent with Existing Plans and Programs:** All projects must comply with the transportation control measures and mobile source measures included in the Air District's most recently approved plan for achieving and maintaining State and national ambient air quality standards,

which are adopted pursuant to HSC sections 40233, 40717 and 40919, and, when applicable, with other adopted State, regional, and local plans and programs.

5. **Eligible Recipients:** Grant recipients must be responsible for the implementation of the project, have the authority and capability to complete the project, and be an applicant in good standing with the Air District.
  - A. Public agencies are eligible to apply for all project categories.
  - B. Non-public entities are only eligible to apply for new alternative-fuel (light, medium, and heavy-duty) vehicle and infrastructure projects, and advanced technology demonstrations that are permitted pursuant to HSC section 44241(b)(7).
6. **Readiness:** Projects must commence in calendar year 2014 or sooner. “Commence” includes any preparatory actions in connection with the project’s operation or implementation. For purposes of this policy, “commence” can mean the issuance of a purchase order to secure project vehicles and equipment, commencement of shuttle and ridesharing service, or the delivery of the award letter for a construction contract.
7. **Maximum Two Years Operating Costs:** Projects that provide a service, such as ridesharing programs and shuttle and feeder bus projects, are eligible to apply for a period of up to two (2) years. Grant applicants that seek TFCA funds for additional years must reapply for funding in the subsequent funding cycles.

#### APPLICANT IN GOOD STANDING

8. **Independent Air District Audit Findings and Determinations:** Grantees who have failed either the fiscal audit or the performance audit for a prior TFCA-funded project awarded by either County Program Managers or the Air District are excluded from receiving an award of any TFCA funds for five (5) years from the date of the Air District’s final audit determination in accordance with HSC section 44242, or duration determined by the Air District Air Pollution Control Officer (APCO). Existing TFCA funds already awarded to the project sponsor will not be released until all audit recommendations and remedies have been satisfactorily implemented. A failed fiscal audit means a final audit report that includes an uncorrected audit finding that confirms an ineligible expenditure of TFCA funds. A failed performance audit means that the program or project was not implemented in accordance with the applicable Funding Agreement or grant agreement.
 

A failed fiscal or performance audit of the County Program Manager or its grantee may subject the County Program Manager to a reduction of future revenue in an amount equal to the amount which was inappropriately expended pursuant to the provisions of HSC section 44242(c)(3).
9. **Authorization for County Program Manager to Proceed:** Only a fully executed Funding Agreement (i.e., signed by both the Air District and the County Program Manager) constitutes the Air District’s award of County Program Manager Funds. County Program Managers may only incur costs (i.e., contractually obligate itself to allocate County Program Manager Funds) after the Funding Agreement with the Air District has been executed.
10. **Insurance:** Both the County Program Manager and each grantee must maintain general liability insurance, workers compensation insurance, and additional insurance as appropriate for specific projects, with required coverage amounts provided in Air District guidance and final amounts specified in the respective grant agreements.

**INELIGIBLE PROJECTS**

11. **Duplication:** Grant applications for projects that provide additional TFCA funding for existing TFCA-funded projects (e.g., Bicycle Facility Program projects) that do not achieve additional emission reductions are ineligible. Combining TFCA County Program Manager Funds with other TFCA-generated funds that broaden the scope of the existing project to achieve greater emission reductions is not considered project duplication.
12. **Planning Activities:** A grantee may not use any TFCA funds for planning related activities unless they are directly related to the implementation of a project or program that results in emission reductions.
13. **Employee Subsidies:** Projects that provide a direct or indirect financial transit or rideshare subsidy or shuttle/feeder bus service exclusively to the grantee's employees are not eligible.

**USE OF TFCA FUNDS**

14. **Cost of Developing Proposals:** Grantees may not use TFCA funds to cover the costs of developing grant applications for TFCA funds.
15. **Combined Funds:** TFCA fund may be combined with other grants (e.g., with TFCA Regional Funds or State funds) to fund a project that is eligible and meets the criteria for all funding sources.
16. **Administrative Costs:** The County Program Manager may not expend more than five percent (5%) of its County Program Manager Funds for its administrative costs. The County Program Manager's costs to prepare and execute its Funding Agreement with the Air District are eligible administrative costs. Interest earned on County Program Manager Funds shall not be included in the calculation of the administrative costs. To be eligible for reimbursement, administrative costs must be clearly identified in the expenditure plan application and in the Funding Agreement, and must be reported to the Air District.
17. **Expend Funds within Two Years:** County Program Manager Funds must be expended within two (2) years of receipt of the first transfer of funds from the Air District to the County Program Manager in the applicable fiscal year, unless a County Program Manager has made the determination based on an application for funding that the eligible project will take longer than two years to implement. Additionally, a County Program Manager may, if it finds that significant progress has been made on a project, approve no more than two one-year schedule extensions for a project. Any subsequent schedule extensions for projects can only be given on a case-by-case basis, if the Air District finds that significant progress has been made on a project, and the Funding Agreement is amended to reflect the revised schedule.
18. **Unallocated Funds:** Pursuant to HSC 44241(f), any County Program Manager Funds that are not allocated to a project within six months of the Air District Board of Directors approval of the County Program Manager's Expenditure Plan may be allocated to eligible projects by the Air District. The Air District shall make reasonable effort to award these funds to eligible projects in the Air District within the same county from which the funds originated.
19. **Incremental Cost (for the purchase or lease of new vehicles):** For new vehicles, TFCA funds awarded may not exceed the incremental cost of a vehicle after all rebates, credits,

and other incentives are applied. Such financial incentives include manufacturer and local/state/federal rebates, tax credits, and cash equivalent incentives. Incremental cost is the difference in cost between the purchase or lease price of the new vehicle, and its new conventional vehicle counterpart that meets the most current emissions standards at the time that the project is evaluated.

20. **Reserved.**

21. **Reserved.**

## **ELIGIBLE PROJECT CATEGORIES**

### **22. Alternative Fuel Light-Duty Vehicles:**

**Eligibility:** For TFCA purposes, light-duty vehicles are those with a gross vehicle weight rating (GVWR) of 8,500 lbs. or lighter. Eligible alternative light-duty vehicle types and equipment eligible for funding are:

- A. Purchase or lease of new hybrid-electric, electric, fuel cell, and CNG/LNG vehicles certified by the CARB as meeting established super ultra low emission vehicle (SULEV), partial zero emission vehicle (PZEV), advanced technology-partial zero emission vehicle (AT-PZEV), or zero emission vehicle (ZEV) standards.
- B. Purchase or lease of new electric neighborhood vehicles (NEV) as defined in the California Vehicle Code.
- C. CARB emissions-compliant vehicle system retrofits that result in reduced petroleum use (e.g., plug-in hybrid systems).

Gasoline and diesel (non-hybrid) vehicles are not eligible for TFCA funds. Funds are not available for non-fuel system upgrades, such as transmission and exhaust systems, and should not be included in the incremental cost of the project.

### **23. Alternative Fuel Medium Heavy-Duty and Heavy Heavy-Duty Service Replacement Vehicles (low-mileage utility trucks in idling service):**

**Eligibility:** For TFCA purposes, medium and heavy-duty service vehicles are on-road motor vehicles with a GVWR of 14,001 lbs. or heavier. Eligible alternative fuel service vehicles are only those vehicles in which engine idling is required to perform the vehicles' primary service function (for example, trucks with engines to operate cranes or aerial buckets). In order to qualify for this incentive, each new vehicle must be placed into a service route that has a minimum idling time of 520 hours/year, and a minimum mileage of 500 miles/year. Eligible MHDV and HHDV vehicle types for purchase or lease are:

- A. New hybrid-electric, electric, and CNG/LNG vehicles certified by the CARB or that are listed by the IRS as eligible for a federal tax credit pursuant to the Energy Policy Act of 2005.

**Scrapping Requirements:** Grantees with a fleet that includes model year 1998 or older heavy-duty diesel vehicles must scrap one model year 1998 or older heavy-duty diesel vehicle for each new vehicle purchased or leased under this grant. Costs related to the scrapping of heavy-duty vehicles are not eligible for reimbursement with TFCA funds.

### **24. Alternative Fuel Heavy-Duty Replacement Vehicles (high mileage):**

**Eligibility:** For TFCA purposes, Alternative Fuel Heavy-Duty Vehicles are defined as follows: Light-heavy-duty vehicles (LHDV) are those with a GVWR between 8,501 lbs. and 14,000 lbs., medium-heavy-duty vehicles (MHDV) are those with a GVWR between 14,001 lbs. and 33,000 lbs., and heavy-heavy-duty vehicles (HHDV) are those with a GVWR equal to or greater than 33,001 lbs. Eligible LHDV, MHDV and HHDV vehicle types for purchase or lease are:

- A. New hybrid-electric, electric, and CNG/LNG vehicles certified by the CARB or that are listed by the IRS as eligible for a federal tax credit pursuant to the Energy Policy Act of 2005.

TFCA funds may not be used to pay for non-fuel system upgrades such as transmission and exhaust systems.

Scrapping requirements are the same as those in Policy #23.

#### **25. Alternative Fuel Bus Replacement:**

**Eligibility:** For purposes of transit and school bus replacement projects, a bus is any vehicle designed, used, or maintained for carrying more than 15 persons, including the driver. A vehicle designed, used, or maintained for carrying more than 10 persons, including the driver, which is used to transport persons for compensation or profit, or is used by any nonprofit organization or group, is also a bus. A vanpool vehicle is not considered a bus. Buses are subject to the same eligibility requirements listed in Policy #24 and the same scrapping requirements listed in Policy #23.

#### **26. Alternative Fuel Infrastructure:**

**Eligibility:** Eligible refueling infrastructure projects include new dispensing and charging facilities, or additional equipment or upgrades and improvements that expand access to existing alternative fuel fueling/charging sites (e.g., electric vehicle, CNG). This includes upgrading or modifying private fueling/charging sites or stations to allow public and/or shared fleet access. TFCA funds may be used to cover the cost of equipment and installation. TFCA funds may also be used to upgrade infrastructure projects previously funded with TFCA-generated funds as long as the equipment was maintained and has exceeded the duration of its years of effectiveness after being placed into service.

TFCA-funded infrastructure projects must be available to and accessible by the public. Equipment and infrastructure must be designed, installed and maintained as required by the existing recognized codes and standards and approved by the local/state authority.

TFCA funds may not be used to pay for fuel, electricity, operation, and maintenance costs.

- 27. **Ridesharing Projects:** Eligible ridesharing projects provide carpool, vanpool or other rideshare services. Projects that provide a direct or indirect financial transit or rideshare subsidy are also eligible under this category.

#### **28. Shuttle/Feeder Bus Service:**

These projects link a mass transit hub (i.e., rail or Bus Rapid Transit (BRT) station, ferry or bus terminal, airport) to or from a final destination. These projects are intended to reduce single-occupancy, commonly-made vehicle trips (e.g., commuting or shopping center trips) by enabling riders to travel the remaining, relatively short, distance between a mass transit hub and the nearby

final destination. The final destination must be a distinct commercial, employment or residential area. The project's route must operate to or from a mass transit hub and must coordinate with the transit schedules of the connecting mass transit's services. Project routes cannot replace or duplicate an existing local transit service. These services are intended to support and complement the use of existing major mass transit services.

