



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

AGENDA

Thursday, May 3, 2012
2:00 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
2. Approval of Meeting Minutes – March 1, 2012
3. Public Comments
4. TAC Member and Staff Comments
5. Standing
 - Caltrans Report (*Attachment 1*)
 - CMA Report

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

- SB 375/Sustainable Communities Strategy
- RHNA/Sub-Region Formation
- Housing/SCS Methodology Committee
- Vine Trail Report
- RTIP/STIP

REGULAR AGENDA ITEMS

RECOMMENDATION

6.	<p>Consideration of Negotiating Federal Fund Swap with other Bay Area Congestion Management Agencies (CMAs) (Paul W. Price) <i>(Pages 11-17)</i></p> <p>TAC discuss and provide guidance on the prospect of negotiating with Bay Area CMAs to exchange federal formula fund allocations apportioned to the Napa region for local funds.</p>	INFORMATION/ ACTION
7.	<p>Congestion Mitigation and Air Quality Improvement Program (CMAQ) Allocation Policy (Eliot Hurwitz) <i>(Pages 13-15)</i></p> <p>Review of the adopted NCTPA policy on committing CMAQ funding allocations towards active transportation modes.</p>	INFORMATION
8.	<p>Bike Path California Environmental Quality Act (CEQA) Document (Eliot Hurwitz) <i>(Pages 16-88)</i></p> <p>TAC review and recommend the approval of the new Napa Countywide Bicycle Plan CEQA document – Initial Study/Mitigated Negative Declaration (IS/MND) for adoption by the NCTPA Board.</p>	ACTION
9.	<p>OneBayArea Grant (OBAG) Update (Danielle Schmitz) <i>(Pages 89-113)</i></p> <p>Information update on regional and county programs, OBAG and Complete Streets requirements as provided by MTC.</p>	INFORMATION
10.	<p>Federal Transit Administration (FTA) Section 5339 Alternatives Analysis (AA) Grant Program for Major Transportation Improvement Study of California State Route 29 in Southern Napa County (Antonio Onorato) <i>(Pages 114-116)</i></p> <p>Discuss the filing of an FTA Section 5339 AA Grant for a major transportation improvement study to evaluate transportation alternatives along SR 29 in southern Napa County.</p>	INFORMATION

11.	NCTPA Board of Directors Agenda for May 16, 2012 (Draft) (Paul W. Price) <i>(Pages 117-120)</i> Preview draft version of the NCTPA Board of Directors Agenda for May 16, 2012.	INFORMATION
12.	NVTA Board of Directors Agenda for May 16, 2012 (Draft) (Paul W. Price) <i>(Pages 121-123)</i> Preview draft version of the NVTA Board of Directors Agenda for May 16, 2012.	INFORMATION
13.	Topics for Next Meeting o Discussion of topics for next meeting by TAC members.	DISCUSSION
14.	Approval of Next Regular Meeting Date of June 7, 2012 and Adjournment	APPROVE

TECHNICAL ADVISORY COMMITTEE

DELEGATES AND ALTERNATES

	<u>Agency</u>
Michael Throne, Delegate (Chair) Brent Cooper, Delegate Vacant, Alternate Vacant, Alternate	City of American Canyon
Ken MacNab, Delegate Dan Takasugi, Delegate Derek Rayner, Alternate Erik Lundquist, Alternate	City of Calistoga
Cassandra Walker, Delegate Eric Whan, Delegate Jason Holley, Alternate Rick Tooker, Alternate	City of Napa
John Ferons, Delegate Greg Desmond, Delegate Debra Hight, Alternate (Vice Chair) Vacant, Alternate	City of St. Helena
Rick Marshall, Delegate John McDowell, Delegate Paul Wilkinson, Alternate Hillary Gitelman, Alternate	County of Napa
Graham Wadsworth, Delegate Steve Rogers, Delegate Bob Tiernan, Alternate Sandra Smith, Alternate	Town of Yountville
JoAnn Busenbark, Delegate Vacant, Alternate	Paratransit Coordinating Council

CALTRANS REPORT

PROJECT INITIATION DOCUMENT

EA 0A500

Pedestrian Circulation from Rio Del Mar to Eucalyptus , NAP 29-PM1.6/1.8; In City of American Canyon

Scope: Repair curb ramps, cross walk and sidewalk

Cost Estimate: TBD

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 has been selected.

