



707 Randolph Street, Suite 100 • Napa, CA 94559-2912
Tel: (707) 259-8631
Fax: (707) 259-8638

Technical Advisory Committee

***** SPECIAL MEETING *****

AGENDA

Wednesday, October 12, 2011

4:00 p.m.

NCTPA Conference Room
707 Randolph Street, Suite 100
Napa CA 94559

General Information

All materials relating to an agenda item for an open session of a regular meeting of the 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, 707 Randolph Street, Suite 100, 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, click on Minutes and Agendas – TAC or go to www.nctpa.net/bod-c/adv-committees/tac.html

ITEMS

1. Call to Order

REGULAR AGENDA ITEMS

RECOMMENDATION

2. SR 29 Corridor Planning & Studies (Eliot Hurwitz) ACTION
Develop and recommend coordination and funding strategy to the NCTPA Board of Directors.
3. Adjournment APPROVAL

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



October 12, 2011
TAC Agenda Item 2
Continued From: October 6, 2011
Action Requested: ACTION

NAPA COUNTY TRANSPORTATION AND PLANNING AGENCY TAC Agenda Letter

TO: Technical Advisory Committee (TAC)
FROM: Paul W. Price, Executive Director
REPORT BY: Eliot Hurwitz, Program Manager, Planning
(707) 259-8782 / Email: ehurwitz@nctpa.net
SUBJECT: State Route 29 Corridor Planning & Studies

RECOMMENDATION

That the TAC recommend to the NCTPA Board that NCTPA execute a work order with an existing on-call engineering firm to provide services outlined in the scope of work for the "Community-Based SR-29 Corridor Improvement Plan" and that NCTPA coordinate this work with the City of American Canyon's work on it's Circulation Element update and its PDA Planning Grant to realize maximum efficiencies.

EXECUTIVE SUMMARY

There are presently three planning projects underway in the SR 29 Corridor in the southern portion of Napa County:

1. City of American Canyon General Plan Circulation Element update
2. Caltrans "Community Based Transportation Planning" grant to NCTPA to develop a "Community-Based SR-29 Corridor Improvement Plan"
3. MTC planning grant to the City of American Canyon to advance the American Canyon "Priority Development Area"

NCTPA proposes that these projects coordinate their Scopes of Work and Timelines to provide maximum value and efficiency from these projects.

FISCAL IMPACT

The three project under consideration are budgeted at:

-
1. American Canyon Circulation Element: approximately \$400,000
 2. CBTP Grant - \$300,000
 3. PDA Planning Grant \$315,000

BACKGROUND AND DISCUSSION

Congestion on the SR 29 Corridor, especial in the southern portion of Napa County, is currently the most challenging transportation issues in the County. It is the most active transportation corridor in Napa County and also provides a major point of access between the rest of the Bay Area region and Napa County. This corridor is also the most rapidly changing area in Napa County

There are presently three planning projects underway that will address this area:

1. City of American Canyon General Plan Circulation Element update. In order to expedite a number of pending development projects in the SR29 Corridor and throughout the City, American Canyon is revising its circulation element to create an overall CEQA-compliant development context, including a traffic mitigation fee structure.
2. Caltrans "Community Based Transportation Planning" (CBTP) grant to NCTPA to develop a "Community-Based SR-29 Corridor Improvement Plan"
This project creates a "Gateway Corridor Improvement Plan" for 13.3 miles of the SR 29 corridor between the City of American Canyon and the multi-modal transit center in north Napa. Two thirds of the project effort will be devoted to SR 29 in American Canyon. The objective of this project is to make sure that future planning in this corridor is aligned with the vision of the community and that Caltrans has also understood and agreed with this vision.
3. MTC grant to the City of American Canyon to advance the American Canyon "Priority Development Area" (PDA) along SR 29 from a "proposed" category to a "planned" category by producing specific planning documents outlining the development of the PDA.

NCTPA proposes that these three planning activities adjust their Scopes of Work and Timelines to provide maximum value and efficiency from these projects by having

- the American Canyon Circulation element planning process focus on developing the technical transportation and engineering studies required for informed planning in American Canyon and making use of the community and Caltrans input from the CBTP process in developing the final updated Circulation element;
- the CBTP grant make use of the Circulation Element technical studies and focus on intensive community involvement, visioning and consensus building, as well as additional technical studies required outside American Canyon, and
- the PDA planning grant take the results of the previous two studies as a baseline to develop formal Specific Plans for the SR29 corridor in American Canyon

SUPPORTING DOCUMENTS

- Attachments:
- (1) Resolution 11-19 Authorizing the Acceptance and Execution of a Community-Based Planning Transportation Planning Grant from Caltrans
 - (2) Scope of Work of American Canyon Circulation Element update
 - (3) Scope of Work for "Community-Based SR-29 Corridor Improvement Plan"
 - (4) PDA Scope of Work



October 12, 2011

707 Randolph Street, Suite 100 • Napa, CA 94559-2912

Tel: (707) 259-8631

Fax: (707) 259-8638

RESOLUTION No. 11-19

**A RESOLUTION OF THE
NAPA COUNTY TRANSPORTATION PLANNING AGENCY (NCTPA)
AUTHORIZING THE ACCEPTANCE AND EXECUTION OF A
COMMUNITY-BASED TRANSPORTATION PLANNING GRANT FROM THE
CALIFORNIA DEPARTMENT OF TRANSPORTATION**

WHEREAS, the Napa County Transportation Planning Agency (NCTPA) is the designated countywide transportation planning agency responsible for Highway, Street and Road, Transit, and Bicycle planning and programming within Napa County; and

WHEREAS, the NCTPA has been awarded financial support for the "Community – Based State Route 29 Gateway Corridor Improvement Plan"; and

WHEREAS, the Project will develop through public outreach, a plan that will define the State Route 29 transportation goals, objectives, policies, and actions over the next 20 to 30 years; and

WHEREAS, the State Route 29 Plan is intended to present a road map of recommended transportation improvements for all forms of transportation in the corridor; and

WHEREAS, NCTPA has been granted an amount of \$300,000 in grant funds from Caltrans and will use \$33,334 in in-kind participation or local match from Transportation Development Act – Article 8 Planning Funds to develop the plan; and

WHEREAS, NCTPA wishes to engages consultant services to perform the Scope of Work specified in the grant award; and

WHEREAS, authorization is now being requested to accept and administer the grant funds, and execute the agreement between NCTPA and the State of California Department of Transportation:

NOW THEREFORE BE IT RESOLVED that the Napa County Transportation Planning Agency does hereby authorize the Executive Director, to file and execute applications on behalf of NCTPA with the State of California Department of Transportation for a Community Based Transportation Planning Grant for the Project.

BE IT FURTHER RESOLVED that the Executive Director is authorized to execute and file all assurances or any other document(s) required by the State of California Department of Transportation.

BE IT FURTHER RESOLVED that the Executive Director or his/her designee is authorized to conduct all negotiations, execute and submit all documents, including but not limited to, request for proposals, contracts, subcontracts, applications, agreements, extensions, renewals, payment requests, and amendments of funding provided by the California Department of Transportation which may be necessary for the completion of the project.

BE IT FURTHER RESOLVED that the Executive Director or his/her designee is authorized, for and on behalf of NCTPA, to accept, appropriate, expend, and administer the grant funds, if secured, in accordance with the terms and conditions set forth in the approved grant for the project.

Passed and adopted this 7th day of September, 2011


Keith Caldwell, NCTPA Chair

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

Noes: NONE

Absent: CHILTON

ATTEST:


Karalyn E. Sanderlin, NCTPA Board Secretary

APPROVED:


Janice Killion, NCTPA Legal Counsel

SCOPE OF WORK

PHASE I - WORK TASKS

INITIAL WORK TASK – IDENTIFY PROJECT OBJECTIVES

The first work item for this project will be to identify and document the overall project objectives. Omni-Means will prepare an administrative draft version of the overall project objectives for each of the following project components:

- SR 29 Mobility Concept Plan
- Railroad Crossing Relocation Plan
- Roadway Alignment Plan
- Circulation Element Update
- Land Use Element Update
- Environmental Documentation

The administrative draft version of the project objectives along with this detailed work scope will be presented to the Citywide Circulation Task Force (CCTF) for review and comment. Comments received from the CCTF will be incorporated into the final project objectives. If necessary the work task identified within this scope of services will be modified to align with the final project objectives.

TASK 1 - PROJECT MANAGEMENT AND MEETINGS

1.1 Project Management.

OMNI-MEANS will work closely with the City to maintain project schedules and deliverables. The following project management services will be performed:

- Supervise, coordinate, and monitor progress of the study and design elements for conformance with City, County, Regional and State standards.
- Meet with City, County, Regional and State agencies on an as needed basis.
- Prepare and maintain a master schedule.
- Prepare for and present critical reports and documents to the following committees and governing bodies:
 - Citywide Circulation Task Force (CCTF)
 - Regional Stakeholders Committee (RSC)

- Napa County Transportation Planning Agency (NCTPA)
- City of American Canyon Planning Commission
- City of American Canyon City Council
- OMNI-MEANS will prepare the minutes of all progress and project meetings and will distribute these minutes to all affected project team and TAC members.
- Prepare monthly progress reports, updated master schedule, and invoices for the previous month's work.