Shuttle/feeder bus service applicants must be either:

- 1) a public transit agency or transit district that directly operates the shuttle/feeder bus service; or
- 2) a city, county, or any other public agency.

The project applicant must submit documentation from the General Manager of the transit district or transit agency that provides service in the area of the proposed shuttle route, which demonstrates that the proposed shuttle service does not duplicate or conflict with existing transit agency service.

The following is a listing of eligible vehicle types that may be used for service:

- A. a zero-emission vehicle (e.g., electric, hydrogen)
- B. an alternative fuel vehicle (CNG, liquefied natural gas, propane);
- C. a hybrid-electric vehicle;
- D. a post-1998 diesel vehicle with a CARB Verified Diesel Emission Control Strategy (e.g., retrofit); or
- E. a post-1990 gasoline-fueled vehicle.

Pilot shuttle/feeder bus service projects are required to meet a cost-effectiveness of \$125,000/ton during the first two years of operation (see Policy #2). A pilot project is a defined route that is at least 70% unique and has not previously been funded through TFCA. Applicants must provide data supporting the demand for the service, letters of support from potential users and providers, and plans for financing the service in the future.

## 29. Bicycle Projects:

New bicycle facility projects that are included in an adopted countywide bicycle plan or Congestion Management Program (CMP) are eligible to receive TFCA funds. Eligible projects are limited to the following types of bicycle facilities for public use that result in motor vehicle emission reductions:

- A. New Class-1 bicycle paths;
- B. New Class-2 bicycle lanes;
- C. New Class-3 bicycle routes;
- D. New bicycle boulevards;
- E. Bicycle racks, including bicycle racks on transit buses, trains, shuttle vehicles, and ferry vessels;
- F. Bicycle lockers;
- G. Capital costs for attended bicycle storage facilities;
- H. Purchase of two-wheeled or three-wheeled vehicles (self-propelled or electric), plus mounted equipment required for the intended service and helmets; and
- I. Development of a region-wide web-based bicycle trip planning system.

All bicycle facility projects must, where applicable, be consistent with design standards published in the California Highway Design Manual.

**30. Arterial Management:**

Arterial management grant applications must identify a specific arterial segment and define what improvement(s) will be made to affect traffic flow on the identified arterial segment. Projects that provide routine maintenance (e.g., responding to citizen complaints about malfunctioning signal equipment) are not eligible to receive TFCA funds. Incident management projects on arterials are eligible to receive TFCA funds. Transit improvement projects include, but are not limited to, bus rapid transit and transit priority projects. For signal timing projects, TFCA funds may only be used for local arterial management projects where the affected arterial has an average daily traffic volume of 20,000 motor vehicles or more, or an average peak hour traffic volume of 2,000 motor vehicles or more (counting volume in both directions). Each arterial segment must meet the cost-effectiveness requirement in Policy #2.

**31. Smart Growth/Traffic Calming:**

Physical improvements that support development projects and/or calm traffic, resulting in motor vehicle emission reductions, are eligible for TFCA funds, subject to the following conditions:

- A. The development project and the physical improvements must be identified in an approved area-specific plan, redevelopment plan, general plan, bicycle plan, pedestrian plan, traffic-calming plan, or other similar plan; and
- B. The project must implement one or more transportation control measures (TCMs) in the most recently adopted Air District plan for State and national ambient air quality standards. Pedestrian projects are eligible to receive TFCA funds.
- C. The project must have a completed and approved environmental plan.

Traffic calming projects are limited to physical improvements that reduce vehicular speed by design and improve safety conditions for pedestrians, bicyclists or transit riders in residential retail, and employment areas.



Guide and Application for the  
Transportation Fund for Clean Air Program  
(TFCA) for Napa County Program Manager Funds



BAY AREA  
AIR QUALITY  
MANAGEMENT  
DISTRICT

FY 2013-14 Applications Due to NCTPA: Friday, March 29, 2013

NCTPA  
625 Burnell Street  
Napa, CA 94559  
Phone: 707-259-8631  
Fax: 707-259-8638  
[www.nctpa.net](http://www.nctpa.net)

**Table of Contents**

**INTRODUCTION ..... 4**

**YOUR RESPONSIBILITIES AS PROJECT SPONSOR: ..... 5**

**BASIC ELIGIBILITY ..... 6**

**USE OF TFCA FUNDS ..... 8**

**TFCA PROJECT TYPES ..... 9**

**DATES OF IMPORTANCE ..... 10**

**TFCA PROGRAM MANAGER SELECTION CRITERIA FOR NAPA COUNTY ..... 11**

**APPLICATION INSTRUCTIONS: ..... 12**

**TFCA DO'S AND DON'TS ..... 13**

**CONTACT INFORMATION ..... 14**

**APPENDIX A ..... 15**



January 24, 2013

**Greetings Participants!**

The Napa County Transportation and Planning Agency is pleased to announce a "Call for Projects" for the Transportation Fund for Clean Air, Program Manager Funds.

The Transportation Fund for Clean Air (TFCA) is a grant program, funded by a \$4 surcharge on motor vehicles registered in the Bay Area. This generates approximately \$22 million per year in revenues. The purpose of the TFCA program is to provide grants to implement the most cost-effective projects in the Bay Area that will decrease motor vehicle emissions, and thereby improve air quality. Projects must be consistent with the 1988 California Clean Air Act and the Bay Area Ozone Strategy.

The TFCA program can fund a wide range of project types, including the construction of new bicycle lanes; shuttle and feeder bus services to train stations; ridesharing programs to encourage carpool and transit use; bicycle facility improvements such as bicycle racks and lockers; and arterial management projects that reduce traffic congestion such as signal interconnect projects.

NCTPA is pleased that your agency or organization has chosen the TFCA program as a potential funding source to complete your eligible project. This packet has been created to help guide you in submitting a successful application for funding.

The available funding for Napa County TFCA projects for FY 2013-14 will be approximately \$189,168 dollars. The TFCA Applications for FY 2013-14 will be due to NCTPA by 5:00 PM on Friday, March 29<sup>th</sup>.

If you have any questions, you may contact Danielle Schmitz, TFCA Program Manager at: NCTPA TFCA Program  
625 Burnell Street  
Napa, CA 94559  
Phone: 707-259-8631

Sincerely,

A handwritten signature in black ink, appearing to read 'Kate Miller', written over a horizontal line.

Kate Miller  
Executive Director  
Napa County Transportation & Planning Agency

## **Introduction**

On-road motor vehicles, including cars, trucks, and buses, constitute the most significant source of air pollution in the Bay Area. Vehicle emissions contribute to unhealthy levels of ozone (summertime "smog") and particulate matter.

To protect public health, the State Legislature enacted the California Clean Air Act in 1988. As part of the requirements, the Air District prepared the Bay Area Clean Air Plan (CAP) and the Bay Area 2005 Ozone Strategy, which describes how the region will work toward compliance with the State one-hour ozone standard. To reduce emissions from motor vehicles, the Bay Area 2005 Ozone Strategy contains transportation control measures (TCMs) and mobile source measures (MSMs). A TCM is defined as "any strategy to reduce vehicle trips, vehicle use, vehicle miles traveled, vehicle idling, or traffic congestion for the purpose of reducing motor vehicle emissions." MSMs encourage the retirement of older, more polluting vehicles and the introduction of newer, less polluting motor vehicle technologies, which result not only in the reduction of ozone precursor emissions, but also of greenhouse gas emissions.

## **The TFCA Program**

To fund the implementation of TCMs and MSMs, the State Legislature authorized the Bay Area Air Quality Management District to impose a \$4 surcharge on motor vehicle registration fees paid within the San Francisco Bay Area. These revenues are allocated by the Air District through the Transportation Fund for Clean Air (TFCA). TFCA grants are awarded to public and private entities to implement eligible projects.

TFCA-funded projects have many benefits, including the following:

- Conserving energy and helping to reduce greenhouse gas emissions
- Reducing air pollution, including air toxics such as benzene and diesel particulates
- Improving water quality by decreasing contaminated runoff from roadways
- Improving transportation options
- Reducing traffic congestion

Forty percent (40%) of these funds are allocated to the designated program manager within each county and are referred to as the TFCA Program Manager Fund. Sixty percent (60%) of these funds are awarded directly by the Air District through the TFCA Regional Fund.

**Your Responsibilities as Project Sponsor:**

1. Submit projects to the Program Manager that comply with Air District policies.
2. Prepare and submit your project's information form and cost-effectiveness worksheet to the Program Manager.
3. Adhere to the Program Manager's timeline and submit deliverables on time.
4. Submit project status report forms on time.
5. Complete your TFCA project two years from the effective date of the Master Agreement between the Program Manager and the Air District.
6. Provide proof of Air District credit for vehicles purchased, published materials, and construction funded or partially funded through the TFCA program.
7. Provide itemized invoices to the Program Manager for reimbursement of your project.

**NCTPA's Responsibilities as Program Manager:**

1. Provide guidance, offer technical support to project sponsors.
2. Review Project Sponsor's Project Information forms, cost-effectiveness sheets, and reporting forms.
3. Administer program in accordance with applicable legislation, including Health and Safety Code Sections 44233, 44241, and 44242, and with Air District Board-Adopted TFCA County Program Manager Fund Policies
4. Hold one or more public meeting each year for the purpose of adopting criteria for the expenditure of the funds and to review expenditure of revenues received.
5. Provide funds only to projects that comply with Air District Policies and Procedures.
6. Encumber and expend funds within two years of the receipt of funds.
7. Provide information to the Air District and to auditors on the expenditures of TFCA funds.

## **Basic Eligibility**

**1. Reduction of Emissions:** Only projects that result in the reduction of motor vehicle emissions within the Air District's jurisdiction are eligible.

Projects must conform to the provisions of the California Health and Safety Code (HSC) sections 44220 et seq. and the Air District Board of Directors adopted TFCA Program Manager Fund Policies for FY 2013-14.

Projects must achieve surplus emission reductions, beyond what is currently required through regulations, ordinances, contracts, or other legally binding obligations at the time of the execution of a funding agreement between the Program Manager and the sub-awardee.

**2. TFCA Cost-Effectiveness:** Projects must achieve TFCA cost-effectiveness, on an individual project basis, equal to or less than \$90,000 of TFCA funds per ton of total of emissions reduced, unless a different value is specified in the Program Manager Guidance for that project type. Cost-effectiveness is based on the ratio of TFCA funds awarded divided by the sum of total tons of reactive organic gases (ROG), oxides of nitrogen (NO<sub>x</sub>), and weighted particulate matter 10 microns in diameter and smaller (PM<sub>10</sub>) reduced (\$/ton).

**3. Eligible Projects and Case-by-Case Approval:** Eligible projects are those that conform to the provisions of the California Health and Safety Code (HSC) section 44241, Air District Board adopted policies and Air District guidance. On a case-by-case basis, Program Managers must receive approval by the Air District for projects that are authorized by the HSC Section 44241 and achieve Board-adopted TFCA cost-effectiveness, but do not fully meet other Board-adopted Policies.

**4. Consistent with Existing Plans and Programs:** All projects must comply with the transportation control measures and mobile source measures included in the Air District's most recently approved plan for achieving and maintaining State and national ambient air quality standards, those plans and programs established pursuant to California Health and Safety Code (HSC) sections 40233, 40717 and 40919, and, when applicable, with other adopted State, regional, and local plans and programs.