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

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

EA 3G140

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

Scope: Update and Construct curb ramps at various locations.

Cost Estimate: \$1.5M Capital

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

Scope: Modify intersection with a Roundabout Design at Silverado Intersection

Cost Estimate: \$3.6M Construction Capital

ENVIRONMENTAL

EA 28120

Soscol Flyover NAP 221 PM0.0/0.7 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 5/2012 PAED 10/2012

EA 2A320

Sarco Creek NAP 121-PM9.3/9.5; In Napa County Near City of Napa

Scope: Bridge replacement at Sarco Creek

Cost Estimate: \$8M Construction Capital

Schedule: PAED 6/2012 PSE 12/2013 RWC 4/2014 RTL 4/2014 CCA 12/2018

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 10/2012 PSE 11/2013 RWC 3/2014 RTL 4/2014 CCA 05/2017

XXXXX = denotes addition/change from previous edition

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 4S020

Storm Damage NAP 29 PM41.0; 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 PSE 5/2012 RWC 6/2012 RTL 6/2012 CCA 11/2017

EA 4S030

Storm Damage NAP 128 PM10.3; 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 PSE 5/2012 RWC 6/2012 RTL 6/2012 CCA 10/2017

EA 2A110

Capell Creek NAP 121-PM20.2/20.4; In Napa County

Scope: Bridge replacement at Capell Creek

Cost Estimate: \$5M Construction Capital

Schedule: PAED 6/22/11 PSE 10/2012 RWC 4/2013 RTL 4/2013 CCA 08/2015

EA 25940

Channelization NAP 29-PM25.5/28.4; 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 2/28/11 RWC 6/2014 RTL 06/2014 CCA 6/2016

EA 20940

Tulucay Creek Bridge NAP 121-PM6.1/6.2; In City of Napa

Scope: Bridge Replacement

Cost Estimate: \$5.9M Construction Capital

Schedule: PAED 1/30/04 PSE Delayed RWC Delayed RTL Delayed CCA Delayed

CONSTRUCTION

EA 4442A

Duhig Landscape Nap 12-PM0.3/2.0 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 4/2015

EA 2A541 ADA Vista Point NAP 29 PM7.1; In Napa County near City of Napa

Scope: Upgrade the Vista Point to meet the latest ADA (American with Disability Act) at Grape Crusher Statute

Cost Estimate: \$360K Construction Capital

Schedule: PAED 3/30/07 RTL 12/17/09 AWD 6/24/10 (Fieldstone Construction) CCA 4/2012

EA 26413

Jameson Canyon NAP 12-PM0.2/3.3; 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: \$30M Construction Capital

Schedule: PAED 1/31/08 RTL 12/1/2010 AWARD 1/26/12 (Ghilotti Bros.) CCA 12/2013

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)

EA 26414**Jameson Canyon SOL 12-PM0.0/2.6; 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: \$61M Construction Capital)

Schedule: PAED 1/31/08 RTL 12/1/2010

AWARD 1/11/12 (Ghilloti Const.)

CCA 12/2015

EA 4C351**Pavement Repair NAP 128 PM4.0/4.6 Minor A; In City of Calistoga**

Scope: Pavement Resurfacing and culvert repair from High Street to Lincoln Avenue

Cost Estimate: \$700K Construction Capital – Currently working on awarding to the lowest responsible bidder.

Schedule: PAED 8/14/09 RTL 9/30/11

AWARD 3/15/12 (MCK Services)

CCA 12/2012

EA 0G530**Pavement Maintenance NAP 29-PM36.9/38.1; In Calistoga**

Scope: Pavement resurfacing with asphalt from SR 128 Junction to Silverado Trail

Cost Estimate: \$810K Construction Capital

Schedule: PAED 9/20/11 RTL 9/30/11

AWARD 3/19/12 (MCK Services)

CCA 12/2012

EA 2E430**Pavement Repair NAP 29 PM24.6/35.6; In Napa County**

Scope: Pavement Digouts from SR 128 Junction to Diamond Mountain Creek

Cost Estimate: \$960K Construction Capital

Schedule: PAED 10/14/11 RTL 1/24/12

BO 4/10/12 (Lowerst Synergy Proj.)