1.2 Project Meetings.

OMNI-MEANS has included the following meeting schedule within the budget of this proposal. We will prepare for, attend and conduct meetings with the following organizations:

- City, County, Regional, State staff: Twenty (20)
- Citywide Circulation Task Force (CCTF): Four (4)
- Regional Stakeholders Committee (RSC): Four (4)
- Public Open House meetings: Three (3)
- City of American Canyon Planning Commission: Two (2)
- City of American Canyon City Council: Two (2)
- Napa County Transportation Planning Agency (NCTPA) Board: One (1)

The work items summarized above will occur throughout the project schedule. The following work tasks provide additional details regarding meeting content and schedule.

{Note: Additional meetings beyond those listed in this task will be billed on a time and materials basis.}

TASK 2 – DATA COLLECTION AND REVIEW EXISTING PLANNING DOCUMENTS

2.1 Review Existing Circulation Plan/Element and other Transportation Reports and Related Data.

The OMNI-MEANS Team will obtain a copy of previous completed circulation plans, other past transportation studies, and related planning and engineering stud-



ies, reports, and documents, to achieve a general background of knowledge concerning the citywide transportation system improvements, including the following:

- *Update to the General Plan Guidelines: Complete Streets and the Circulation Element* – Governor's Office of Planning and Research (OPR) – December 15, 2010
- City of American Canyon SR 29 Priority Development Area (PDA) designation
- Caltrans Deputy Directive 64-R1
- Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)
- Health in All Policies Task Force - Report to the Strategic Growth Council (December 3, 2010)
- Napa's Transportation Future - Napa County Transportation Planning Agency (NCTPA)
- *Sustainable Community Strategy* - Napa County Transportation Planning Agency (NCTPA)
- *SR 29 Corridor System Management Plan (CSMP)* – Caltrans District 4
- *Town Center Pre-Annexation Agreement* - City of American Canyon
- *Adopted City Council Goals and Objectives (SR 29)* – City of American Canyon
- *Napa/Solano Passenger Freight/Rail Study (2004)* - Napa County Transportation Planning Agency (NCTPA), Solano Transportation Authority (STA)
- *Napa Greenway Feasibility Study (aka. Vine Trail Plan)* - Napa County Transportation Planning Agency (NCTPA)
- *Napa Countywide Bike Plan (2003)* - Napa County Transportation Planning Agency (NCTPA)

Within this review, the stated goals, objectives, and policies for all affected agencies will be reviewed for consistency with the proposed project. Significant exceptions to stated policies will be noted for review at the initial CCTF meeting.

2.2 Review Existing and Potential Future Alternative Funding Sources.

Within this subtask, the OMNI-MEANS team will review and evaluate all existing and potential future funding sources for Year 2030 transportation improvements. OMNI-MEANS will meet with the following agencies as appropriate:

- Napa County Transportation Planning Agency (NCTPA)
- Association of Bay Area Governments (ABAG)



- Metropolitan Transportation Commission (MTC)
- California Transportation Commission (CTC)
- Caltrans District 4

2.3 Obtain Parcel Boundary, GIS, and Topographic Transportation System Data.

Available parcel boundary, topographic transportation corridor data will be obtained from all available sources, including the City of American Canyon, Napa County, and Caltrans GIS files. This information would include:

- Parcel boundaries
- Basic topographic data (if available)
- Right-of-way boundaries
- Curb/gutter/sidewalk or pavement edge locations
- Travel lanes
- Travel speed (85% or posted speed)
- Intersection lane geometrics (including vehicular storage lengths)
- Traffic signal phasing
- Traffic signal timing plans
- Planned improvement projects (if available)

2.4 Peak Hour and Daily Traffic Counts

OMNI-MEANS will conduct a total of twenty (15) new peak hour intersection turning movement counts, and ten (10) daily traffic counts. The location of these counts will be through mutual agreement with the City Engineering Department.

2.5 TAC Meeting.

OMNI-MEANS will conduct a TAC meeting that summarizes and presents all work products completed to date. The primary focus for this meeting will be to review the existing transportation data and identify any issues or data deficiency. Meeting minutes will be taken and distributed to all TAC members following this meeting.

TASK 3 - VERIFY YEAR 2030 GENERAL PLAN LAND USE FORECASTS

3.1 Verify Future Population Projections.

OMNI-MEANS will review all available sources to determine appropriate future population projections for the City of American Canyon and surrounding region. These sources will include:

- Historic population growth data (City of American Canyon)

- Historic population growth data (Napa County)
- Historic population growth data (State of California)
- Census data
- California Department of Finance data

3.2 Historical Building Permit Data.

OMNI-MEANS will obtain ten (10) year historic building permit data from the City of American Canyon. Historical building permit quantities and growth rates will be established by land use type.

3.3 Twenty Year Development Forecasts.

Using the data compiled in Tasks 4.1 and 4.2 OMNI-MEANS will identify anticipated twenty year development quantities by land use type. Quantities for each land use type will be reviewing with the City and will conform to the travel demand model land use quantity descriptors.

3.4 Parcel Level Future Land Use Database.

Using the twenty year development forecasts developed in Task 4.3, OMNI-MEANS will develop a twenty year future land use parcel level database (consistent with travel demand model land use categories and quantity types). Existing model TAZ structure will be reviewed and modified as necessary. The land use database will be summarized by travel demand model TAZ for use in updating the City's travel demand model.

TASK 4 – STATE ROUTE 29 MOBILITY CONCEPT PLAN

4.1 Prepare State Route 29 Mobility Concept Plan Alternatives.

OMNI-MEANS will work closely with the City of American Canyon and NTCPA to develop alternative mobility concept plans for State Route 29. The limits of this analysis would extend from the southern City limits to the northern Sphere of Influence boundary. A maximum of eight (8) mobility concept plans will be developed including the following:

1. Existing conditions (four lane conventional highway)
2. 6-Lane Arterial
3. 6-Lane Expressway
4. 6-Lane Freeway
5. Dedicated Express Lanes

6. Transit Oriented Development (TOD)
7. Goods Movement
8. Other (to be determined)

The purpose of this task is to develop various roadway configurations along with multi-modal mobility improvements at a basic planning level. Basic roadway cross-sections along with multi-model concepts will be developed along with typical section or design concept sketch plans. Pre-design or design level engineering analysis is not envisioned within this task.

4.2 Identify Preferred State Route 29 Mobility Concept Plan.

OMNI-MEANS will prepare a matrix alternatives analysis procedure to rank each of the State Route 29 mobility alternatives by mode. This analysis will include seven or more categories of impact, which are quantitatively weighted on a scale by degree of impact. The matrix categories would likely include (but need not be limited to) such factors as:

- Safety (speeds, volumes, pedestrian vehicular conflicts)
- City circulation needs (accessibility)
- Community/neighborhood impacts (aesthetics)
- Engineering feasibility (order of magnitude)
- Traffic operations (basic volume/capacity)
- Environmental constraints (existing known)
- Cost (order of magnitude)
- Right of way requirements (order of magnitude)

OMNI-MEANS has created a proprietary dynamic matrix analysis tool we call Alternatives Selection Decision Matrix or ASDM for short. This methodology provides a means to identify and either quantitatively or qualitatively evaluates the advantages and disadvantages of each improvement alternative. In the end, this ASDM procedure, based upon the criterion importance weighting and scoring, determines the relative merits of each alternative. The overall ASDM procedure involves a six-step process:

- Develop Need and Purpose criteria
- Prepare Need and Purpose initial screening check
- Develop a list of "evaluation criteria".
- Determine "relative weighing" for each evaluation criteria
- Score each evaluation criteria for each alternative passing initial Need and Purpose screen check
- Calculate the final weighted scores for each alternative

4.3 Year 2040 State Route 29 Peak Hour Capacity Models.

Based upon updated City's Year 2040 travel demand model peak hour traffic volume forecasts developed in Task 4.2, the SYNCHRO microscopic traffic simulation computer model developed in Task 5.2 will be modified to create Year 2040 General Plan Buildout models for the preferred State Route 29 mobility plan. This models will be used for the determining all transportation mobility improvements (auto, truck, bike, pedestrian, transit) that would be required for each alternative transportation system to maintain acceptable multi-modal level of service conditions.

4.4 Working Paper #1 – Preferred State Route 29 Mobility Concept Plan.

OMNI-MEANS will compile the information prepared through Task 4.4 and prepare a working paper regarding the development of alternative State Route 29 mobility concept plans and the determination of a preferred plan. A copy of the working paper will be sent to the TAC members and locally affected agencies (as appropriate) for review and approval, prior to the TAC meeting.

4.5 TAC Meeting.

OMNI-MEANS will present the information compiled Working Paper #1 to the TAC for their review and comment. The project team will conduct a TAC meeting that summarizes and presents all work products completed to date, as summarized in Working Paper #1. Meeting minutes will be taken and distributed to all TAC members following this meeting.