**5. Eligible Recipients:** Grant recipients must be responsible for the implementation of the project, have the authority and capability to complete the project, and be an applicant in good standing with the Air District.

A. Public agencies are eligible to apply for all project categories.

B. Non-public entities are only eligible to apply for new alternative-fuel (light, medium, and heavy-duty) vehicle and infrastructure projects, and advanced technology demonstrations that are permitted pursuant to HSC section 44241(b)(7).

**6. Readiness:** Projects must commence in calendar year 2014 or sooner. For purposes of this policy, —commence can mean the issuance of a purchase order to secure project vehicles, and equipment, the delivery of the award letter for a service contract or the delivery of the award letter for a construction contract.

**7. Maximum Two Years Operating Costs:** Projects that provide a service, such as ridesharing programs and shuttle and feeder bus projects, are eligible to apply for a period of up to two (2) years. Grant applicants that seek TFCA funds for additional years must reapply for funding in the subsequent funding cycles.

### **Applicant in Good Standing**

**8. Failed Audit:** Project sponsors who have failed either the fiscal audit or the performance audit for a prior TFCA-funded project will be excluded from future funding for five (5) years, or duration determined by the Air District Air Pollution Control Officer (APCO). Existing TFCA funds already awarded to the project sponsor will not be released until all audit recommendations and remedies have been satisfactorily implemented. A failed fiscal audit means an uncorrected audit finding that confirms an ineligible expenditure of TFCA funds. A failed performance audit means that the project was not implemented as set forth in the project funding agreement.

In case of a failed audit, a Program Manager may be subject to a reduction of future revenue in an amount equal to the amount which was inappropriately expended pursuant to the provisions of HSC Section 44242(c)(3).

**9. Authorization for County Program Manager to Proceed:** Only a fully executed funding agreement (i.e., signed by both the Air District and the County Program Manager) constitutes the Air District's award of funds for a project. Program Managers may only incur costs (i.e., an obligation made to pay funds that cannot be refunded) after the funding agreement with the Air District has been executed.

**10. Insurance:** Each County Program Manager and project sponsor must maintain general liability insurance, workers compensation insurance, and additional insurance as appropriate for specific projects, with estimated coverage amounts provided in Air District guidance and final amounts specified in the respective funding agreements throughout the life of the projects.

## **Use of TFCA Funds**

- 1. Cost of Developing Proposals:** The costs of developing grant applications for TFCA funding are not eligible to be reimbursed with TFCA funds.
- 2. Combined Funds:** TFCA County Program Manager Funds may be combined with TFCA Regional Funds for the funding of an eligible project with the exception of clean air vehicle projects. For the purpose of calculating TFCA cost-effectiveness, the combined sum of TFCA County Program Manager Funds and TFCA Regional Funds shall be used to calculate the TFCA cost of the project.
- 3. Expend Funds within Two Years:** County Program Manager Funds must be expended within two (2) years of receipt of the first transfer of funds from the Air District to the County Program Manager in the applicable fiscal year. A County Program Manager may, if it finds that significant progress has been made on a project, approve no more than two (2) one-year (1-year) schedule extensions for a project. Any subsequent schedule extensions for projects can only be given on a case-by-case basis, if the Air District finds that significant progress has been made on a project, and the funding agreement between the Program Manager and the Air District is amended to reflect the revised schedule.

### **TFCA Project Types**

- 1. Ridesharing projects**
- 2. Shuttle/Feeder Bus**
- 3. Bicycle Facility Improvements**
- 4. Smart Growth**
- 5. Clean Air Vehicle Purchase**
- 6. Arterial Management**

### **Ineligible Project Types**

- 1. Duplication:** Grant applications for projects that duplicate existing TFCA-funded projects (including Bicycle Facility Program projects) and therefore do not achieve additional emission reductions are ineligible. Combining TFCA County Program Manager Funds with TFCA Regional Funds to achieve greater emission reductions for a single project is not considered project duplication.
- 2. Planning Activities:** Feasibility studies are not eligible, nor are projects that only involve planning activities and that do not include an implementation phase.
- 3. Employee Subsidies:** Projects that provide a direct or indirect financial transit or rideshare subsidy or shuttle/feeder bus service exclusively to employees of the project sponsor are not eligible.

### **Recent Project Examples in Napa County**

<b><u>Project Name</u></b>	<b><u>Sponsor</u></b>	<b><u>TFCA Funds</u></b>	<b><u>Total Project \$</u></b>
Bicycle Incentive Program	City of Calistoga	\$8,500	\$13,000
Signal Timing Project	City of Napa	\$177,693	\$195,000
Class II Bike Lane	County of Napa	\$51,000	\$89,000
Commuter Incentives & Marketing Materials	SNCI	\$40,000	\$40,000

**Dates of Importance**

**Mar. 29, 2013**

**Project submittals are due to NCTPA**

**Aug. 1, 2013**

**Deadline: Within three months of Board approval, Program Manager submits request for Air District approval of any projects that do not conform to TFCA policies (date tentative)**

**Nov. 1, 2013**

**Deadline: Within six months of Board approval, Program Manager (NCTPA) provides Cost-Effectiveness Worksheets and Project Information forms for new FYE 2013 projects to the Air District (date tentative)**

### **Project Selection Process**

The project selection process is as follows. The NCTPA Technical Advisory Committee (TAC), with representation from all six Napa County jurisdictions, will serve as the selection and prioritization committee. NCTPA staff will run the prospective projects through an initial qualification process based on project eligibility, and present their findings to the TAC. TAC's recommendations will be forwarded to the NCTPA Board.

Projects will be evaluated on a cost effective and project readiness basis.

### **TFCA Program Manager Selection Criteria for Napa County**

- 1) The proposed project must improve the quality of the air as determined by the BAAQMD.
- 2) The project must fall into one or more of the statutory expenditure categories, which are:
  - The implementation of ridesharing programs.
  - The purchase or lease of clean fuel buses for school districts and transit operators.
  - The provision of local feeder bus or shuttle service to rail and ferry stations and to airports.
  - Implementation and maintenance of local arterial traffic management.
  - Implementation of rail-bus integration and regional transit information systems.
  - Implementation of low-emission and zero-emission vehicle programs and of demonstration projects in telecommuting and in congestion pricing of highways, bridges, and public transit.
  - Implementation of a smoking vehicles program (Air District project).
  - Implementation of an automobile buy-back scrappage program operated by a governmental agency (Air District project).
  - Implementation of bicycle facility improvement projects that are included in an adopted countywide bicycle plan or congestion management program.
  - The design and construction by local public agencies of physical improvements that support development projects that achieve motor vehicle emission reductions.
- 3) Geographic equity in the Napa region.
- 4) The project proponent has expended past allocations of funds in a timely manner.

### **Application Instructions:**

TFCA project applications for FY 2013-14 must be submitted to NCTPA by 5:00 pm on Friday, March 29, 2013. Applications may be emailed to Danielle Schmitz at [dschmitz@nctpa.net](mailto:dschmitz@nctpa.net). Applications may be in the form of a completed Project Information Form or in the form of a letter containing the following:

1. The name of the project;
2. A contact person in the agency;
3. A description of the project of no more than one page;
4. Cost of the project: Total cost and amount of TFCA funds requested;
5. A schedule for the project;
6. Sufficient information to determine if the project improves air quality as determined by the Air District assumptions found in Program Manager Guide for FYE 2013;
7. Assurance that the proposed project meets all the Air District policies for forty percent projects; and
8. Assurances that the project is an allowed type

### **What Happens After Submission?**

After applications are submitted to NCTPA the evaluation process will begin. NCTPA plans on the following action timeline:

- April – May 2013 – NCTPA will evaluate the potential 2013-14 TFCA projects
- May 7, 2013 – NCTPA will take proposed 2013-14 TFCA projects to the NCTPA Technical Advisory Committee (TAC) for recommendation to NCTPA Board
- May 15, 2013 – NCTPA will take proposed final projects for FY 2013-14 to the NCTPA Board for approval (date tentative)
- July 2013 – NCTPA sends out agreements to project sponsors (date tentative)

## **TFCA Do's and Don'ts**

### **Do**

- Establish a clear link to the air quality benefits of your project
- Provide clear and detailed cost estimates
- Have good back-up documentation including maps and pictures
- Have a clearly defined project scope and timeline
- Keep NCTPA in "the loop" the greater understanding the Program Manager has of your project the better

### **Don't**

- Bite off more than you can chew – if the project cannot be completed in two years apply for funding in phases, it will not hurt your chances of eligibility
- Scope creep – when you fill out your **Project Information Form** this is your application. You have to adhere to the project description you write on this form
- Forget to ask for help – NCTPA is here as a resource, do not assume, rather ask for clarification
- Apply for the TFCA funds now, and figure out where the rest of your project's funding is going to come from later

## **Frequently Asked Questions**

### **1. Is there a local match requirement to apply for TFCA funding?**

No, there is no requirement for a local match.

### **2. Can TFCA Program Manager Funds be combined with TFCA Regional Funds?**

Yes, TFCA Program Manager Funds may be combined with Regional Funds for the funding of an eligible project with the exception of clean air vehicle projects.

### **3. What is the TFCA funding limit for alternative fuel vehicles?**

TFCA funds awarded to alternative fuel vehicle projects may not exceed incremental cost after all other applicable manufacturer and local/state rebates, tax credits, and cash equivalent incentives are applied. Incremental cost is the difference in cost between the purchase or lease price of the vehicle and/or retrofit and its new conventional vehicle counterpart that meets, but does not exceed, 2011 emissions standards.

**Contact Information**

Napa County TFCA Program Manager:  
Danielle Schmitz  
625 Burnell Street  
Napa, CA 94559  
Phone: (707) 259-5968  
[dschmitz@nctpa.net](mailto:dschmitz@nctpa.net)

NCTPA Main Office  
625 Burnell Street  
Napa, CA 94559  
Phone: (707) 259-8631  
Fax: (707) 259-8638  
[www.nctpa.net](http://www.nctpa.net)

Bay Area Air Quality Management District:  
Geraldina Grunbaum  
Supervising Environmental Planner  
Phone: (415) 749-4956  
[ggrunbaum@baaqmd.gov](mailto:ggrunbaum@baaqmd.gov)

## Appendix A

### PROJECT INFORMATION

A. Project Number: 13NAP01

*Use consecutive numbers for projects funded, with year, county code, and number, e.g., 13MAR01, 13MAR02 for Marin County. Zero (e.g., 13MAR00) is reserved for County Program Manager TFCA funds allocated for administration costs.*

B. Project Title: \_\_\_\_\_

*Provide a concise, descriptive title for the project (e.g., "Elm Ave. Signal Interconnect" or "Purchase Ten Gasoline-Electric Hybrid Light-Duty Vehicles").*

C. TFCA Program Manager Funds Allocated: \$ \_\_\_\_\_

D. TFCA Regional Funds Awarded (if applicable):\$ \_\_\_\_\_

E. Total TFCA Funds Allocated (sum of C and D):\$ \_\_\_\_\_

F. Total Project Cost: \$ \_\_\_\_\_

*Indicate the TFCA dollars allocated (C, D and E) and total project cost (D). Data from Line E (Total TFCA Funds) should be used to calculate C-E.*

G. Project Description:

Project sponsor will use TFCA funds to \_\_\_\_\_. Include information sufficient to evaluate the eligibility and cost-effectiveness of the project. Ex. of the information needed include but are not limited to: what will be accomplished by whom, how many pieces of equipment are involved, how frequently it is used, the location, the length of roadway segments, the size of target population, etc. Background information should be brief. For shuttle/feeder bus projects, indicate the hours of operation, frequency of service, and rail station and employment areas served.