CCA 5/2013

EA 2E580**Pavement Repair NAP 128 PM19.1/34.2; 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

AWARD 4/19/12 (Vintage Paving)

CCA 5/2013

EA 2E650**Pavement Repair NAP 121 PM9.4/22.0; In Napa County**

Scope: Place rubberized Bonded Wearing Course from Trancas Street to the County Line

Cost Estimate: \$3.2M Construction Capital

Schedule: PAED 10/3/11 RTL 1/24/12

ADV 4/9/12

BO 5/2012

CCA 5/2013

ACTION ITEMS:

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)



May 3, 2012
TAC Agenda Item 6
Continued From: New
Action Requested: INFORMATION/ACTION

NAPA COUNTY TRANSPORTATION AND PLANNING AGENCY TAC Agenda Letter

TO: Technical Advisory Committee (TAC)
FROM: Paul W. Price, Executive Director
REPORT BY: Paul W. Price, Executive Director
(707) 259-8634 / Email: pprice@nctpa.net
SUBJECT: Consideration of Negotiating Federal Fund Swap with Other Bay Area Congestion Management Agencies (CMAs)

RECOMMENDATION

TAC discuss and provide guidance on the prospect of negotiating with other Bay Area CMAs to exchange federal formula fund allocations apportioned to the Napa region for such agencies' local funds.

EXECUTIVE SUMMARY

Napa County region represents approximately 1.8% of the Bay Area population. Accordingly, when federal formula funds are distributed throughout the Bay Area (STP/CMAQ), relatively little funds are made available to our region in comparison to the other Bay Area CMAs. However, to access these funds the minimum project size is \$250,000, which is larger than the smaller cities/town apportionment. Additionally, for the City of Napa, City of American Canyon, and the County of Napa the paperwork and resulting oversight by Caltrans for such funds quickly erodes the value of the federal funding that is received.

FISCAL IMPACT

Is there a Fiscal Impact? Potentially. The exchange of federal formula funds with local funds are generally undertaken at a discount.

BACKGROUND AND DISCUSSION

As our member agencies work to plan and program federal formula funds to various projects within Napa, we are confronted with a number of challenges.

- 1) The smaller member agencies' apportionment is too small to qualify for the minimum project size (\$250,000) and therefore must find creative ways to have some access to such funds.
- 2) For the larger member agencies the bureaucratic overhead necessary to undertake a project with federal funds quickly erodes the value of the dollars received, especially on smaller projects where the overhead burden is often fixed regardless of the cost of the project.

In a number of regions, a standard practice is to work with other regional agencies within a metropolitan area, to find opportunities to exchange federal dollars for their local dollars at a discounted rate. That discount ranges anywhere from 10-30% depending on the complexity of the project and the desire to make the exchange.

SUPPORTING DOCUMENTS

None.



May 3, 2012
TAC Agenda Item 7
Continued From: New
Action Requested: **INFORMATION**

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@ncpta.net
SUBJECT: Congestion Mitigation and Air Quality Improvement Program
(CMAQ) Allocation Policy

RECOMMENDATION

Information only.

EXECUTIVE SUMMARY

A Napa Countywide Road Maintenance Act, a Transaction and Use Tax for the purposes of maintaining and rehabilitating countywide streets and roads, is currently being proposed to be presented to Napa County voters in November of 2012. This tax would take effect in July of 2018. Given that "active transportation" modes (including bicycles, walking, etc.) are, by NCTPA policy, planned to account for up to 20% of all trips by 2035, and given that the abovementioned tax will not be available to fund off-street transportation improvements, it was proposed that NCTPA make a commitment to fund active transportation, in the form of Class I multiuse paths, from other fund sources, in particular Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds. CMAQ funds have traditionally been used for alternative transportation elements as the stated federal direction of these funds is for congestion mitigation and air quality purposes.