TASK 5 – RAILROAD CROSSING RELOCATION PLAN

5.1 Identify Potential New East/West Roadway Railroad Crossings

OMNI-MEANS will work closely with City staff to identify new east/west roadway railroad crossing alignments not currently contained the existing General Plan Circulation Element. A maximum of three (3) alternatives is budgeted within this task, envisioned as follows:

1. Existing Circulation Element
2. New Rio Del Mar crossing (remove S. Napa Junction crossing)
3. New Rio Del Mar crossing (maintain S. Napa

Junction crossing)

5.2 Revise Travel Demand Model To Simulate Railroad Crossing Alternatives and Generate New Forecasts.

Using the future development land use database as prepared in Task 4.4, OMNI-MEANS will update the land use data files currently existing in the City's travel demand model. Three separate travel demand model runs will be prepared to simulate the roadway network system associated with each of the three east/west railroad crossing alternatives. These models will be run to provide new daily and peak hour traffic volumes projections for all intersection and street networks currently contained in the model for each of the three alternatives.

5.3 Update Existing Conditions Peak Hour Capacity Models.

Based upon existing conditions peak hour traffic volumes obtained in Task 2.4, the existing SYNCHRO microscopic traffic simulation computer model (as previously completed for the Citywide Circulation Study) will be updated to determine existing conditions transportation mobility (auto, truck, bike, pedestrian, transit). This model will specifically model peak operations on all critical transportation systems within the City of American Canyon and sphere of influence.

5.4 Year 2040 East/West Railroad Crossing Alternatives Peak Hour Capacity Models.

Based upon updated City's Year 2040 travel demand model peak hour traffic volume forecasts developed in Task 5.2, the SYNCHRO microscopic traffic simulation computer model developed in Task 6.1 will be modified to create a Year 2040 General Plan Buildout models for each of the three (3) east/west railroad crossing alternatives. These models will be used for the determining all transportation mobility improvements (auto, truck, bike, pedestrian, transit) that would be required for each alternative transportation system to maintain acceptable multi-modal level of service conditions.

5.5 ASDM Matrix Analysis – Year 2040 East/West Railroad Alternative Transportation Improvement Needs

OMNI-MEANS will prepare an ASDM matrix analysis for determining the preferred east/west railroad crossing alternative based upon the preferred State Route 29 mobility concept plan. This analysis will include seven

or more categories of impact, which are quantitatively weighted on a scale by degree of impact.

5.6 Working Paper #2 – Railroad Crossing Relocation Plan

OMNI-MEANS will compile the information prepared through Task 7.1 and prepare a working paper regarding the Year 2040 east/west railroad crossing transportation alternative improvement needs, and preferred alternative. A copy of the working paper will be sent to the TAC members for review and comment, prior to the meetings.

5.7 TAC Meeting.

OMNI-MEANS will present the information compiled Working Paper #2 to the TAC for their review and comment. The project team will conduct a TAC meeting that summarizes and presents all work products completed to date, as summarized in Working Paper #2. Meeting minutes will be taken and distributed to all TAC members following this meeting.

TASK 6 – ROADWAY ALIGNMENT PLAN

6.1 Prepare Roadway Alignment Alternatives.

OMNI-MEANS will prepare various roadway alignment plans using existing GIS data for the following roadways:

- Devlin Road
- Newell Road
- Rio Del Mar

6.2 ASDM Matrix Analysis – Roadway Alignment Alternatives

OMNI-MEANS will prepare an ASDM matrix analysis for determining the preferred roadway alignments based upon the alternatives identified in Task 6.1. This analysis will include seven or more categories of impact, which are quantitatively weighted on a scale by degree of impact.

6.3 Working Paper #3 – Roadway Alignment Plan

OMNI-MEANS will compile the information prepared through Task 6.3 and prepare a working paper regarding the roadway alignment alternatives, and preferred alternative. A copy of the working paper will be sent to

the TAC members for review and comment, prior to the meetings.

6.4 TAC Meeting.

OMNI-MEANS will present the information compiled Working Paper #3 to the TAC for their review and comment. The project team will conduct a TAC meeting that summarizes and presents all work products completed to date, as summarized in Working Paper #3. Meeting minutes will be taken and distributed to all TAC members following this meeting.

TASK 7 - UPDATE CITYWIDE CIRCULATION STUDY

7.1 Multi-Modal Performance Measures.

OMNI-MEANS will update the intersection and roadway performance measures contained in the Citywide Circulation Study Report to quantify transportation level of service for the following modes of travel:

- Passenger car
- Pedestrian
- Bicycle
- Transit

The methodologies used for this analysis will be consistent with published standards.

7.2 Determine Year 2040 Multi-Modal Transportation Improvement Needs.

OMNI-MEANS will identify all transportation improvements required to provide acceptable operating conditions for all transportation modes of travel. These improvements would include:

- Roadway Corridor
- Intersection
- Pedestrian Facilities
- Bicycle Facilities
- Bus and Transit
- Goods Movement

7.3 Update Transportation Capital Improvement Program (TCIP).

Based upon the results of Task 8.2, OMNI-MEANS will update the Transportation Capital Improvement Plan (TCIP) contained in the Citywide Circulation Study Report (OMNI-MEANS, September 2006). This

update will include prioritization of all transportation improvement needs.

7.4 Update Circulation Study Report.

OMNI-MEANS will compile the information presented in Working Paper #1, #2, and #3, along with all appropriate revisions obtained as a part of previous TAC meetings, and prepare a comprehensive update to the existing Citywide Circulation Study Report (OMNI-MEANS, September 2006). The updated Citywide Circulation Study will be used as the technical document in support of the Circulation Element and environmental documentation. The report will be submitted to TAC for their review and comment prior to a formal presentation at the follow-up TAC meeting.

7.5 TAC Meeting to Present Draft Citywide Circulation Study.

OMNI-MEANS will conduct a TAC meeting that summarizes and presents all work products completed to date. The primary focus for this meeting will be a review and recommendation of the Draft Citywide Circulation Study Report. Meeting minutes will be taken and distributed to all TAC members following this meeting.

7.6 Prepare Final Report.

Following review of the draft report by the TAC and all appropriate agencies and parties, comments on the draft documents will be discussed with City of American Canyon staff and appropriately incorporated into a final report.

TASK 8 – TRANSPORTATION FUNDING STRATEGY

8.1 Research Funding Sources

Based on the prioritized Transportation Capital Improvement Plan (TCIP) needs, OMNI-MEANS along with CAC will identify and analyze funding options, including:

- Developer impact fees
- Developer frontage improvement requirements
- Available regional funds
- Federal and State transportation funding opportunities
- Regional transportation tax funding opportunities
- Opportunities for tax increment financing, and special tax or assessment districts

For this task, City and County staff, Transportation Authority staff, contacts at the Federal and State level familiar with road funding programs, and other sources would be interviewed.

8.2 Develop Transportation Funding Strategy

Develop a transportation strategy based on the funding sources identified above with the highest chance of success. The strategy, particularly in the outer years, would be flexible and open ended due to the uncertainty of long-range transportation funding availability/

TASK 9 – UPDATE GENERAL PLAN CIRCULATION ELEMENT

9.1 Prepare Draft Circulation Element.

OMNI-MEANS will prepare an update to the existing General Plan Circulation Element. The Circulation Element will be updated consistent with the Final Citywide Circulation Study Report prepared in Task 8.3. The draft Circulation Element document will be submitted to TAC for their review and comment prior to a formal presentation at the follow-up TAC meeting.

9.2 TAC Meeting to Present Draft Circulation Element.

OMNI-MEANS will conduct a TAC meeting that summarizes and presents all work products completed to date. The primary focus for this meeting will be a review and recommendation of the Draft Circulation Element. Meeting minutes will be taken and distributed to all TAC members following this meeting.

9.3 Prepare Final Circulation Element.

Following review of the draft Circulation Element by the TAC and all appropriate agencies and parties, comments on the draft documents will be discussed with City of American Canyon staff and appropriately incorporated into a final report.

9.4 Public Open House Community Meeting.

OMNI-MEANS coordination with City staff, we will be responsible for Open House location, format, and agenda. OMNI-MEANS will also prepare two notices for the Open House, one that can be mailed or posted, and one display ad/notice for the newspaper. It is assumed that City staff will be responsible for all printing, distribution, and placement of the notices.

The Open House meeting will be organized and facilitated by OMNI-MEANS to solicit input from the public. Comments received at the meeting will be summarized and incorporated into the final report as appropriate. The revised final report will be re-circulated for review prior to presentation to Planning Commission and City Council.

9.5 Formal Presentation of Circulation Element to City of American Canyon Planning Commission and City Council.

OMNI-MEANS will make formal presentations of our final report to the City of American Canyon, Planning Commission and City Council.

PHASE II - WORK TASKS

ENVIRONMENTAL IMPACT REPORT

Task 1 - Notice of Preparation and Scoping.

Dyett & Bhatia will prepare the Notice of Preparation once the scope of the project has been defined. (Note: the State Clearinghouse prefers also to have an "early" Notice of Completion form filled out at this stage as well.) Because it has been determined that an EIR will be prepared, an environmental checklist is not needed. City staff will be responsible for distributing the NOP/early NOC to the State Clearinghouse, responsible and trustee agencies, and the public consistent with CEQA noticing requirements; however, Dyett & Bhatia can assist City staff in the development of a broad list of regional and local agencies and other stakeholders that should be notified.