H. Final Report Content: Final Report form and final Cost Effectiveness Worksheet

*Reference the appropriate Final Report form that will be completed and submitted after project completion. See <http://www.baaqmd.gov/Divisions/Strategic-Incentives/Funding-Sources/TFCA/County-Program-Manager-Fund.aspx> for a listing of the following forms:*

- *Form for Ridesharing, Shuttles, Transit Information, Rail/Bus Integration, Smart Growth, and Traffic Calming Projects. (Includes Transit Bus Signal Priority.)*
- *Form for Clean Air Vehicle and Infrastructure Projects*
- *Form for Bicycle Projects*
- *Form for Arterial Management Projects*

- I. Attach a completed Cost-effectiveness Worksheet and any other information used to evaluate the proposed project. *For example, for vehicle projects, include the California Air Resources Board Executive Orders for all engines and diesel emission control systems. Note, Cost-effectiveness Worksheets are not needed for TFCA County Program Managers' own administrative costs.*
  
- J. Comments (if any):  
*Add any relevant clarifying information in this section.*



February 7, 2013  
TAC Agenda Item 10  
Continued From: NEW  
**Action Requested: ACTION**

## NAPA COUNTY TRANSPORTATION AND PLANNING AGENCY TAC Agenda Letter

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**TO:** Technical Advisory Committee (TAC)  
**FROM:** Kate Miller, Executive Director  
**REPORT BY:** Danielle Schmitz, Assoc. Program Planner  
(707) 259-5968 / Email: [dschmitz@nctpa.net](mailto:dschmitz@nctpa.net)  
**SUBJECT:** Priority Conservation Area (PCA) Call for Projects

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### **RECOMMENDATION**

That the TAC review and recommend that the NCTPA Board open a call for projects for the Priority Conservation Area Program.

### **EXECUTIVE SUMMARY**

The Metropolitan Transportation Commission (MTC) receives federal funding for local programming from the Federal Highway Administration (FHWA) authorized by the federal transportation authorization legislation currently known as Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21). MTC has apportioned \$10 million in Cycle 2 Surface Transportation Program funds to the PCA program, of which \$5 million is committed to the four North Bay counties: Marin, Napa, Sonoma, and Solano.

Eligible projects include planning activities, non-motorized programs, visual enhancements, habitat environmental enhancements, and farm to market capital projects. Project submittals must show a non-federal 11.47% local match and be located within a PCA. Note that federal funds cannot be used for land acquisition or easement. Elements of a project that include land acquisition would need to be funded through a local match beyond what is required by the federal funds.

The estimated revenues that will be apportioned to Napa County is \$1.25 million. To remain competitive with the other North Bay counties for these funds, NCTPA staff is proposing to establish a \$2.5 million program target. To achieve this, projects that are partially funded with other revenues (beyond the federally required match percentage), including Cycle 2 One Bay Area Grant funds (OBAG), will be given priority over those projects seeking full (88.53%) federal funding from the PCA program. Note that if the

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non PCA funds are also federal, additional local match will be required in order to meet federal match requirements.

### **FISCAL IMPACT**

Is there a Fiscal Impact? Yes. Approximately \$1.25 million

### **BACKGROUND AND DISCUSSION**

The goal of the PCA program is linked to SB 375 which requires Metropolitan Planning Organizations (MPOs) to prepare sustainable community strategies that considers preservation of resource areas and farmland in the region. Emphasis areas are based on project types that are eligible under the Federal Transportation Alternatives Program (TAP) and the Surface Transportation Program (STP).

Eligible applicants include: cities, counties, towns, county congestion management agencies, tribes, water/utility districts, resource conservation districts, park and/or open space districts, land trusts and other land/resource protection nonprofit organizations. Applicants are strongly encouraged to collaborate and partner with other entities on projects to leverage additional funding. Projects that leverage other funding will be given higher priority in the grant award process. Partnerships are necessary with cities, counties, or CMAs in order to access federal funds. A project must have an implementing agency that has a master agreement with Caltrans.

The North Bay program will be administered by the four North Bay Congestion Management Agencies. North Bay projects should build on PCA planning and priorities carried out to date. Applications will be reviewed by a CMA-led project selection panel comprised of all or some representation from the four North Bay CMAs. **Project Applications are due to NCTPA no later than 5:00 PM on Friday, March 22, 2013.**

### **SUPPORTING DOCUMENTS**

Attachments: (1) Application for PCA Call for Projects  
(2) Napa County PCAs

## NAPA COUNTY PRIORITY CONSERVATION AREA PROJECT APPLICATION

### CRITERIA

The goal of the PCA program is linked to SB 375 which requires Metropolitan Planning Organizations (MPOs) to prepare sustainable community strategies that considers preservation of resource areas and farmland in the region. Projects should be regionally significant, and contribute to goals stated in a regional habitat, agricultural or open space plans, countywide plans or ABAG's PCA designations. Applicants should describe who will benefit from the project, including regional need.

The North Bay County Program has \$5 million in available funds. Project sponsors that leverage additional funds will be given funding priority. If a project is not in, or does not connect to a PCA, the applicant must file an application with ABAG requesting a PCA designation. Project sponsors must provide a minimum match of 11.47%. Note that land acquisition/easement would have to be funded through a non-federal source if included as part of a project.

### PROGRAM GOALS

Projects must meet one of the following program goals:

1. Protects or enhances "resource areas" or habitats as defined in California Government Code Section 65080.01
2. Provides or enhances pedestrian and bicycle access to open space / parkland resources.
3. Supports the agricultural economy of the region.

Eligible Project Types:

1. Planning Activities
2. Pedestrian and Bicycle Facilities/Infrastructure – on-road and off-road trail facilities, sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming, lighting and other safety related infrastructure, and ADA compliance, conversion and use of abandoned rail corridors for pedestrians and bicyclists.
3. Visual Enhancements – Construction of turnouts, overlooks and viewing areas.
4. Habitat / Environmental Enhancements – Vegetation management practices in transportation rights-of-way, reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats, mitigation of transportation project environmental impacts funded through the federal-aid surface transportation program.
5. Farm to Market Capital Projects – Improvements should be targeted to agricultural goods movement and/or agricultural tourism. These include but are not limited to improving shoulders, intersections, alignments and safety improvements to accommodate large vehicles; pavement maintenance addressing axle loads. *Surface parking and SOV projects are not eligible.*

**ELIGIBLE APPLICANTS**

Eligible applicants include: cities, counties, towns, county congestion management agencies, tribes, water/utility districts, resource conservation districts, park and/or open space districts, land trusts and other land/resource protection nonprofit organizations. Applicants are strongly encouraged to collaborate and partner with other entities on projects to leverage additional funding. Projects that leverage funding will be given higher priority in the grant award process. Partnerships are necessary with cities, counties, or CMAs in order to access federal funds. A project must have an implementing agency that has a master agreement with Caltrans.

**APPLICATION**

Enter information in the spaces provided. **E-mail this completed application form and attachments requested as part of this form to [dschmitz@nctpa.net](mailto:dschmitz@nctpa.net) by Friday, March 22, 2013.** If e-mailing is not possible, a hard copy of materials can be mailed to Danielle Schmitz, NCTPA, 625 Burnell Street, Napa, CA 94559.

**PART 1: PROJECT INFORMATION**

Project Name:	
Project Location:	
Project Cost: Requested Amount: Local Match:	
Name of PCA:	
Project Timeline:	

Attach a map showing the proposed project boundaries and location.

**PART 2: PROJECT SPONSOR CONTACT INFORMATION**

Lead Nominating Agency/Organization	
Contact Person	
Address	
Phone Number(s)	
E-mail address	
Partnering Agency(ies)/Organization(s)	

**PART 3: PROJECT DESCRIPTION**

Provide a description of how the project meets the criteria of the PCA program:

**PART 4: PROJECT BUDGET**

Phase	Description	Fund Source	Amount
<b>Total</b>			

**PART 5: PROJECT SCHEDULE**

Phase	Description	Date (Mo/Yr)

### **Napa County Priority Conservation Areas**

- 1. Bay And Ridge Trails** - The San Francisco Bay Area has two significant and complementary long-distance trails: the San Francisco Bay Trail hugs the shoreline and the Bay Area Ridge Trail runs along the ridgelines overlooking the Bay. These trails connect people and communities to each other, to parks and open space, to home, work and recreation, and to countless areas of cultural and historic interest. They also provide opportunities for solitude and passive and active recreation, which fosters healthy lifestyles. Furthermore, both trails increase transportation options and offer untold opportunities to observe, learn about, and care for the environment. Lastly, the bay and ridge trails offer economic benefits, such as increased tourism and increased property values. The regional trail alignments are not yet completed. Continued coordination with local and regional entities to close existing gaps is needed. Completion of these regional trails will continue to enhance the quality of life for Bay Area residents and offer an alternate means for people to enjoy the outdoors and get to various destinations within a network of connected, permanently-protected open space corridors and urban centers.
- 2. Blue Oak Woodlands of the Lake District** - The Blue Oak Woodlands of the Lake District area encompasses lands in northeastern Napa County by Lake Berryessa. It is encompassed within the larger Blue Ridge Berryessa Natural Area, which extends five counties and is one of the largest remaining intact open space ecosystems in California. Blue oak woodlands are abundant in this area and provide important wildlife habitat. Preservation of lands in this area would help maintain the biological integrity of this area.
- 3. Bothe – Napa Valley State Park to Sugarloaf Ridge State Park** – The Bothe-Napa Valley State Park to Sugarloaf Ridge State Park area encompasses the thickly forested hills of the western side of the Napa Valley where the Mayacamas Mountain Range terminates. The fir and redwood forest canopy provide shading for several creeks year-round that drain the area to the Napa River. This area contains the only known stands of old-growth redwoods left in Napa County. Land conservation in this area provides opportunities to provide a landscape linkage between these two state parks, to protect species habitat, and for people to experience the redwood forests.
- 4. Interior Mountains – Moore Creek to Milliken Creek** – The Interior Mountains – Moore Creek to Milliken Creek area includes the lands in central Napa County, west of the county’s urban centers. The area is a complex matrix of douglas fir, oak woodland, gray pine, and chaparral plant communities. Its proximity to the urban centers in Napa County

provide opportunities for completing trail alignments that connect protected lands. Land conservation in this area would help to maintain the scenic backdrop to cities and maintain the rural character and habitat of this region, while enhancing recreational opportunities.