FINANCIAL IMPACT

Is there a Fiscal Impact? Yes. Based on previous years' allocations, this policy may be applicable to approximately \$750,000 in funding each year.

BACKGROUND AND DISCUSSION

The policy shall be:

It shall be the policy of NCTPA that an amount equivalent to 6.67% of the funds generated by NVTA Ordinance 2012-01, be set aside from all Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds, and shall be allocated to Napa county jurisdictions for Class I multiuse path projects within the Cities, Town and County of Napa.

This policy will go into effect at such time as the Napa Countywide Road Maintenance Act becomes operative (currently projected to be July 2018 if the measure is approved by voters in November 2012).

SUPPORTING DOCUMENTS

Attachment: (1) NCTPA Policy: Programming of Surface Transportation Program (STP) and Congestion Mitigation & Air Quality Improvement Program (CMAQ) Funds in Napa County

**NCTPA Policy
Programming of
Congestion Mitigation & Air Quality Improvement Program (CMAQ)
Funds in Napa County**

It shall be the policy of NCTPA that an amount equivalent to 6.67% of the funds generated by NVTA Ordinance 2012-01, be set aside from all Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds, and shall be allocated to Napa county jurisdictions for Class I multiuse path projects within the Cities, Town and County of Napa.

This policy will go into effect at such time as the Napa Countywide Road Maintenance Act becomes operative (currently projected to be July 2018 if the measure is approved by voters in November 2012).

Adopted April 18, 2012



May 3, 2012
TAC Agenda Item 8
Continued From: January 2012
Action Requested: ACTION

NAPA COUNTY TRANSPORTATION AND PLANNING AGENCY TAC Agenda Letter

TO: Board of Directors
FROM: Paul W. Price, Executive Director
REPORT BY: Eliot Hurwitz, Planning Manager
(707) 259-8782 / Email: ehurwitz@nctpa.net
SUBJECT: Bike Path California Environmental Quality Act (CEQA) Document

RECOMMENDATION

TAC review and recommend to the NCTPA Board the adoption of the new Napa Countywide Bicycle Plan environmental document – Initial Study/Mitigated Negative Declaration (IS/MND).

EXECUTIVE SUMMARY

The Napa Countywide Bicycle Plan presents a cooperatively developed 25-year vision for building a complete bicycling system for our community. It also presents a carefully chosen set of specific goals, objectives, and policies to guide the ongoing evolution of that system.

The Plan is made up of two (2) major elements:

1. A specific set of existing and proposed Class I, II and III bikeways, presented on a set of maps and a linked set of data tables that describe the routes, including their beginning and end points.
2. A set of supportive policies and programs designed to make maximum safe use of existing routes, and to promote turning “proposed” routes into reality.

The Plan is presented in two (2) parts:

1. The Countywide Overview, which describes elements that are common to all six (6) Napa jurisdictions.
2. Six (6) jurisdiction specific planning documents, one (1) each for the Cities of American Canyon, Napa, St. Helena and Calistoga, one for the Town of

Yountville and one (1) for Napa County. Once the CEQA document has been adopted by NCTPA, following a public comment period, each of these plans will be presented to the elected council for that jurisdiction for adoption.

A Project Steering Committee was made up of staff representatives from the Cities of American Canyon, Napa and St. Helena, Napa County, NCTPA and a representative from the NCTPA Bicycle Advisory Committee.

FINANCIAL IMPACT

Is there a fiscal impact? Yes. Once the IS/MND is formally adopted at a subsequent NCTPA Board meeting, funding priorities for bicycle projects will be established as guidelines for future funding availability. Additionally, adoption of the Plan will qualify Napa jurisdictions for specific funding sources, such as the State Bicycle Transportation Account.

BACKGROUND AND DISCUSSION

The Napa Countywide Bicycle Plan was last updated in 2003. The new Plan has been developed at a time when there has been a strong surge of interest in bicycling in Napa County, as well as in the Bay Area Region, the nation and the world. New programs, systems and technologies have been emerging month by month, spurred on by an intention to reduce greenhouse gas emissions, to promote more active, healthy transportation options, to reduce traffic congestion, and to provide connections between our communities.