Since an update of any portion of a General Plan is considered to be a project of statewide, regional, or local significance, a scoping meeting is required. In the scoping meeting the lead agency meets with interested members of the public and responsible or trustee agency representatives in order to learn about potential environmental concerns, further define key environmental issues, identify feasible project alternatives, and discuss potential mitigation measures that may warrant analysis in the environmental document.

Dyett & Bhatia will conduct one public scoping meeting, including one handout that describes the general

environmental review process. It is assumed that the scoping meeting will be conducted during the 30-day review period of the NOP. City staff will coordinate, including sending out meeting notices, reserving appropriate facilities, and contacting resource agency staff and inviting them to participate in the meeting. Typically, much of this noticing may occur within the NOP and through the adequate distribution thereof. Dyett & Bhatia will facilitate the meeting and will take notes on comments made by those attending.

Task 2 - EIR Outline and Thresholds Review.

Dyett & Bhatia will prepare a memo for City staff that will provide an outline of the Draft EIR; identify impact topics; recommend significance thresholds criteria; and recommend the basic method of analysis for each impact category. City staff will provide one consolidated set of comments to inform these components of the EIR before analytical work gets underway.

Task 3 - Project Description and Alternatives Definitions.

The proposed Project and its planning area will be defined in text and depicted graphically. OMNI-MEANS and City staff will help to define the major elements of the proposed Project and Dyett & Bhatia will use this input to prepare a draft chapter for the EIR project description. CEQA Guidelines Section 15126.6 requires that the EIR address a reasonable range of potentially feasible alternatives to the proposed Project. The alternatives analyzed in the EIR must be potentially feasible, meet most of the project objectives, and avoid or substantially reduce one or more identified significant impacts of the proposed Project. The City will likely consider the proposed Project, the No Project Alternative, and one or two other project alternatives.

Task 4 - EIR Settings and Impact Analysis.

The consultant team will prepare the environmental settings (i.e., existing conditions) and impact analysis for each environmental issue area using the most up-to-date literature, maps, databases, and other resources provided by City staff. The setting information will provide the level of detail needed for a programmatic assessment. EIR topics will be refined during scoping, but may include the following:

- **Land Use.** Evaluation of consistency with adopted land use plans and whether proposed future land use patterns could physically divide an established

community or displace substantial numbers of existing housing units or people.

- **Transportation/Traffic (OM).** The section will provide quantitative documentation, based upon capabilities of the travel demand forecasting tool (currently focusing on daily travel volumes on roadway segments); it will include motor vehicles at a minimum, but could be expanded to include additional modes if added to the model's predictive capabilities.
- **Air Quality.** Pursuant to guidance provided by the Bay Area Air Quality Management District's (BAAQMD) CEQA Guidelines and the California Air Resources Board, evaluate potential plan-level impacts on air quality.
- **Energy, Greenhouse Gases, and Climate Change.** Analyze energy use and vehicle miles traveled to measure greenhouse gas emissions. Determine consistency with the City's regulations, AB 32, SB 375, and other mandates related to greenhouse gas emissions, climate change, and energy use.
- **Noise (CSA).** Operational noise impacts will be quantified from vehicular traffic along major roadways by establishing the incremental change from the baseline noise level condition to buildout conditions. Traffic noise impacts will be evaluated using a roadway noise computer prediction model based on the Federal Highway Administration traffic noise prediction model methodologies and criteria. Construction noise will be evaluated qualitatively.
- **Hydrology, Flooding, and Water Quality.** Evaluate potential changes in hydrology, drainage and water quality resulting from increases in impervious surfaces, and intensification of land use, including the need for construction of any major new or expanded drainage facilities.
- **Biological Resources.** Identify biological resources from the California Natural Diversity Database and potential impacts on any identified resources.
- **Geology, Soils, and Seismicity.** Evaluate the potential for impacts associated with fault rupture, seismic ground shaking, seismic-related ground failure such as liquefaction, landslides, soil ero-

sion, subsidence or expansive soils, based on existing studies and available information.

- **Public Infrastructure and Utilities.** Identify impacts of the project on the water supply, sanitary sewer, and storm water infrastructure systems, as well as solid waste disposal.
- **Public Services.** Analyze public services facilities needs for parks, recreation police and fire facilities, schools, and other community facilities.
- **Hazardous Materials.** Identify and discuss potential impacts on human health and the environment based on the findings of research activities, including State and federal lists locating hazardous waste generators or leaking underground tanks, landfills, military reservations, contaminated surface waters, and Superfund sites, if any.
- **Historic, Archaeological, and Paleontological Resources.** Analyze project-specific and cumulative impacts based upon qualified historic and cultural resources, as defined by CEQA, including consultation with local Native American tribes to assist in the identification process.
- **Aesthetics.** Analyze potential for the project to introduce new uses or features that would detract from the aesthetic quality of the area or conflict with applicable design guidelines, create new sources of substantial shade/shadow and light and glare, remove features that contribute to the aesthetic character of the area, or obstruct or diminish valued views from public right-of-ways.

Task 5 - Alternatives Analysis.

The alternatives defined in Task 3, in addition to the No Project Alternative, will be analyzed in the context of each environmental issue area. These alternatives will be analyzed at a level of detail allowing comparison with the proposed Project, but not at an equal level of detail to the proposed Project. The draft chapter will incorporate the alternatives definitions materials prepared in Task 3.

Task 6 - Cumulative and Growth Inducing Impacts and CEQA Required Conclusions.

Cumulative impacts will be studied in each individual section, and then discussed and/or referenced in the cumulative impacts section. As required by State CEQA Guidelines, the EIR will summarize the CEQA Required Conclusions, including:

- **Significant and Unavoidable Impacts.** This section will describe those significant impacts that, despite feasible mitigation, cannot be reduced to a level of insignificance.
- **Significant, Irreversible Environmental Changes.** As required by CEQA Guidelines Section 15126, the EIR will present information on the extent to which the project would result in an irreversible commitment of environmental resources.
- **Cumulative Impacts.** Cumulative impacts refer to two or more individual impacts that, when considered together, are considerable or that compound or increase other environmental impacts. Dyett & Bhatia will work with the City to develop the basis for the analysis of cumulative impacts for the proposed Project. We anticipate using a combination of the "List Approach" and the "Projection Approach" as appropriate for each impact area.
- **Growth-Inducing Impacts.** As required by State CEQA Guidelines Section 15126.2, the ways in which the proposed Project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, will be assessed in the EIR. Dyett & Bhatia will consider the proposed Project in terms of both the region's long-range growth projections and nature of proposed future development within the urbanized setting. The EIR will also consider the growth-inducing effects of any necessary expansion of public services and utilities in order to accommodate the proposed Project.
- **Impacts Found Not to Be Significant.** Areas of potential environmental impact where no significant impacts were identified will be summarized here. This will include a discussion of the reasons that various possible significant effects of the project were determined not to be significant and were therefore not discussed in detail in the EIR.

Task 7 - Administrative Draft EIR.

Dyett & Bhatia will combine the products of Task 3, 4, 5 and 6, along with front and back matter (covers and title pages, tables of contents/figures, executive summary, introduction, glossary, bibliography, appendices, etc) into the Administrative Draft EIR for City staff review. This draft will be prepared concurrently with the administrative draft of the Circulation Element (and Land Use Element and/or Housing Elements, if appli-

cable) so that policies may be identified for inclusion in the elements to mitigate impacts and ensure a self-mitigating plan with few or no additional mitigation measures in the EIR.

Task 8 - Draft EIR/Notice of Completion.

The Administrative Draft EIR will be revised based on one consolidated set of City staff comments, resulting in the public review Draft EIR. A "screencheck" Draft EIR will allow City staff to verify that all requested changes have been made. Dyett & Bhatia will provide one hard copy of the complete Draft EIR and one CD, and will make the digital files available on an FTP site for staff reference. Dyett & Bhatia will prepare the Notice of Completion for the State Clearinghouse, although the City will be responsible for mailing and printing costs. At this stage, Dyett & Bhatia also recommends that the City extend the NOC notification to the same local agencies and organizations that received the NOP (the State Clearinghouse only distributes to state agencies). The public review period lasts for at least 45 days.

Task 9 - Final EIR/Response to Comments and Notice of Determination.

Dyett & Bhatia will prepare an Administrative Draft of the Final EIR, which will contain a list of commentators, comment letters, and responses to comments on the Draft EIR. Any proposed changes to the Draft EIR text will be marked with strikeout/underline formatting to show revisions. The entire Draft EIR will not be republished. Responses that are within the scope of work and budget consist of explanations, elaborations, or clarifications of the data contained in the Draft EIR, as well as minor corrections of background information or analysis.