- 5. Lake Curry – Suisun Creek Watershed** - The Lake Curry – Suisun Creek Watershed area is located east of the City of Napa towards the Napa County border with Solano County. The Lake Curry watershed is a relatively pristine area containing oak woodlands and grasslands and has been valued for its water supply. It has the potential to provide passive recreational opportunities, if it is opened to the public. The Suisun Creek watershed has also provided steelhead habitat, but this function has been severely degraded at times when stream water flows are reduced from Lake Curry during critical periods for steelhead. Purchasing land in this area could continue to protect its integrity with the opportunity to support compatible recreational opportunities.
- 6. Napa County Agricultural Lands and Watersheds** - The Napa County Agricultural Lands and Watersheds area encompasses the unincorporated agricultural and watershed lands of Napa County. Agriculture is the economic engine of the county and has driven support for conservation in Napa County. As a result, the county's landscape consists of agricultural lands and undeveloped watershed lands that contribute to the rural and scenic beauty of the county. The area is biologically diverse supporting a variety of flora and fauna and has the greatest density of oak woodlands in California. Continued conservation efforts in this area of Napa County will maintain the ecological and economic integrity of these lands.
- 7. Napa Valley – Napa River Corridor** - The Napa Valley – Napa River Corridor area follows the lands along the Napa River, which runs from northwestern Napa County, northeast of the City of Calistoga, to the San Pablo Bay. The river drains the Napa Valley, which is a rich agricultural region famous for wine production. The Napa River plays an important role in connecting recreational trails, cities, and salt water and fresh water bodies for fish reproduction. Land conservation along the Napa River will protect the species dependant on these habitats and provide opportunities for recreation and restoration along this corridor.
- 8. Palisades Mt. St. Helena – Angwin** - The Palisades – Mount Saint Helena to Angwin area is located in northwestern Napa County. The Palisades form the range of mountains between Mount Saint Helena and Angwin. The area provides habitat, water supply, outdoor recreation, and visual open space. It is an important landscape linkage to the Mayacamas Mountain range in adjacent Sonoma County. Land conservation in the area will maintain the ecological integrity of the area and continue to provide multiple benefits to area residents.

- 9. Redwood and Dry Creek Watersheds** - The Redwood and Dry Creek Watersheds lie on the western slope of the Napa Valley. Redwood Creek and Dry Creek drain lands into the Napa River, and the habitat supports a variety of fish and wildlife species. The area contains redwoods forests that play an important role in the long term survival of this species, particularly considering the potential impacts of climate change, given the ability of Napa redwoods to tolerate higher temperatures. Land conservation in this area would support continued efforts to protect redwood forests in Napa County, enhance educational and recreational opportunities, and protect watershed and habitat values.
  
- 10. Southern Mountains – Skyline Park to Newell Preserve** - The Southern Mountains – Skyline Park to Newell Preserve area is located east of and between the City of Napa and the City of American Canyon in Napa County along the county’s southeastern border with Solano County. The area is valued for outdoor recreation, particularly given its proximity to three quarters of Napa County residents, visual open space, watershed lands, and habitat, such as rare grasslands, oak woodlands, and chaparral. Land conservation within this area would provide opportunities to connect existing open space lands and regional trail systems, while also preserving a mixture of habitat types for numerous species and watershed values.



February 7, 2013  
TAC Agenda Item 11  
Continued From: NEW  
**Action Requested: INFORMATION**

## NAPA COUNTY TRANSPORTATION AND PLANNING AGENCY TAC Agenda Letter

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**TO:** Technical Advisory Committee (TAC)  
**FROM:** Kate Miller, Executive Director  
**REPORT BY:** Danielle Schmitz, Assoc. Program Planner  
(707) 259-5968 / Email: [dschmitz@nctpa.net](mailto:dschmitz@nctpa.net)  
**SUBJECT:** Priority Development Area (PDA) Investment and Growth Strategy

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### **RECOMMENDATION**

Review PDA Investment and Growth Strategy Outline.

### **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 developing 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.

**FISCAL IMPACT**

Is there a Fiscal Impact?    None

**BACKGROUND AND DISCUSSION**

The goal of the SCS is to coordinate future housing and transportation in the Bay Area. Through Resolution 4035 the Metropolitan Transportation Commission (MTC) has tasked CMAs to develop a PDA investment and Growth Strategy to evaluate local PDAs for opportunities and barriers to growth.

Napa County has two (2) PDAs – American Canyon Highway 29 Mixed Use Corridor, and the City of Napa Downtown and Soscol Gateway. Though both of these PDAs are committed to more transit oriented development and growth, how they will achieve their goals is different. The extent of planning completed in these PDAs also varies. The goal of the PDA investment and growth strategy will be to catalogue what needs to occur within each PDA for it to be a complete community that adequately links transportation, jobs and housing. 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. NCTPA, along with the other CMAs, will be giving a presentation to the MTC Commission on its PDA Investment and Growth Strategy in the spring.

**SUPPORTING DOCUMENTS**

Attachments: (1) PDA Investment and Growth Strategy Outline  
(2) CMA PDA Investment and Growth Strategy Checklist

## Outline: Napa County's Investment and Growth Strategy for Plan Bay Area

### 1. Introduction

- a. History –
  - i. SB 375/SCS
    - 1. AB 32
    - 2. Goals of SB 375
    - 3. General Info on SCS and Plan Bay Area
      - a. Goals of Plan Bay Area – preserve open space, save resources
      - b. Challenges of SB 375 – alignment of transportation funding sources with real estate development timeline: transportation funding short term cycles
  - ii. FOCUS Program
    - 1. Goals of Focus Program
    - 2. Napa's role with FOCUS Program

### 2. Napa County Background

- a. Natural Environment, Economy, Communities in Napa (get from General Plans)
- b. Demographic and built environment baseline and projected changes in Napa
  - i. Demographic changes (aging, employment)
  - ii. Jobs/housing mix
  - iii. Low income housing
  - iv. Density
  - v. Infrastructure Requirements
  - vi. Parcel size and property ownership
- c. PDA Background
  - i. Planned vs. Potential
  - ii. Long term process - Infill development is complex and challenging
  - iii. Role of jobs
  - iv. How public commitments impact job locations
- d. PCAs -
  - i. Why recreational areas are important
  - ii. Tools to protect open space and promote recreation

### 3. Napa County PDAs

#### a. PDAs

- i. Simple summary table listing basic characteristics: PDA status, amount and types of housing, number (and type?) of jobs, acres, brief qualitative descriptions, future transportation projects & costs, funding status
- ii. Overviews of each PDA: what changes do we want to occur, housing policies, existing transportation assets in support of PDAs: e.g. roadways, transit assets, bike and pedestrian infrastructure; current and future projects/timing/funding status; challenges and opportunities
  1. American Canyon – Mixed Use Corridor
    - a. Initial potential projects:  
-Eucalyptus Drive Extension
  2. Downtown Napa/Soscol Gateway – Transit Neighborhood
    - a. Initial potential projects:

#### b. PCAs

- i. Simple summary table listing basic characteristics: acres, brief qualitative descriptions, future transportation projects & costs, funding status
- ii. Overviews of each PCA: policies, existing transportation assets in/supportive of PCAs: e.g. roadways, transit assets, bike and pedestrian infrastructure; current and future projects/timing/funding status; challenges and opportunities
  1. Name
- iii. PCA Preservation and Investment – PCA Call for projects

### 4. PDA Growth and Investment Strategy

The purpose of the PDA Program is to:

1. Planning document development and adoption (general plans including housing, circulation and design-related elements, CEQA documents),
  2. Site assessments including CEQA evaluations (historic resources, traffic, geotechnical, etc),
  3. Incentives and mitigations to attract market development,
  4. Equity considerations, and
  5. Community outreach.
- **Support for general plan.** Housing and other elements and associated CEQA documentation. Aspirations for transit-oriented development needs funding to enable the planning and impact analysis to support this effort.
  - **Support for mitigation and incentives** to attract market development of sites. Examples include pre-entitlement work such as technical evaluations under CEQA (traffic, historic resources, visual, haz mat, etc.) and mitigations such as bike/pedestrian and transit access.
  - **The Transit Priority projects** -complete needed rezoning, analyze equity issues, and complete related CEQA analysis.
  - **Inclusionary housing**- support inclusionary housing development, related community outreach.
  - **New PDAs.** Local jurisdictions will need funds to support development and mitigation.

The local PDA Programs can include the following:

- a. Planned and Potential PDAs
  - i. Define which PDAs are active: these get the majority of funding because they are “development ready” or because investing in them would signal to the market that they are ready
  - ii. Potential PDAs eligibility for planning support
- b. List projects proposed for funding
  - i. Resources
  - ii. Sources of funding: OBAG, PDA, other
  - iii. Projects in PDAs (from Station Area Plans, and Countywide Plan and PDA applications)
  - iv. PDAs proposed for planning study funding
  - v. Areas proposed for pre-planning funding

**Policies and Incentives:**

- CEQA relief
- Funding for affordable housing
- Funding for land assembly or land banking
- Adequate provision of water supply
- Economic development

**Implementation Strategies:**

- Zoning for increased densities and/or mix of uses
- Entitlement streamlining (expedited permits, waived fees, etc.)
- Provision of affordable housing through zoning (inclusionary zoning, density bonuses, etc.)
- Retention of existing affordable units (deed restrictions, anti-displacement policies, etc.)
- Implementation of redevelopment district or infrastructure improvement district
- Implementation of community impact fees, commercial linkage fees, etc.
- Transportation Demand Management
- Other transportation strategies identified by NCTPA

**5. Summary/Next Steps**

For Receipt of Fiscal Years 2012–13 through 2015–16 One Bay Area Grant Funds  
Reporting Period: Calendar Year 2013

Reporting CMA: \_\_\_\_\_

## One Bay Area Grant (OBAG) Checklist for CMA Compliance with MTC Resolution No. 4035

Re: Federal Cycle 2 Program Covering FY 2012-13 through FY 2015-16

The intent of this checklist is to delineate the requirements included in the OBAG Grant Program in MTC Resolution 4035 related to the Priority Development Area (PDA) Investment and Growth Strategy (Appendix A-6), the Performance and Accountability Policies, and OBAG Call for Projects Guidance (Appendix A-5). This checklist must be completed by Congestion Management Agencies and submitted to MTC to certify compliance with the OBAG requirements listed in Resolution No. 4035. This checklist does not cover the programming actions by a CMA for the OBAG grant.

This checklist serves as an instrument for assessing the CMA's compliance with OBAG requirements as set forth in Resolution 4035, adopted by MTC on May 17, 2012.

### CMA Requirements

#### PDA Investment and Growth Strategy: Appendix A-6

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##### 1. Engage with Regional and Local Jurisdictions

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- a. Has the CMA developed a process to regularly engage local planners and public works staff in developing a PDA Investment and Growth Strategy that supports and encourages development in the county's PDAs?  Yes  No  N/A
- b. Has the CMA encouraged community participation throughout the planning and establishment of project priorities?  Yes  No  N/A
- c. Has the CMA's staff or consultant designee participated in TAC meetings established through the local jurisdiction's planning processes funded through the regional PDA planning program?  Yes  No  N/A
- d. Has the CMA worked with MTC and ABAG staff to confirm that regional policies are addressed in PDA plans?  Yes  No  N/A

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If "No" or "N/A –Not Applicable" is marked in any box on the checklist, please include a statement at the end of the checklist to indicate why the item was not met.

Page 1

## 2. Planning Objectives to Inform Project Priorities

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- a. Has the CMA kept itself apprised of ongoing transportation and land-use planning efforts throughout the county?  Yes  No  N/A
- b. Has the CMA encouraged local agencies to quantify transportation infrastructure needs and costs as part of their planning processes?  Yes  No  N/A
- c. Has the CMA encouraged and supported local jurisdictions in meeting their housing objectives established through their adopted Housing Elements and RHNA?
1. By May 1, 2013, has the CMA received and reviewed information submitted to the CMA by ABAG on the progress that local jurisdictions have made in implementing their housing element objectives and identifying current local housing policies that encourage affordable housing production and/or community stabilization?  Yes  No  N/A
2. Starting in May 2014 and in all subsequent updates of its PDA Investment & Growth Strategy, has the CMA assessed local jurisdiction efforts in approving sufficient housing for all income levels through the RHNA process and, where appropriate, assisted local jurisdictions in implementing local policy changes to facilitate achieving these goals?  Yes  No  N/A

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If "No" or "N/A –Not Applicable" is marked in any box on the checklist, please include a statement at the end of the checklist to indicate why the item was not met.