NCTPA has adopted a long range strategic goal of having 10% of all trips made by bicycle in Napa County. This new Napa Countywide Bicycle Plan is one way that NCTPA looks to accomplish this goal, in close partnership with the governments, non-profit organizations and citizens of our community.

The Plan is presented in two (2) parts:

3. The Countywide Overview, which describes elements that are common to all six (6) Napa jurisdictions. The Overview covers:
 - Vision and Goals
 - Background and Partners
 - Objectives and Policies
 - Existing Conditions
 - The Recommended Bicycle System
 - Implementation
4. Six (6) jurisdiction-specific planning documents, one (1) each for the Cities of American Canyon, Napa, St. Helena and Calistoga, one (1) for the Town of Yountville and one (1) for Napa County.

The Plan has been developed over the past year with active participation of several key

groups: the staff of each City, Town and County; the local bicycle committees, made up of citizens appointed by the local governments; the general cycling community, which has been invited to all planning meetings; and the public at large, which was invited to two (2) "bicycle summits" held at key points in the development of the Plan.

SUPPORTING DOCUMENTS

- Attachments: (1) Countywide Bicycle Plan – Executive Summary, as revised 4/24/12
(2) Initial Study/Mitigated Negative Declaration, as revised 4/24/12
(3) Summary of Changes Made to Countywide Bicycle Plan and to the Initial Study/Mitigated Negative Declaration

Executive Summary

This Napa Countywide Bicycle Plan presents a cooperatively-developed 25-year vision for building a complete bicycling system for our community. It also presents a carefully chosen set of specific goals, objectives, and policies to guide the ongoing evolution of that system.

Napa County, with its varied terrain, beautiful scenery, and mild weather is ideal for both practical and recreational cycling. Cities in the County are relatively flat and compact, characteristics that are optimal for intra-city commute and utilitarian trips. Currently, inter-city travel on the valley floor via bicycle can be challenging because of the distance between the cities, limited connections, and roads with high-speed traffic. Outside of the cities and valley floor, the County's mountains, valleys, and scenery provide a "world class" experience that is a physically challenging and attractive for recreational cyclists.

This Plan has been developed at a time when there has been a strong surge of interest in bicycling in Napa County, as well as in the Bay Area Region, the nation and the world. New programs, systems and technologies have been emerging month by month, spurred on by an intention to reduce greenhouse gas emissions, to promote more active, healthy transportation options, to reduce traffic congestion, and to provide connections between our communities. The Napa Vine Trail Coalition, dedicated to creating a Class I Multi-use Path the full length of Napa Valley, has emerged as a popular community organization, made up of 27 of the county's most influential non-profit and government groups. The Napa Bicycle Coalition, recently re-named "Napa Bike," has energized the cycling community to become an even more active participant in the development of cycling resources in the county. The local "Safe Routes to School" program has been expanding rapidly, now serving schools throughout Napa County. The Napa County Transportation and Planning Agency (NCTPA) has adopted a long range strategic goal of having 10 percent of all trips made by bicycle in Napa County. This new Countywide Bicycle Plan is one way that NCTPA looks to accomplish this goal, in close partnership with the governments, non-profit organizations and citizens of our community.

This Plan is made up of two major elements:

1. A specific set of existing and proposed Class I, II and III bikeways, presented on a set of maps and a linked set of data tables that describe the routes, including their beginning and end points.
2. A set of supportive policies and programs designed to make maximum safe use of existing routes, and to promote turning "proposed" routes into reality.

This Plan is presented in two parts:

1. The Countywide Overview, which describes elements that are common to all six Napa jurisdictions. The Overview covers:
 - Vision and Goals
 - Background and Partners
 - Objectives and Policies
 - Existing Conditions
 - The Recommended Bicycle System
 - Implementation
2. Six jurisdiction-specific planning documents, one each for the Cities of American Canyon, Napa, St. Helena and Calistoga, one for the Town of Yountville and one for Napa County.