If substantive new analysis, issues, alternatives, or project changes need to be addressed, or if the effort exceeds the budgeted amount because of the number or complexity of responses, a contract amendment may be required. Dyett & Bhatia will revise the Administrative Draft Final EIR based on one consolidated set of City staff comments. Dyett & Bhatia will prepare the Notice of Determination, although the city will be responsible for filing and any costs associated with filing (e.g. Department of Fish and Game filing fee). The City will be responsible for preparing any necessary Findings, Facts in Support of Findings, and Statements of Overriding Considerations in conjunction with certification of the EIR and adoption of the proposed Project. Dyett &

OPTION B: TARGETED LAND USE ELEMENT UPDATE

Task OB1 - Targeted Community Outreach.

The targeted update would include a more limited public participation program than the comprehensive update. We will hold one community workshop on land use alternatives for the opportunity sites and attend a maximum of four meetings with the Planning Commission and/or City Council.

Task OB2 - Alternatives Development and Analysis.

The objective of this task will be to translate the results of the community outreach into alternative land use and circulation alternatives. Alternative possibilities for each site would be outlined. If a corridor (such as Highway 29) is selected, then two alternatives will be developed. City staff will be the drivers for shaping the alternatives and provide direction to the consultant team. Components of this work include base mapping, conceptualizing land use alternatives for the identified opportunity sites or corridor, and evaluating the alternatives from the perspective of development potential; population and employment; transportation (with Omni Means); and livability/sustainability. Dyett & Bhatia

will prepare a short Alternatives Workbook that maps, describes, and compares the alternatives.

Task OB3 - Preferred Plan.

The objective of this task is to develop a Preferred Plan in collaboration with City staff and decision-makers, with community input incorporated at Planning Commission/City Council meetings. The Plan may be one of the alternatives evaluated, or more likely a combination of two or more alternatives. The selection of a Preferred Plan will create a framework from which policies in the existing Land Use Element can be updated, and new policies added as necessary. The Preferred Plan will consist of a land use/circulation diagram accompanied by a short description. Key policies and "framework concepts"—short narrative text that will later be translated into goals and policies—will be prepared in a memo format for staff and decision-maker review.

Task OB4 - Land Use Element.

The objective of this subtask is to prepare the updated Land Use Element, including policy text and graphics production. Rather than completely reworking the element, the focus of the update will be on providing necessary technical amendments to the City's current Land Use Element, updating policies to reflect the new preferred plan, and providing a new land use map.

Community-Based SR29 Gateway Corridor Improvement Plan Scope of Work

Task 1 : Project Startup

Task 1.1: Meet with Caltrans to review the approved application and discuss expectations.

Task 1.2: Prepare RFP and select consultant

Task 1.3: Conduct a kick-off meeting with the consultant, NCTPA, and other stakeholders in order to refine final details of the project.

Deliverable	Documentation
Signed contract between consultant and NCTPA	Copy of signed contract
Conduct kick-off meeting	Meeting notes

Task 2: Ongoing Community and Stakeholder Outreach and Project Oversight

Task 2.1: Outreach to community based organizations. Individual outreach will be extended to the full spectrum (100+) of community groups, including meetings with leadership and presentations to membership and board meetings.

Task 2.2: Public information/outreach/education program via CBOs and local media. To maximize public participation, educational materials will be prepared, and distributed including multilingual versions, that outline the scope of the project, the issues involved and the choices to be considered by the project. A local media and social media campaign to raise local awareness and a project website will be developed with links cultivated throughout the community.

Task 2.3: Identify Corridor stakeholders and establish Community Advisory Committee (CAC)

There are numerous interest groups and individuals who will wish to have input on the Corridor Study including environmental advocacy groups, merchant and business associations, homeowner groups, and social justice advocacy and environmental justice organizations. The Consultant with assistance from the Corridor Staff Working Group (see below) will develop a unified contact list from the involved jurisdictions in order to initiate a public outreach program. A Community Advisory Committee will be established to meet approximately 4 times during the course of the project. The Committee will review project progress and submit comments to the Staff Working Group and the Corridor Steering Committee.

Task 2.4: Public Meetings

Task 2.4.1: Promote/Advertise/Conduct 2-3 initial kick off public design charrettes at different locations/times through a multi media campaign (including use of newspaper and radio), through the Community Advisory Committee and other stakeholders to gain public involvement and refine initial plan concepts

Task 2.4.2: Promote/Advertise/Conduct 2-3 additional public design charrettes to review draft Gateway Corridor Improvement Plan at different locations/times through a multi media campaign (including use of newspaper and radio), through the Community Advisory Committee and other stakeholders to continue public involvement and critique plan concepts

Task 2.5 : Create "Gateway Corridor Improvement Plan Steering Committee" (CSC) and Staff Working Group (SWG)

The overall policy direction of the Corridor Study will be guided by elected officials from the involved agencies: the County of Napa, the City of Napa, the City of American Canyon and the Napa County Transportation and Planning Agency. Representatives from the County of Solano, the City of Vallejo and the Solano Transportation Authority will also be invited to attend SCS meetings. It is expected that this Steering Committee will meet to formally kick off the Corridor Study and have two or three additional meetings after that to review milestone documents. The CSC will consider input from the SWG and CAC.

Prior to publication of milestone documents, draft documents and supporting data will be reviewed by a Corridor Study Staff Working Group (SWG), made up of senior staff from the involved agencies, as well as the Metropolitan Transportation Commission and the California Department of Transportation and CAC representatives. This group is expected to meet approximately 4 times at key points in the process: to review and accept the Vision, to review the existing corridor studies results; potential improvement programs, review CAC comments and the draft Corridor Implementation Plan. Day-to-day work on project documents and meetings will be carried out by a consultant, with direct staff support from the NCTPA. It is expected that the consultant team will consist of a transportation engineering firm that has an emphasis on multi modal planning assisted by urban design and/or landscape design professionals with significant assistance from planning staff experienced in complex community involvement processes and a familiarity with the study area community.

Deliverable	Documentation
Outreach to CBO's	Contact lists and meeting logs
Public Information/Social Media/Website	Press clips, Website (with screenshots), Blog posts, Facebook page, etc.

Community Advisory Committee meetings	Roster, Agendas and Minutes
Public Meetings/charrettes	Attendance lists, agendas, meeting notes, advertisements, press clippings
Corridor Steering Committee	Roster, Agendas and Minutes
Staff Working Group	Roster, Agendas and Minutes

Task 3: Develop Plan Components

The SR 29 Gateway Corridor Improvement Study, to be managed by Napa County Transportation and Planning Agency, will consist of the following subtasks:

Task 3.1: Develop a vision for the Gateway Corridor

Working with the CAC and based on community input, the Corridor Staff Working Group will develop a draft vision for the corridor. The vision will establish broad thematic guidelines and policies with supportive graphics, with emphasis on context sensitive designs for each of four corridor segments, which may be adjusted as part of the initial project design work:

1. **City of Napa** – North Napa transit center at SR29 and Redwood Road to the intersection of SR29 and SR221. This segment will also look at links within the City of Napa to the downtown multimodal transit center.
2. **City of Napa and unincorporated Napa County** – SR 29 from SR221 to S. Kelley Road. This segment includes a mix of business park/industrial park/warehousing, agricultural areas and undeveloped land.
3. **City of American Canyon** - S. Kelly Road to Mini Drive. This segment consists of commercial centers and includes multiple signalized intersections and driveway access to individual businesses and commercial centers. The roadway is divided by a landscaped median. This segment will be the most intensive and focused portion of the project, accounting for two thirds of the project resources.
4. **City of Vallejo** – This segment will integrate work from the Sonoma Boulevard Plan, currently under development by the City of Vallejo, and examine linkages to the BayLink Ferry terminal.

The vision will act as an anchor for future policy and implementation plan development; specific to the corridor segment perspectives and will be presented to the Steering Committee for acceptance.

Task 3.2: Summarize Corridor Existing Studies and Plans

The Consultant with assistance from the Corridor Staff Working Group will identify all existing circulation, transit, bicycle and pedestrian studies and plans that apply to the Corridor as well as jurisdictional General Plan policies. The consultant will then create a summary, documenting what is known about the corridor and relevant, adopted plans. The consultant will also develop a matrix showing all of the adopted policies that apply to the Corridor. Special emphasis will be given to identification of context sensitive design policies that address the needs of individual Corridor segments. The matrix will also identify policies that conflict with one another.

Task 3.3: Project Future Traffic using community circulation plans and how this will integrate with future development plans.

The Napa-Solano Travel Demand Model will be used by the consultant to develop detailed traffic projections for the Corridor and important connecting streets. In using the model, assumptions shall be reviewed and accepted by the Corridor Staff Working Group. The consultant will compare volumes within the model to volumes identified in the City of American Canyon circulation study and other recent studies, and propose adjustments where appropriate for review and acceptance by the Group. If there are conflicts, the report will describe them. The resulting report will summarize existing conditions and projected future year (2035) conditions for week-day peak hour commute traffic and weekend visitor peak traffic. Where weekend peak volumes are not available, a methodology will be developed to factor from week-day data.