### 3. Establishing Local Funding Priorities

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- a. Has the CMA developed funding guidelines for evaluating OBAG projects that support multi-modal transportation priorities based on connections to housing, jobs and commercial activity and that emphasize the following factors?  Yes  No  N/A
1. Projects located in high impact project areas, including:
    - a) PDAs taking on significant housing growth in the SCS (total number of units and percentage change), including RHNA allocations, as well as housing production;
    - b) Jobs in proximity to housing and transit (both current levels and those included in the SCS);
    - c) Improved transportation choices for all income levels (reduces VMT), proximity to quality transit access, with an emphasis on connectivity (including safety, lighting, etc.);
    - d) Consistency with regional Transportation for Livable Communities (TLC) design guidelines or design that encourages multi-modal access;
    - e) Project areas with parking management and pricing policies.
  2. Projects located in Communities of Concern (COC) as defined by MTC, which can be found at <http://geocommons.com/maps/110983>
    - a) CMAs may also include additional COCs beyond those defined by MTC that are local priorities.
  3. PDAs with affordable housing preservation and creation strategies.
  4. Local jurisdictions that employ best management practices to mitigate exposures where PDAs overlap and/or are in proximity with communities identified in the Air District's Community Air Risk Evaluation (CARE) program or freight transport infrastructure. *For information regarding the Bay Area Air Quality Management District's CARE program, go to: <http://www.baaqmd.gov/Divisions/Planning-and-Research/CARE-Program.aspx>*

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If "No" or "N/A –Not Applicable" is marked in any box on the checklist, please include a statement at the end of the checklist to indicate why the item was not met.

- b. Has the CMA defined the term “proximate access”, including a policy justification, and how it would be applied to projects applying for OBAG funds?  Yes  No  N/A
- c. Has the CMA designated and mapped projects recommended for funding that are not geographically within a PDA but provide “proximate access” to a PDA, along with policy justifications for that determination?  Yes  No  N/A
- d. Has the CMA documented the approach used to select OBAG projects including outreach, and submitted a board adopted list of projects with the outreach documentation to MTC (see Call for Projects Guidance requirements below)?  Yes  No  N/A

## Performance and Accountability Policies

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### 4. Ensuring Local Compliance

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- a. Has the CMA received confirmation that local jurisdictions have met or are making progress in meeting the Performance and Accountability Policies requirements related to Complete Streets and local Housing Elements as set forth in pages 12 and 13 of MTC Resolution 4035? *Note: CMAs can use the Local Jurisdiction OBAG Requirement Checklist to help fulfill this requirement.*  Yes  No  N/A
- b. Has the CMA affirmed to MTC that a jurisdiction is in compliance with the requirements of MTC Resolution 4035 prior to programming OBAG funds to its projects in the TIP?  Yes  No  N/A

---

If “No” or “N/A –Not Applicable” is marked in any box on the checklist, please include a statement at the end of the checklist to indicate why the item was not met.

## Call for Projects Guidance Appendix A-5 (Public Involvement and Outreach, Agency Coordination, and Title VI)

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### 5. Public Involvement and Outreach

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- a. Has the CMA conducted countywide outreach to stakeholders and the public to solicit project ideas consistent with Appendix A-5?  Yes  No  N/A
- b. Has the CMA documented the outreach efforts undertaken for the local call for projects to show how it is consistent with MTC's Public Participation Plan as noted in Appendix A-5, and submitted these materials to MTC?  Yes  No  N/A
- c. Has the CMA performed agency coordination consistent with Appendix A-5?  Yes  No  N/A
- d. Has the CMA fulfilled Title VI responsibilities consistent with Appendix A-5?  Yes  No  N/A

### 6. Completion of Checklist

---

- a. **Has the CMA completed all section of this checklist?**  Yes  No  N/A
1. If the CMA has checked "No" or N/A to any checklist items, please include which item and a description below as to why the requirement was not met or is considered "Not Applicable."

---

If "No" or "N/A -Not Applicable" is marked in any box on the checklist, please include a statement at the end of the checklist to indicate why the item was not met. Page 5

## Review and Approval of Checklist

This checklist was prepared by:

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Date

\_\_\_\_\_  
Name & Title (print)

\_\_\_\_\_  
Phone

\_\_\_\_\_  
Email

This checklist was approved for submission to MTC by:

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Date

\_\_\_\_\_  
CMA Executive Director

---

If "No" or "N/A -Not Applicable" is marked in any box on the checklist, please include a statement at the end of the checklist to indicate why the item was not met.

Page 6

Reporting Jurisdiction: \_\_\_\_\_

## **One Bay Area Grant (OBAG) Checklist for Local Compliance with MTC Resolution No. 4035**

Re: Federal Cycle 2 Program Covering FY 2012-13 through FY 2015-16

The intent of this checklist is to delineate the requirements included in the OBAG Grant Program related to the PDA Investment and Growth Strategy (Appendix A-6), the Performance and Accountability Policies and OBAG Call for Projects Guidance (Appendix A-5). This checklist must be completed by Local Jurisdictions and submitted to the CMA to certify compliance with the OBAG requirements listed in MTC Resolution No. 4035.

This checklist serves as an instrument for assessing local compliance with OBAG requirements as set forth in Resolution 4035, adopted by MTC on May 17, 2012.

### **1. Compliance with Complete Streets**

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- a. Has the local jurisdiction either:
1. Adopted a complete streets policy resolution no later than January 31, 2013, or  Yes  No  N/A
  2. Adopted a General Plan Circulation Element that is compliant with the Complete Streets Act of 2008?  Yes  No  N/A
- b. Has the jurisdiction submitted a Complete Streets Checklist for any project for which the jurisdiction has applied for OBAG funding?  Yes  No  N/A

### **2. Housing Element Certification**

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- a. Has the local jurisdiction's fourth-revision housing element been certified by the California Department of Housing and Community Development (HCD) for 2007-14 RHNA prior to January 31, 2013?  Yes  No  N/A

---

If "No" or "N/A -Not Applicable" is marked in any box on the checklist, please include a statement at the end of the checklist to indicate why the item was not met.

For Receipt of Fiscal Years 2012-13 through 2015-16 One Bay Area Grant Funds  
Reporting Period: Calendar Year 2013

- b. If the answer to 2.a is "no", will the local jurisdiction submit to  Yes  No  N/A  
ABAG/MTC by November 1, 2012, a request for an extension of  
the deadline for a certified housing element to January 31,  
2014? *Note: OBAG funds cannot be programmed into the TIP  
until the housing element certification is complete, and if not  
achieved, reserved OBAG funds can be moved by a CMA to  
another project that meets OBAG policies and regional delivery  
deadlines.*

*In the 5th Cycle RHNA (2014-2022), jurisdictions will be required to  
adopt housing elements by October 31, 2014.*

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### 3. Completion of Checklist

---

- a. Has the Jurisdiction completed all sections of this checklist?  Yes  No  N/A

1. If the jurisdiction has checked "No" or N/A to any of the  
above questions, please provide an explanation below  
as to why the requirement was not met or is considered  
"Not Applicable."

---

If "No" or "N/A -Not Applicable" is marked in any box on the checklist, please include a statement at  
the end of the checklist to indicate why the item was not met.

## Review and Approval of Checklist

This checklist was prepared by:

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Date

\_\_\_\_\_  
Name & Title (print)

\_\_\_\_\_  
Phone

\_\_\_\_\_  
Email

This checklist was approved for submission to \_\_\_\_\_ (CMA) by:

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Date

\_\_\_\_\_  
City Manager/Administrator or Designee

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If "No" or "N/A -Not Applicable" is marked in any box on the checklist, please include a statement at the end of the checklist to indicate why the item was not met.

Page 9



February 7, 2013  
TAC Agenda Item 12  
Continued From: January 2013  
**Action Requested: INFORMATION/ACTION**

## NAPA COUNTY TRANSPORTATION AND PLANNING AGENCY TAC Agenda Letter

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**TO:** Technical Advisory Committee (TAC)  
**FROM:** Kate Miller, Executive Director  
**REPORT BY:** Danielle Schmitz, Associate Program Planner  
(707) 259-5968 / Email: [dschmitz@nctpa.net](mailto:dschmitz@nctpa.net)  
**SUBJECT:** Review of Regional Transportation Plan (RTP) Cycle 2 One Bay Area Grant (OBAG) Project Submittals

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### **RECOMMENDATION**

TAC will perform a first round review of the OBAG project submittals and provide feedback on how to proceed.

### **EXECUTIVE SUMMARY**

The NCTPA Board opened a call for Cycle 2 projects at their October 17, 2012 meeting. Project submittals were due to NCTPA by 5:00 PM on December 14, 2012. The NCTPA Technical Advisory Body (TAC) is the review committee for Cycle 2 projects and will recommend a final list of projects to the NCTPA Board.

NCTPA received 18 project submittals totaling \$15.7 million. Of the 18 projects, 7 of them, totaling \$8 million, meet the PDA minimum requirement of \$2 million.

At the last TAC meeting, each jurisdiction was asked to resubmit their projects in priority order. On January 24<sup>th</sup> TAC held a working group meeting and discussed prioritization of the OBAG funding.

### **FISCAL IMPACT**

Is there a Fiscal Impact? The applications will determine which projects are best suited to receive federal aid funding through Cycle 2.

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## **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 21<sup>st</sup> 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 will allocate approximately \$6 million to Napa County jurisdictions for the 4-year cycle FY 2012-13 through FY 2015-16. The OBAG Program will require 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 will be 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 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 produce 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 follow in December.
- 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".

At its last meeting, TAC members were asked to give thought to prioritizing their OBAG project submittals and to submit a project list in priority order. These priorities were discussed at the January 24<sup>th</sup> working group meeting. At the work group meeting it was asked that NCTPA bring back a table including all the priority projects along with the funding available. The available funding should include the STIP money that was approved by the CTC for FY 2015-16, currently allocated to County of Napa and City of American Canyon.

Continued evaluation and discussion is needed to select a priority list of projects for OBAG.