The Plan has been developed over the past year with active participation of several key groups: the staff of each City, Town and County; the local bicycle committees, made up of citizens appointed by the local governments; the general cycling community, which has been invited to all planning meetings; and the public

at large, which was invited to two “bicycle summits” held at key points in the development of the Plan.

A Bicycling Vision and Goals for Napa County

Vision

There will be a comprehensive, interconnected bicycle system throughout Napa County, including connections to the rest of the Bay Area region. There will also be development patterns and programs that will support access to this system and provide people with safe, convenient and enjoyable. Bicycling is common for everyday trips and recreation, contributing to the quality of life in Napa and the health, safety and welfare of its residents, workers and visitors. Napa is known as a bicycle friendly community, achieving the highest level of certification from the League of American Bicyclists, with a “world class” bicycling system.

Goals

Principal Goal – To develop and maintain a safe and comprehensive countywide bicycle transportation and recreation system that provides access, opportunities for healthy physical activity, and reduced traffic congestion and energy use. Policies, programs and projects work together to provide safe, efficient and enjoyable opportunities for bicyclists of all types, ages, and abilities to access public transportation, school, work, recreation areas, shopping and other activity centers, and residential neighborhoods, and to connect Napa jurisdictions to each other and the region.

Goal from the NCTPA Strategic Plan, “Napa’s Transportation Future” – Increase the percent of countywide trips made by bicycle to 10 percent.

Background and Partners

Relationship to Local Plans and Other Relevant Land Use, Transportation, Air Quality, and Energy Planning Efforts

Implementation of the NCTPA Countywide Bicycle Plan will require coordination, consistency, and cooperation amongst numerous jurisdictions and agencies with varied interests that implement policy and maintain regulatory authority over land-use and transportation decisions within and immediately adjacent to Napa County. Local bicycle plans in American Canyon, Calistoga, Napa, St. Helena, Yountville, and the County of Napa supplement this overview document and comprise the Napa Countywide Bicycle Plan. Additionally, there are a number of federal, state, regional, county, and local agencies that have developed plans, programs, directives, policies, and regulations related to funding, planning, designing, operating, maintaining, and using transportation systems and bicycle facilities. These agencies and their plans, policies, and supporting information have been evaluated for coordination, consistency, and conformance with this Plan as identified by Caltrans and stipulated in the Streets and Highways Code Section 891.2. Relevant documents, policies, and supporting information are summarized and provided in Appendix A.

Bicycle Plan Development and Public Participation

The Bicycle Plan was developed over an 18-month period in 2010/11. The Plan was prepared by a consulting team working closely with NCTPA staff, a Project Steering Committee, local agency staff, Bicycle Advisory Committees or other responsible groups from the County and Napa’s cities, stakeholders, and the public and interested citizens. The 2011 Napa Countywide Bicycle Plan builds upon the efforts of the 2003 Plan and integrates new projects, partnerships, concepts, and programs.

Public participation was an important component in the development of the Countywide Bicycle Plan. The NCTPA and plan participants solicited public input on existing conditions for bicyclists, potential

ATTACHMENT 1
TAC Agenda Item 8
May 3, 2012

improvement projects and programs, and site-specific issues such as safety concerns, access, connectivity, bicycle parking, and other items needed to improve conditions for bicyclists.

Implementing Partners



Implementation of the Countywide Bicycle System and encouragement of its use is a responsibility shared by all government agencies and jurisdictions in the Plan Area. It relies not only upon the development of good plans, but commitment at each level of government to support bicycle projects and programs. Whereas each agency has a different level of responsibility for building capital facilities, the implementation of education and encouragement programs is a responsibility shared fairly equally among all agencies.