Task 3.4: Identify potential programs and projects to improve the corridor, focusing on strategies to:

1. Provide more transportation choices
2. Enhance economic competitiveness
3. Value communities and neighborhoods
4. Coordinate policies and leverage investment
5. Integrate development with regional strategies to reduce Greenhouse Gas (GHG) emissions, including the Sustainable Communities Strategy (SCS)
6. Leverage the Priority Development Area (PDA) status of segment 3 of the study area
7. Promote "Complete Street" development, especially in segments 1 and 3 of the study area.
8. Improve corridor safety for all travel modes

The Consultant and Corridor Staff Working Group will develop, and the CAC will review, a catalog of physical improvements and programs that can advance the goal of realizing the corridor Vision. This will include a range of non-construction measures including Transportation Demand Management (TDM) and Intelligent

Transportation System programs (ITS). The catalog of projects will consider existing projects or programs that have not been fully implemented as well as new projects and policies. The consultant will develop a matrix to project the ability of each existing or new project or policy to advance the Vision and to improve the corridor by advancing one or more of the 8 strategies listed above.

The consultant will create an estimate of the cost of each project or program, including costs to build facilities or acquire program materials, annual operation and maintenance costs, and funding options.

Task 3.5: Develop a Corridor improvement Implementation Plan, covering the following topics:

- a. Recommended programs and projects
- b. Funding options and strategy
- c. Governance options for multi-jurisdictional programs or projects

The Consultant and Corridor Staff Working Group will prepare, and the Committed Stakeholders will review, a draft implementation plan for corridor improvement projects and programs to address the study's varied objectives. The implementation plan will recommend steps for immediate, short-term (1 to 3 years) and long-term (4 years and beyond) implementation. The implementation plan will identify a funding strategy of existing and potential new funds available to initiate and operate the recommended programs and projects, and will recommend a governance option for the multi-jurisdictional projects or programs.

Deliverable	Documentation
Develop "Vision" for Corridor	Copy of draft Vision Plan
Develop Summary of Existing Studies and Plans	Copy of draft Summary and Conflict policy Matrix
Project Future Traffic (with associated land use development assumptions)	Copy of Traffic Projections and land use development assumptions
Identify Potential Program and Projects	Copy of Cost Estimate and Funding options for each project or program
Develop context sensitive roadway design standards for each Corridor segment	Roadway cross section for each Corridor segment
Designate responsibility for Caltrans and Local Jurisdictions	Copy of matrix that identifies maintenance components that will be implemented by Caltrans and Local Jurisdictions
Develop a Corridor improvement implementation Plan	Copy of Draft Corridor improvement implementation Plan

Task 4: Final Plan Preparation & Hearings

Task 4.1: Prepare final plans based on CSC, CAC, SWG and community input.

Task 4.2: Present final plans at a public hearing before the American Canyon Park and Recreation Commission, Open Space Advisory Committee, Planning Commission and City Council, The Napa City Council, The Napa County Board of Supervisors and the NCTPA Board of Directors for acceptance.

Deliverable	Documentation
Preparation of final plan(s) for hearing	Copy of final plan(s)
Presentation of plans to, American Canyon, Napa County, City of Napa and NCTPA	Meeting agendas, staff reports, minutes

Task 5: Administration

Task 5.1: Monitor ongoing progress of project and prepare and provide quarterly reports to Caltrans District 4 project manager as required. Oversee ongoing contract management.

Task 5.2: Act as fiscal manager for project, including providing invoicing and ensuring proper documentation of expenditures and timely use of funds.

Deliverable	Documentation
Monitoring of project and contract management	Quarterly reports to District project manager
Fiscal management	Copies of Invoices

CITY OF AMERICAN CANYON

Napa Valley's New Destination



November 23, 2009

Jackie Guzman
ABAG Regional Planner
Association of Bay Area Governments
P.O. Box 2050
Oakland, CA 94604-2050

**Subject: FOCUS Priority Development Area Application – Highway 29
Corridor**

Dear Ms. Guzman;

I am pleased to submit the attached Priority Development Area Application for the Highway 29 Corridor in the City of American Canyon. Also enclosed is the signed City Council Resolution supporting this application. If you have any questions, I may be contacted at (707) 647-4355 or by e-mail at bcooper@cityofamericancanyon.org.

Sincerely,
CITY OF AMERICAN CANYON

Brent Cooper, AICP
Community Development Director

Attachment:

FOCUS Application for Priority Development Area

FOCUS

a development and conservation strategy
for the San Francisco Bay Area

Application for Priority Development Area Designation

Enter information in the spaces provided and submit the requested attachments.

Part 1 - APPLICANT INFORMATION & AREA DETAILS	
<u>Attach</u> resolution showing local support for involvement in FOCUS	
a. Lead Applicant -City/County	City of American Canyon, Napa County
Contact Person	Brent Cooper, AICP
Title	Director
Department	Community Development Department
Street Address	4381 Broadway, Suite 201
City	American Canyon
Zip Code	94503
Phone Number	707-647-4335
Fax Number	707-643-2355
Email	bcooper@cityofamericancanyon.org
b. Area Name and Location	Highway 29 Corridor
c. Area Size (minimum acreage = 100)	225 acres
d. Public Transit Serving the Area (existing and planned)	NCTPA
e. Place Type (Identify based on the Station Area Planning Manual)	Mixed Use Corridor

Part 2 – AREA INFORMATION
A spreadsheet for entering area information on demographics, housing, and land use is provided. Please complete these worksheets with all currently available information and <u>attach</u> .

Part 3 – ADDITIONAL AREA INFORMATION		
	Yes	No
a. Is the proposed priority area currently recognized in the General Plan (i.e., called out as TOD, infill etc.)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Have other plans (any targeted planning efforts including specific plans, precise plans, area plans, and supporting environmental studies) been developed within the last 15 years that cover the priority area? Note: If yes, please <u>attach</u> brief list of individual planning efforts and date completed.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Is the proposed priority area within the boundaries of a redevelopment area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

FOCUS is a regional, incentive-based development and conservation strategy for the San Francisco Bay Area. FOCUS is led by the Association of Bay Area Governments and the Metropolitan Transportation Commission in coordination with the Bay Area Air Quality Management District and the Bay Conservation and Development Commission. It is partially funded by a regional blueprint planning grant from the State of California Business, Transportation, and Housing Agency.

FOCUS Application for Priority Development Area Designation

Part 4 – MAP OF PRIORITY DEVELOPMENT AREA

Attach a map showing the proposed boundaries of the potential priority area and any other relevant information for land uses, transit, etc. Photos of current conditions in the priority area are optional.

Part 5 – NARRATIVE

Attach separately a maximum two-page (8½ x 11 with 12 point font) narrative that addresses the following questions and provides any other relevant information.

- What is the overall vision for this area?
- What has to occur in order to fully realize this vision? What has occurred there recently (past 5 years)? Describe relevant planning processes, and how the needs of community members were addressed.
- Describe how this priority area has the potential to be a leading example of smart growth for the Bay Area.

Part 6 – POTENTIAL ASSISTANCE REQUESTED (check all that apply)

Note: Assistance is not being offered at this time. This information will aid the development of a tools and incentives package for designated areas.

TECHNICAL ASSISTANCE	REQUEST FOR PLANNING GRANTS	REQUEST FOR CAPITAL GRANTS
<input type="checkbox"/> Assistance with policies to implement existing plan <input checked="" type="checkbox"/> Assistance with photo- simulations to depict future conditions <input checked="" type="checkbox"/> Assistance with local workshops and tours <input type="checkbox"/> Other:	<input checked="" type="checkbox"/> Funding for new area-wide specific plan or precise plan <input type="checkbox"/> Funding to update existing area-wide specific plan or precise plan <input checked="" type="checkbox"/> Funding for EIR to implement existing area-wide plan <input type="checkbox"/> Other:	<input checked="" type="checkbox"/> Funding for transportation projects (including pedestrian/bicycle) <input checked="" type="checkbox"/> Funding for housing projects <input checked="" type="checkbox"/> Funding for water/sewer capacity <input checked="" type="checkbox"/> Funding for parks/urban greening <input checked="" type="checkbox"/> Funding for streetscape improvements <input type="checkbox"/> Other:

Part 7 – INFRASTRUCTURE BUDGET FOR PRIORITY AREA

Please attach a budget that details the types of infrastructure improvements that will be needed in order to realize the vision for the priority area. This budget can include transportation, housing, road repairs, water/sewer capacity, parks and other critical amenities. A sample budget is provided for guidance.

E-mail this completed application form and attachments requested to FOCUS@abag.ca.gov. In addition to electronic submission, mail one hard copy of this application and attachments requested in this application form to the following address:

Association of Bay Area Governments
P.O. Box 2050
Oakland, CA 94604-2050
Attn: Jackie Guzman

For questions regarding the application, please contact Jackie Guzman, ABAG Regional Planner, at JackieG@abag.ca.gov or 510-464-7994.