### **SUPPORTING DOCUMENTS**

- Attachments:
- (1) Project Submittals
  - (2) Cycle 2 Funding Breakdown
  - (3) Criteria for Federal OBAG Program vs. Funding Exchange OBAG
  - (4) Priority Projects and STIP Funding Allocations

**ATTACHMENT 1**  
**TAC Agenda Item 12**  
**February 10, 2013**

#	RTIPID	Sponsor	Project Title	Project Description	Funding Request	Local Match	Total Project Cost	Category	Start Year	PDA Credit	FAS/Non-FAS
1	230695	Napa County	Airport Blvd. Overlay from SR 29	Asphalt overlay and retrofit existing curb ramp; new traffic striping; enhance class II bike lane and sidewalk	\$1,697,000	\$220,000	\$1,916,000	LS&R preservation/Bike Ped Imprv - Pavement Rehab	FY 13/14	Yes	FAS
2	230695	Napa County	Silverado Trail Phase "G" Overlay	Overlay from Calistoga City limits to Larkmead Lane; Existing Class II bike lane will be enhanced	\$2,505,000	\$325,000	\$2,829,000	LS&R preservation - pavement rehab	FY 13/14	No	FAS
3	230695	Napa County	Silverado Trail Phase "H" Overlay	Overlay from Howell Mountain Rd. to Zinfadel Lane; Existing class II bike lanes will be enhanced	\$1,491,000	\$192,000	\$1,684,000	LS&R preservation - pavement rehab	FY 13/14	No	FAS
4	22417/ 240612	Napa City	Browns Valley Road Sidewalk Improvements	Install New Sidewalk, Curb, Gutter, bike lanes and Curb Ramp along north side of Browns Valley Road between Spring Ct. and Rowena	\$250,000	\$33,000	\$283,000	RSRTS/ Bike Ped Imprv	FY 13/14	No	FAS
5	240612	Napa City	Napa City/North South Bike Connection	Class II bike lane on California Between Pueblo and Permanente Way	\$300,000	\$312,000	\$884,000	Bicycle and Pedestrian	FY 13/14	Yes	FAS
6	22746	Napa City	California Blvd. Roundabouts	Construct Roundabouts on California and 1st and 2nd streets.	\$1,574,000	\$2,945,000	\$4,519,000	Congestion Management/TLC	FY 13/14	Yes	FAS
7	240057	American Canyon	Eucalyptus Drive Extension	Extends Eucalyptus Dr. from Theresa Rd. to SR 29; removes signal at Rio del Mar; constructs auxiliary lane on southbound SR 29; reroutes peds to Eucalyptus Dr. SR 29 crosswalk	\$3,594,000	\$490,000	\$4,084,000	PDA Development	FY 13/14	Yes	FAS
8	240123	American Canyon	Green Island Road Rehabilitation	Rehab of 3,400 ft. of pavement from Devlin Rd. to Jim Oswalt Dr.	\$193,600	\$26,400	\$1,430,000	LS&R - Pavement Rehab	FY 13/14	Yes	FAS
9	230695	American Canyon	Donaldson Way West Rehabilitation	Rehab 850 ft. of pavement from Benton Way to Rio del Mar	\$222,600	\$35,300	\$257,900	LSSR - Pavement Rehab	FY 13/14	Yes	FAS
10	230695	American Canyon	Flosden Road Rehabilitation	Rehaba 3,000 ft. of pavement from City limits to American Canyon Rd.	\$501,600	\$75,400	\$577,000	LS&R - Pavement Rehab	FY 13/14	Yes	FAS
11	230518	Callistoga	Petrified Forest Road Intersection Improvement	Improvement of SR128 and Petrified Forest Road Intersection	\$300,000	\$35,000	\$3,000,000	Congestion Management	FY 15/16	No	FAS
12	230695	Callistoga	Grant St./Myrtle Dale Rd. Rehabilitation	Rehab on Grant St./Myrtle Dale Rd. from City limits to Michael Way	\$440,000	\$60,000	\$500,000	LS&R - Pavement Rehab	FY 14/15	No	non-FAS
13	240612	St. Helena	Oak Street Extension and Pedestrian Bridge	Extension of Oak Street Pedestrian and Bike facilities from Mitchell to Grayson over Sulphur Creek	\$1,200,000	\$148,200	\$1,400,000	Bike/Ped Imprv.	FY 13/14	No	non-FAS
14	230695	St. Helena	Charter Oak, Allison and Edwards Pavement Rehabilitation	Charter Oak Ave. East, Allison Ave. and Edwards St. pavement rehabilitation	\$563,200	\$76,800	\$640,000	LS&R - Pavement Rehab	FY 13/14	No	non-FAS
15	230695	St. Helena	Micro Seal Resurfacing	Micro Seal Resurfacing 38,000 sq yards of street with current PCI of good	\$59,000	\$8,000	\$67,000	LS&R - Preventative Maintenance	FY 13/14	No	non-FAS

#	RTIPIID	Sponsor	Project Title	Project Description	Funding Request	Local Match	Total Project Cost	Category	Start Year	PDA Credit	FAS/Non-FAS
16	240152	St. Helena	Lighted Pedestrian Crosswalks	Lighted pedestrian crossings at Hunt/Main, Elmhurst/Main, and Mariposa/Pope	\$195,000	\$26,600	\$221,600	TLC/Bike & Ped Impv	FY 13/14	No	FAS
17	230695	Yountville	Local Street and Road Rehabilitation	Overlay in various town streets including Monroe, Adams, Yount, and Heritage Court	\$204,000	\$26,000	\$230,000	LS&R - Pavement Rehab	FY 13/14	No	non-FAS
18	22417	NCOE	Regional Safe Routes to School Program	Continue and expand the non-infrastructure service that NCOE already offers for the next 3 years	\$420,000	\$48,174	\$468,174	RSRTS	FY 13/14	No	N/A
<b>Totals</b>					<b>\$15,710,000</b>	<b>\$5,082,874</b>	<b>\$24,990,674</b>				

**RTP- Cycle 2 Funds**

**1) All Cycle 2 Funds FY 12/13 through FY 15/16:**

SR2S	STP	TE	CMAQ	TOTAL
\$420,000	\$4,787,000	\$431,000	\$1,443,000	\$7,081,000

This does not include PCA funds which is a \$5 million dollar competitive program for 4 North Bay Counties

**2) One Bay Area Grant Funds (does not include SR2S or PCA):**

Napa County	STP	CMAQ	RTIP TE	Total
<b>Specific Projects TBD by Napa</b>	<b>\$2,114,000</b>	<b>\$1,443,000</b>	<b>\$431,000</b>	<b>\$3,988,000</b>
<i>CMA Planning Activities (NCTPA)</i>	<i>\$2,673,000</i>	<i>\$0</i>	<i>\$0</i>	<i>\$2,673,000</i>
<b>Total</b>	<b>\$4,787,000</b>	<b>\$1,443,000</b>	<b>\$431,000</b>	<b>\$6,661,000</b>

**3) Planning Funds (NCTPA) – STP \$\$**

	FY 12-13	FY 13-14	FY 14-15	FY 15-16	STP TOTAL
NCTPA	\$638,000	\$658,000	\$678,000	\$699,000	\$2,673,000

**4) STP/CMAQ split**

	STP - 72%	CMAQ - 22%	TE – 7%	Total
Napa County	\$4,787,000	\$1,443,000	\$431,000	\$6,661,000

**5) PDA Minimum Requirement**

	OBAG funds	PDA/Anywhere split	PDA	Anywhere
Napa County	\$6,661,000	50/50	\$3,330,500*	\$3,330,500

\*50% of NCTPA planning funds (\$1,336,500) *can* count toward the PDA minimum requirement

**6) OBAG funds: STP/CMAQ/TE after planning funds are taken off the top**

	FY 12-13	FY 13-14	FY 14-15	FY 15-16	TOTAL
Napa County	\$997,000	\$997,000	\$997,000	\$997,000	\$3,988,000

**7) OBAG Funding Breakdown Options**

	TOTAL FUNDS (STP,CMAQ, TE)	PDA	Anywhere
<b>Option 1</b>	<b>\$3,988,000</b>	<b>\$3,330,500</b>	<b>\$657,500</b>
<b>Option 2 - 50% of Planning funds count toward PDA Minimum</b>	<b>\$3,988,000</b>	<b>\$1,994,000</b>	<b>\$1,994,000</b>

Cycle 2 Funds Criteria:

**STP Funds: \$2,114,000** – Available for projects – subject to One Bay Area Grant (OBAG) requirements

Eligible projects are any project on the any federal aid highway, including the national highway system; bridges on any public highway; transit capital projects; and inter-city/intra-city bus terminals and facilities.

Eligible project types (Title 23 USC, Chapter 1, Section 133) include:

- Construction, reconstruction, rehabilitation, resurfacing, restoration and operational improvements for highway and bridge projects, including bridge seismic retrofit, painting and application of calcium magnesium acetate, sodium acetate/formate, or other environmentally acceptable, minimally corrosive anti-icing and de-icing compositions. Also included are the necessary engineering, right-of-way and environmental mitigation for these activities.
- Transit capital projects under Chapter 53 of 49 USC including vehicles and facilities, whether publicly or privately owned, that are used to provide inter-city passenger service by bus.
- Carpool projects, fringe and corridor parking facilities, bicycle facilities and non-construction projects, pedestrian walkways, and modification of public sidewalks to comply with the Americans with Disabilities Act of 1990 (42 USC 12101 et seq.).
- Highway and transit safety infrastructure projects, hazard eliminations, projects to mitigate hazards caused by wildlife, and railway-highway grade crossing elimination or improvement.
- Highway and transit research and development and technology transfer programs.
- Capital and operating costs for traffic monitoring, management and control facilities and programs.
- Surface transportation planning programs.
- Transportation enhancement activities.
- Transportation control measures listed in Section 108(f)(1)(A) of the Clean Air Act excluding clause (xvi).
- Development and establishment of management systems under Title 23 USC, section 303.
- Wetlands mitigation and natural habitat efforts related to projects funded under Title 23 USC.
- Capital improvements for infrastructure-based intelligent transportation systems.
- Environmental restoration and pollution abatement projects, including retrofit or construction of stormwater treatment facilities (limited to 20% of the total cost of reconstruction, rehabilitation, resurfacing, or restoration projects).

**CMAQ: \$1,443,000** – subject to OBAG requirements

The general eligibility criteria for CMAQ funding is for projects to have expected reductions in carbon monoxide, ozone precursor, or PM emissions.

Eligible Project Types:

- Transportation Control Measures (TCMs)
- Extreme Low-Temperature Cold Start Programs
- Alternative Fuels and Vehicles
- Congestion Reduction & Traffic Flow Improvements
- Transit Improvements
- Bicycle and Pedestrian Facilities and Programs

- Travel Demand Management
- Public Education and Outreach Activities
- Transportation Management Associations
- Carpooling and Vanpooling
- Freight/Intermodal
- Diesel Engine Retrofits & Other Advanced Truck Technologies
- Idle Reduction
- Training for Transportation Workforce
- Inspection/Maintenance (I/M) Programs
- Experimental Pilot Projects

**TE: \$431,000** – subject to OBAG requirements

Transportation Enhancement activities must have a direct relationship – by function, proximity or impact – to the surface transportation system. Activities must be over and above normal projects, including mitigation.

This list is exclusive. Only these activities are eligible to be accounted for as Transportation Enhancement activities. They are:

1. Provision of facilities for pedestrians and bicycles.
2. Provision of safety and educational activities for pedestrians and bicyclists.
3. Acquisition of scenic easements and scenic or historic sites (including historic battlefields).
4. Scenic or historic highway programs (including the provision of tourist and welcome center facilities).
5. Landscaping and other scenic beautification.
6. Historic preservation.
7. Rehabilitation and operation of historic transportation buildings, structures or facilities (including historic railroad facilities and canals).
8. Preservation of abandoned railway corridors (including the conversion and use thereof for pedestrian or bicycle trails).
9. Inventory, control and removal of outdoor advertising.
10. Archaeological planning and research.
11. Environmental mitigation to address water pollution due to highway runoff or reduce vehicle-caused wildlife mortality while maintaining habitat connectivity
12. Establishment of transportation museums.