PDA Name: Highway 29 Corridor

PDA Jurisdiction: American Canyon

Data for the PDA	2008	2035 – Local Planning Assumptions
Population	789	1,891
Household Population	789	1,891
Total Housing Units	272	652
Single-Family	56	46
Multi-Family	216	606
Persons per Unit	2.90	2.90
Employed Residents	506	1,212
Mean Household Income	\$51,738	\$76,400
Total Jobs	593	1,993

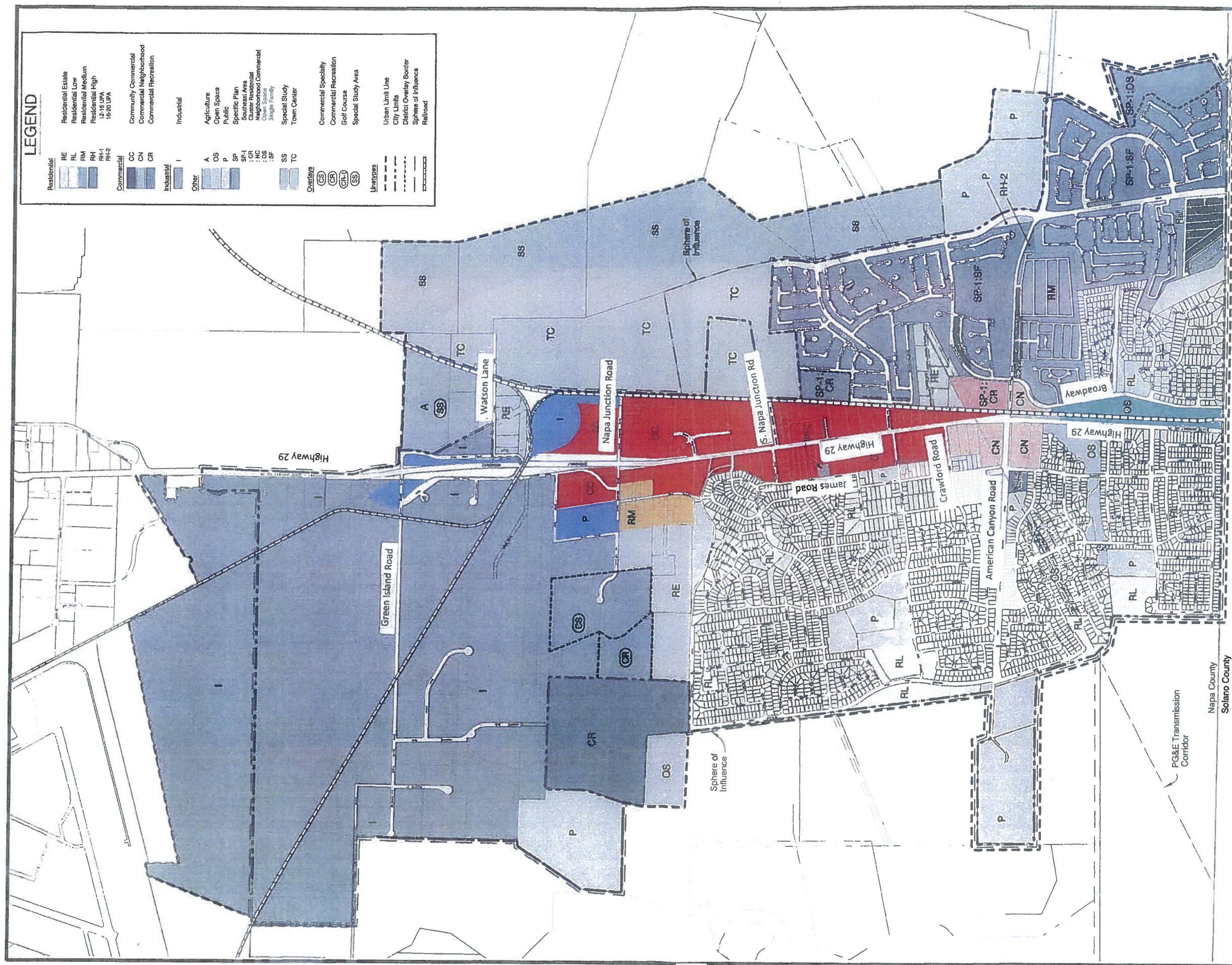
Data Sources:

Department of Finance

2000 Census

City of American Canyon General Plan

ABAG Projections 2009



LEGEND

Residential	RE Residential Estate	CC Community Commercial	Other	A Agriculture
RL Residential Low	CN Commercial Neighborhood	I Industrial	OS Open Space	P Public
RM Residential Medium	CH Commercial Recreation		SP Specific Plan	SP-1 Southeast Area
RH-1 Residential High			SP-2 Southwest Area	SP-3 Central Area
RH-2 12-18 UPA			SP-4 Northwest Area	SP-5 East Area
16-20 UPA			SP-6 South Area	SP-7 West Area
			SP-8 Single Family	SP-9 Town Center
			SP-10 Special Study	SP-11 Special Study Area
			SP-12 Special Study Area	SP-13 Special Study Area
			SP-14 Special Study Area	SP-15 Special Study Area
			SP-16 Special Study Area	SP-17 Special Study Area
			SP-18 Special Study Area	SP-19 Special Study Area
			SP-20 Special Study Area	SP-21 Special Study Area
			SP-22 Special Study Area	SP-23 Special Study Area
			SP-24 Special Study Area	SP-25 Special Study Area
			SP-26 Special Study Area	SP-27 Special Study Area
			SP-28 Special Study Area	SP-29 Special Study Area
			SP-30 Special Study Area	SP-31 Special Study Area
			SP-32 Special Study Area	SP-33 Special Study Area
			SP-34 Special Study Area	SP-35 Special Study Area
			SP-36 Special Study Area	SP-37 Special Study Area
			SP-38 Special Study Area	SP-39 Special Study Area
			SP-40 Special Study Area	SP-41 Special Study Area
			SP-42 Special Study Area	SP-43 Special Study Area
			SP-44 Special Study Area	SP-45 Special Study Area
			SP-46 Special Study Area	SP-47 Special Study Area
			SP-48 Special Study Area	SP-49 Special Study Area
			SP-50 Special Study Area	SP-51 Special Study Area
			SP-52 Special Study Area	SP-53 Special Study Area
			SP-54 Special Study Area	SP-55 Special Study Area
			SP-56 Special Study Area	SP-57 Special Study Area
			SP-58 Special Study Area	SP-59 Special Study Area
			SP-60 Special Study Area	SP-61 Special Study Area
			SP-62 Special Study Area	SP-63 Special Study Area
			SP-64 Special Study Area	SP-65 Special Study Area
			SP-66 Special Study Area	SP-67 Special Study Area
			SP-68 Special Study Area	SP-69 Special Study Area
			SP-70 Special Study Area	SP-71 Special Study Area
			SP-72 Special Study Area	SP-73 Special Study Area
			SP-74 Special Study Area	SP-75 Special Study Area
			SP-76 Special Study Area	SP-77 Special Study Area
			SP-78 Special Study Area	SP-79 Special Study Area
			SP-80 Special Study Area	SP-81 Special Study Area
			SP-82 Special Study Area	SP-83 Special Study Area
			SP-84 Special Study Area	SP-85 Special Study Area
			SP-86 Special Study Area	SP-87 Special Study Area
			SP-88 Special Study Area	SP-89 Special Study Area
			SP-90 Special Study Area	SP-91 Special Study Area
			SP-92 Special Study Area	SP-93 Special Study Area
			SP-94 Special Study Area	SP-95 Special Study Area
			SP-96 Special Study Area	SP-97 Special Study Area
			SP-98 Special Study Area	SP-99 Special Study Area
			SP-100 Special Study Area	SP-101 Special Study Area



CITY OF AMERICAN CANYON
PDA DISTRICT BOUNDARY
APRIL 2010



Napa County
Solano County

Part 3 – Additional Information

Other Plans Developed in the Last 15 Years:

Highway 29 Corridor Economic Development Plan (2002)

Highway 29 Corridor Revitalization study *BMS Design Group* (2004)

Envision Highway  From A
MEAN Street to a Main Street



Architectural Standards and Personal
Space



Mixed Use Zoning



Pedestrian Trails, Recreation



Wine Country Lodging



Economic Activity



Bicycle Paths



Infrastructure



Regional Traffic



Goods Movement



Auto Only Zone



Pedestrian/Bicycle Access



Disconnected Sidewalks



Vacant and Underutilized Sites



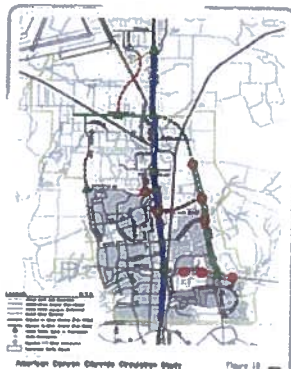
Properties in Transition



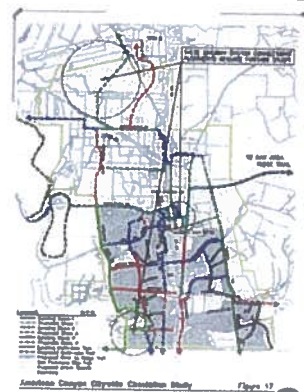
Overhead Utilities



Roadway
Improvements



Bicycle Trail
Improvements



Part 5. HIGHWAY 29 CORRIDOR: Application for Priority development Area, City of American Canyon, CA

What is the overall vision for this area?

Highway 29 is the “face” of American Canyon to its residents and visitors. The corridor is characterized by fresh, new shopping centers, high density residential, hotels, as well as vacant property, and outdoor storage retail uses, originally built in the 1970’s as a 4-lane divided regional highway, Highway 29 remains essentially the same configuration today. Even though American Canyon experienced significant growth in residential and commercial services over the past 10 years, the majority of vehicles on the highway carry single occupant vehicle commuter traffic from outside the community. The speed and volume of Highway 29 traffic coupled with a lack of cohesive pedestrian, bicycle routes and landscaping creates a “vehicle-only” zone that divides the community and discourages smart growth principles.

Because of Highway 29’s importance to the City, the City Council in 2008 adopted a Goal to create a new vision for Highway 29. In August 2009, the City Council adopted a strategy for a new Highway 29 vision.

Highway 29 Corridor Vision:

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

What has to occur to fully realize this vision?

To fully realize this corridor vision, streetscape improvements, bicycle facilities and other public infrastructure will need to be designed and installed. Transit service, park and ride lots, and waiting areas would need to be enhanced. Significant outreach effort with local stakeholders, NCTPA, Caltrans will be needed to reconcile the dual function of Highway 29 as a local retail core and commuter and goods movement portal. Market

research is needed to fully realize the land use opportunities for vacant and underutilized properties with highway visibility.

What has occurred there recently (past five years)?

- American Canyon high school is under construction on the east side of town and will draw students from neighborhoods west of Highway 29
- The zoning code was amended to permit mixed use and high density housing on the Highway 29 corridor
- Three new centers were constructed that provide retail services, a hotel, a public park, a pedestrian/bicycle path segment, and civic uses.
- The nation's first Gold LEED Certified Hotel and a new carwash were constructed.
- City Hall was relocated to a new office building on Highway 29.
- New signals were installed on Highway 29 at: Donaldson Way, Eucalyptus Drive, and Napa Junction Road
- Two shopping centers and a condominium development were approved
- Caltrans is making pedestrian improvements to the crosswalk at Rio del Mar.

Describe relevant planning processes, and how the needs of community members were addressed.

The City commenced outreach efforts on the Citywide Circulation study which will lead to recommendations on future circulation improvements and funding for Highway 29.

The City Council approved a strategy for updating the vision for Highway 29. This effort will include significant community outreach.

The NCTPA recently approved a smart growth planning document entitled "Napa's Transportation Future". The NCTPA held local outreach meetings and worked extensively with the city of American Canyon on this document.

The City signed an agreement with the County Board of Supervisors to modify and reduce the City's Urban Limit Line. This agreement will focus urban development in American Canyon:

Describe how the priority area has the potential to be a leading example of smart growth in the Bay Area

Recent investment in new shopping centers has upgraded the community's image. The Corridor's location within the Napa County famed wine country provides market opportunities. The existence of a significant amount of vacant and underutilized property coupled with mixed use zoning, and close-in location to the East Bay and Solano County provide a framework for significant reinvestment in the corridor. The presence of a lightly used rail corridor offers the potential for rail transit connections from American Canyon to north Napa County and south to Vallejo. Appropriate and integrated mixed use development on Highway 29 will support and enhance smart-growth development in the anticipated Town Center project located adjacent to and east of the Highway 29 corridor.

FOCUS
Application for Priority Development Area Designation

Sample Infrastructure Budget
for Part 7 of the Application

ACTION	TIMELINE	COST capital	COST operating	RESPONSIBILITY	POTENTIAL FUNDING SOURCE
<u>Street and Transportation Improvements</u>					
Reconstruct Highway 29	Medium Term Short term	\$ 84	Public 1 Public		CIP, Developer, BID, Assessment District, CFD, Grants, Mitigation Fees
Improved bus rapid transit	Short term	TBD	TBD Public		5 years operations TDA, Sales Tax, Developer
Investigate rail transit feasibility	Medium term	TBD	TBD Public		5 years operations Developer, TDA, Sales Tax, Developer
Street trees/median creation	Short term	TBD	TBD Public/Private		CIP, Developer, BID, Assessment District, CFD, Grants, Mitigation Fees
Construct new and replacement sidewalks along Highway 29	Short term	TBD	TBD Public/Private		CIP, Developer, BID, Assessment District, CFD, Grants, Mitigation Fees
Bus Turnouts Transit Center	Short term Long Term	TBD 3	TBD Public/Private		CIP, Developer, BID, Assessment District, CFD, Grants, Mitigation Fees
Separated Bicycle Paths along Highway 29 and across Highway 29	Short term	TBD	TBD Public/Private		CIP, Developer, BID, Assessment District, CFD, Grants, Mitigation Fees
Traffic Calming through adjacent neighborhoods	Short term	TBD	TBD Public/Private		CIP, Developer, BID, Assessment District, CFD, Grants, Mitigation Fees
Construct Bicycle/Pedestrian Bridge parallel to Highway 29 over railroad	Medium term	TBD	TBD Public/Private		CIP, Developer, BID, Assessment District, CFD, Grants, Mitigation Fees
Purchase land, buildings & goodwill for structures located too close to Highway 29	Long term	TBD	TBD Public/Private		CIP, Developer, BID, Assessment District, CFD, Grants, Mitigation Fees
Pedestrian overcrossings for Highway 29	Short term	\$ 2	TBD Public/Private		CIP, Developer, BID, Assessment District, CFD, Grants, Mitigation Fees

FOCUS
Application for Priority Development Area Designation

Sample Infrastructure Budget
for Part 7 of the Application

Construct park and ride lot	Short term	\$	2	TBD Public/Private	CIP, Developer, BID, Assessment District, CFD, Grants, Mitigation Fees
Landscape parkway improvements	Short term		TBD	TBD Public/Private	CIP, Developer, BID, Assessment District, CFD, Grants, Mitigation Fees
Utility Improvements					
Stormwater improvements	All	\$	16	Public/Private	Utility fees, Developer, etc.
Underground overhead utility wires	Medium term		TBD	TBD Public/Private	Utility fees, BID, Assessment District, CFD, Grants, Mitigation Fees.
Install recycled water main along Highway 29	Short term		TBD	TBD Public/Private	CIP, Developer, BID, Assessment District, CFD, Grants, Mitigation Fees
Provide Decorative Street lights	Medium term		TBD	TBD Public/Private	Utility fees, BID, Assessment District, CFD, Grants, Mitigation Fees.
Recreation and Parks					
New Neighborhood parks in conjunction with residential development	Short term		TBD	TBD Public/Private	CIP, Park fees, Grants (Prop 84)
example Waterfront Linear Park and Path	Medium term	\$	4	0 Public/Private	CIP, Park fees, Grants (Prop 84),
Community Amenities					
Construct new coordinated monument signs for businesses on Highway 29	Medium term		TBD	TBD Public/Private	Utility fees, BID, Assessment District, CFD, Grants, Mitigation Fees.
TOTAL ESTIMATED BUDGET					
		\$	111	\$	1

Listed in order of priority
Short term 0-5 years; Medium term 5-10; Long term 10+
Costs in Millions, Operating Costs Annual (20 year)

RESOLUTION NO. 2009-133

**AUTHORIZING SUBMITTAL OF A PRIORITY DEVELOPMENT AREA (PDA)
APPLICATION FOR THE HIGHWAY 29 CORRIDOR AREA TO THE
ASSOCIATION OF BAY AREA GOVERNMENT (ABAG) FOCUS PROGRAM**

WHEREAS, the Association of Bay Area Governments and the Metropolitan Transportation Commission in coordination with the Bay Area Air Quality Management District and Bay Conservation and Development Commission (collectively, the "regional agencies") are undertaking a regional planning initiative called FOCUS; and

WHEREAS, FOCUS program goals support a future regional development pattern that is compact and connected; and

WHEREAS, the regional agencies seek local government partners to create a specific and shared concept of where growth can be accommodated (priority development area) and what areas need protection (priority conservation area) in the region; and

WHEREAS, a priority development area must meet all of the following criteria:

- (a) within an existing community,
- (b) near existing or planned fixed transit (or served by comparable bus service) and
- (c) is planned, or is planning, for more housing; and

WHEREAS, local governments in the nine county San Francisco Bay Area are eligible to apply for designation of an area within their community as a priority development area; and

WHEREAS, the regional agencies are committed to securing incentives and providing technical assistance to designated priority development areas so that positive change can be achieved in communities working to advance focused growth.

WHEREAS, the City Council has considered all of the written and oral testimony presented in making its decision.

NOW THEREFORE BE IT RESOLVED, the City of American Canyon City Council authorizes staff to submit an application to the Association of Bay Area Governments (ABAG) to designate the Highway 29 Corridor within the City of American Canyon to be a Priority Development Area with the FOCUS program.


PASSED, APPROVED and ADOPTED by the City Council of the City of American Canyon at a regular meeting on November 17, 2009, by the following vote:

AYES: Councilmembers Bennett, Coffey, West, Vice Mayor Callison and Mayor Garcia
NOES: None
ABSTAIN: None
ABSENT: None




Leon Garcia, Mayor

ATTEST:



Sherry M. Kelly
Interim City Clerk

APPROVED AS TO FORM:



William D. Ross
City Attorney