**SR2S: \$420,000** –

Eligible projects include infrastructure and non-infrastructure projects that facilitate reduction in vehicular travel to and from schools. SR2S is CMAQ funded and therefore has an emphasis on air quality improvement rather than children's health and safety. Nevertheless CMAQ can fund all specific improvements that are eligible in the State and Federal SR2S Programs with the following exceptions: walking audits and other planning activities, crossing guards and vehicle speed feedback devices, traffic control that is primarily oriented to vehicular traffic rather than bicyclists and pedestrians, and material incentives that lack an educational message or exceeding a nominal cost. Refer to the following link for detailed examples of eligible projects: <http://www.mtc.ca.gov/funding/STPCMAQ>

**PCA: Competitive –**

This is a \$10 million dollar grant of which the first \$5 million is only available to the 4 North Bay counties: Marin, Sonoma, Napa, and Solano.

*Priority Conservation Areas-* This is an outgrowth of the new regional pilot for the development of Priority Conservation Area (PCA) plans and projects to assist counties to improve outward development expansion and maintain their rural character. A CMA may use OBAG funding to augment grants received from the regionally competitive program or develop its own county PCA program. Generally, eligible projects will include planning, land/easement acquisition, open space access, and farm-to-market capital projects.

**Project Delivery and Monitoring -**

MTC's guidelines for project delivering and monitoring are outlined below. In addition to the guidelines below, projects that are not obligated 2 months prior to the deadline will be re-programmed to an existing federalized project. The first priority will be to another jurisdiction in the county. Future programming may be reduced for project sponsors with project revenues that are not obligated by the deadline or in any way result in the loss of STP CMAQ funding to the countywide funds. NCTPA has implemented a project monitoring process and will remind project sponsors of specific deadlines associated with managing the STP/CMAQ revenues. Jurisdictions are responsible for reviewing, understanding and adhering to the guidelines in MTC's Resolution 3606 and OBAG Resolution 4035.

MTC Guidelines: Cycle 2 funding is available in the following four federal fiscal years: FY 2012-13, 2013-14, 2014-15, and FY 2015-16. Funds may be programmed in any one of these years, conditioned upon the availability of federal apportionment and obligation authority (OA). This will be determined through the development of an annual obligation plan, which is developed in coordination with the Partnership and project sponsors. However, funds MUST be obligated in the fiscal year programmed in the TIP, with all Cycle 2 funds to be obligated no later than March 31, 2016. Specifically, the funds must be obligated by FHWA or transferred to Federal Transit Administration (FTA) within the federal fiscal year that the funds are programmed in the TIP.

All Cycle 2 funding is subject to the Regional Project Funding Delivery Policy and any subsequent revisions (MTC Resolution No. 3606 at [http://www.mtc.ca.gov/funding/delivery/MTC\\_Res\\_3606.pdf](http://www.mtc.ca.gov/funding/delivery/MTC_Res_3606.pdf)). Obligation deadlines, project substitutions and redirection of project savings will continue to be governed by the MTC Regional Project Funding Delivery Policy. All funds are subject to obligation, award, invoicing, reimbursement and project close out requirements. The failure to meet these deadlines may result in the de-programming and redirection to other projects.

To further facilitate project delivery and ensure all federal funds in the region are meeting federal and state regulations and deadlines, every recipient of Cycle 2 funding will need to identify a staff position that serves as the single point of contact for the implementation of all FHWA-administered funds within that agency. The person in this position must have sufficient knowledge and expertise in the federal-aid delivery process to coordinate issues and questions that may arise from project inception to project close-out. The agency is required to identify the contact information for this position at the time of

programming of funds in the federal TIP. This person will be expected to work closely with FHWA, Caltrans, MTC and the respective CMA on all issues related to federal funding for all FHWA-funded projects implemented by the recipient.

Project sponsors that continue to miss delivery milestones and funding deadlines for any federal funds are required to prepare and update a delivery status report on all projects with FHWA-administered funds they manage, and participate if requested in a consultation meeting with the county CMA, MTC and Caltrans prior to MTC approving future Cycle programming or including any funding revisions for the agency in the federal TIP. The purpose of the status report and consultation is to ensure the local public agency has the resources and technical capacity to deliver FHWA federal-aid projects, is fully aware of the required delivery deadlines, and has developed a delivery timeline that takes into consideration the requirements and lead-time of the federal-aid process within available resources.

By applying for and accepting Cycle 2 funding, the project sponsor is acknowledging that it has and will maintain the expertise and staff resources necessary to deliver the federal-aid project within the funding timeframe.

**Local Match –**

Projects funded with STP or CMAQ funding requires a non-federal local match. Based on California's share of the nation's federal lands, the local match for STP and CMAQ is currently 11.47% of the total project cost. The FHWA will reimburse up to 88.53% of the total project cost. Project sponsors are required to provide the required match, which is subject to change.

Original vs. "Washed" OBAG Program

Original Federal OBAG Program

STP- \$2.1 million (less restrictive)  
CMAQ - \$1.4 million (moderate restrictive)  
TA - \$431,000 (most restrictive)  
Total \$3,988,000

Requirements:

- 50% of funds must be spent in a PDA or in proximate access to a PDA
- Jurisdiction receiving funds must have:
  1. HCD Certified Housing Element
  2. Complete Streets Resolution or GP that complies with Complete Streets
  3. Have a certified PMP
- Project must comply with Federal Requirements including:
  1. Be on FAS
  2. 11.47% local match
  3. Meet minimum project size of \$100,000 (or total program project average of \$250,000)
- Project must go through Caltrans local assistance process
- Project sponsors must adhere to MTC Resolution 3606
- Funds are restricted by source:
  1. STP - \$2.1 million – used on LS&R, Bike/Ped, planning activities, TDM&TCM, etc.
  2. CMAQ - \$1.4 million - used on Bike/Ped, TDM&TCM, alternative fuels, traffic flow imprv., rideshare activities, etc.
  3. TA - \$431,000 – used on construction, planning and design of Bike/Ped

OBAG Program with Funding Exchange

Federal funds would be exchanged with local County of Napa dollars; exchange Rate TBD

Total \$3,988,000

Requirements:

- 50% of funds must be spent in a PDA or in proximate access to a PDA
- Jurisdictions receiving funds must have:
  1. HCD Certified Housing Elements
  2. Complete Streets Resolution or GP that complies with Complete Streets
  3. Have a certified PMP
- Project must comply with Federal Requirements including:
  1. Be on FAS
  2. 11.47% local match
  3. Meet minimum project size of \$100,000 (or total program project average of \$250,000)

MTC requires that NCTPA submits one program, regardless of the exchange, that totals the amount of federal funds received for this purpose (\$3,988,000). The proposed program will consist of the total projects approved by the NCTPA Board for all of the jurisdictions and the element that the County of Napa would have received (including exchange premium) under a normal programming process. The balance of the federal funds going to the County still must meet the fund source requirements and be on the FAS but only the projects included in the NCTPA adopted program are subject to the certified HE requirement. The County would be able to deliver all other federal funds without receiving the HCD certification.

**Benefits:**

- No restrictions because of fund source for jurisdictions (other than County)
- No Caltrans local assistance process
- No Resolution 3606

Priority Projects and Funding Sources

Project	Funding Request	STP	CMAQ	SRTS	TA	STIP	TOTAL
Napa County - Airport Blvd. overlay from SR 29	\$2,114,000	\$2,114,000	\$1,443,000	\$420,000	\$431,000	\$1,863,000	\$6,271,000
Napa City - California Blvd Roundabouts	\$1,697,000					\$1,595,000*	
American Canyon - Eucalyptus Drive extension/SR 29 auxillary lane	\$1,574,000						
Calistoga - Petrified Forest Road Intersection Improvements	\$3,594,000					\$268,000*	
St. Helena - Lighted Pedestrian Crosswalks	\$300,000						
Yountville - Local Street and Road Rehab	\$195,000						
	\$204,000						
NCOE - Regional Safe Routes to School	\$420,000						
total	\$7,984,000						

\*currently allocated in FY 15-16 STIP dollars



625 Burnell Street, Napa CA 94559

February 7, 2013  
TAC Agenda Item 13  
Continued From: NEW  
Action Requested: INFORMATION

## Napa County Transportation and Planning Agency (NCTPA)

### Board of Directors

### AGENDA

Wednesday, February 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](http://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](http://www.nctpa.net), click on Minutes and Agendas – NCTPA Board or go to [www.nctpa.net/agendas-minutes/12](http://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 – 8.6)**

**RECOMMENDATION**

- |     |   |         |
|-----|---|---------|
| 8.1 | Approval of Meeting Minutes of December 12, 2012 and January 16, 2013 (Karrie Sanderlin) <i>(Pages x-x)</i>   | APPROVE |
| 8.2 | Paratransit Coordination Council (PCC) Appointment (Tom Roberts) <i>(Pages x-x)</i><br><br>Board action will approve the appointment of Celine Regalia to fill a vacancy on the PCC.                                      | APPROVE |
| 8.3 | VINE Consumer Advisory Committee (VCAC) Appointment (Tom Roberts) <i>(Pages x-x)</i><br><br>Board action will approve the appointments of Anna Ernest, Jean Deal, and Zachary Schunk to fill three vacancies on the VCAC. | APPROVE |

- 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 (Danielle Schmitz) *(Pages x-x)* APPROVE

Board action will approve (1) Resolution No. 13-01 accepting the FY 2013-14 TFCA Expenditure Plan and (2) adoption of 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. (Lawrence Gawell) *(Pages x-x)* APPROVE

Board action will approve amendment to the Transit Services agreement for the provision of specialized maintenance for the New Flyer ISE buses.

- 8.6 Active Transportation Advisory Committee (ATAC) Appointment (Eliot Hurwitz) *(Pages x-x)* APPROVE

Board action will approve the appointment of Joe Tagliaboschi to the ATAC.

9. **REGULAR AGENDA ITEMS**

**RECOMMENDATION**

- 9.1 Priority Conservation Area (PCA) Call for Projects (Danielle Schmitz) *(Pages x-x)* APPROVE

Board action will approve releasing a call for projects for the PCA program.

- 9.2 Approval of Resolution No. 13-02 Amending NCTPA's Budget for FY 2012-13 (Antonio Onorato) *(Pages x-x)* APPROVE

Board action will approve Resolution 13-02 authorizing a FY 2012-13 budget adjustment of \$548,600.

- 9.3 Professional Legal Services (Lawrence Gawell) APPROVE  
(Pages x-x)

Board action will approve staff's recommendation to retain existing County of Napa legal services.

- 9.4 Napa Valley Travel Behavior Study (Lawrence Gawell) APPROVE  
(Pages x-x)

Board action will approve award of the Napa Valley Travel Behavior Study contract to XXXXX in an amount not to exceed \$\$\$\$\$\$.

- 9.5 Soscol Gateway Transit Center (SGTC) Public Facilities Update (Lawrence Gawell) INFORMATION/  
(Pages x-x) ACTION

Board action will approve the closing of public restrooms at the Soscol Gateway Transit Center (SGTC).

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

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

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

11. **CLOSED SESSION**

11.1 **CONFERENCE WITH LEGAL COUNSEL -  
ANTICIPATED LITIGATION**

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

12. **ADJOURNMENT** **RECOMMENDATION**

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

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 February 15, 2013.

Karalyn E. Sanderlin, NCTPA Board Secretary