- Cities and County
- Napa County Transportation Planning Agency
- Metropolitan Transportation Commission
- California Department of Transportation (Caltrans)
- Regional Trail Agencies
- Transit Agencies
- Private Developers
- Local Advisory Committees
- Napa County Health and Human Services Agency
- Napa County Office of Education, School Districts, and Schools

Objectives and Policies

In addition to the countywide policies abbreviated below, each jurisdiction may choose to identify additional local policies. These additional policies are shown in the jurisdiction-specific plans that accompany this countywide overview. (Full text of all policies, including responsible agencies, is contained in the body of the Plan – pages 9-14)

Objective 1.0: The Countywide Bicycle Network

Establish a comprehensive, safe, connected countywide bicycle transportation and recreation system to support increases in bicycle trips made throughout the County to 10 percent of all trips by 2035.

Policies

- 1.1 Develop and maintain a local and countywide bicycle transportation and recreation network that connects Napa's neighborhoods and communities . . .
- 1.2 Develop and maintain contiguous north-south and east-west Class I pathways . . .
- 1.3 . . . ensure that all transportation projects on designated bicycle routes include, enhance or maintain bicycle transportation facilities.
- 1.4 . . . cooperatively with all responsible departments and agencies . . . to close existing gaps in facilities and ensure the network is funded, designed, constructed, and maintained.
- 1.5 Consider the needs of all types of bicyclists
- 1.6 Establish and/or maintain local and countywide bicycle advisory committees

Objective 2.0: Design

Utilize accepted design standards and “best practices” to facilitate completion of a connected bicycle system that is safe, convenient and enjoyable to use.

Policies

- 2.1 (use standard official guidelines) as well as evolving “best practices”
- 2.2 . . . assure that all approaches to signalized intersections include bicycle detection devices . . .
- 2.3 Provide consistent enhanced crossing features at uncontrolled intersections with Class I trails.
- 2.4 Where standard Class II bike lanes are infeasible under current conditions, consider innovative approaches to safely accommodate bicycles . . .
- 2.5 Install way-finding signage, markers, and stencils on off-street paths, on-street bikeways, local Class III routes, and State Routes . . .
- 2.6 Improve safety and access for bicyclists at all at-grade railroad crossings . . .
- 2.7 Bikeway design and siting outside of existing transportation corridors shall take into account the Napa County Right to Farm Ordinance (Appendix D)
- 2.8 Signage . . . adjacent to active agricultural operations . . . to respect . . . agricultural practices and the privacy of private properties.

Objective 3.0: Multimodal Integration

Develop and enhance opportunities for bicyclists to easily access public transit and other transportation resources.

Policies

- 3.1 Require transit providers to provide and maintain convenient and secure bike parking facilities . . .
- 3.2 Require local and regional transit agencies to accommodate bicycles on all transit vehicles . . .
- 3.3 Plan for additional bicycle storage capacity on transit vehicles . . .
- 3.4 Consider a “Safe Routes to Transit” program that prioritizes bicycle and pedestrian access to transit stops and centers . . .
- 3.5 Encourage the development of “staging areas” as a component of trail development and other bikeway projects . . .
- 3.6 Develop strategies and work with private landowners/businesses to provide bicycle parking at strategic locations . . .

Objective 4.0: Comprehensive Support Facilities

Ensure development of comprehensive support facilities for bicycling such as short- and long-term bicycle parking, end of trip amenities, bicycle staging areas, repair stations, and other resources such as bicycle maps, guide information, and on-line tools.

Policies

- 4.1 Require adequate . . . bicycle parking for non-residential uses as required in local standards.
- 4.2 Provide adequate short-term bicycle parking and long-term bicycle storage for transportation centers . . .
- 4.3 Work with businesses and private property owners to provide bicycle parking at existing employment, retail, and commercial sites . . .
- 4.4 Encourage employers to provide secure indoor and/or covered bicycle parking for their employees . . .
- 4.5 Encourage major employers to provide shower and locker facilities for workers . . .
- 4.6 Encourage local school district to provide well located, secure bicycle parking at schools.

[NCTPA, cities, towns, County]

- 4.7 Design Class I Trails to incorporate high-visibility crossing treatments, pedestrian scale lighting, street furniture, drinking fountains, interpretive elements, and other amenities . . .

Objective 5.0: Safety and Security

Create a countywide bicycle system that is perceived to be safe for bicyclists of all types and age groups, and work to reduce collisions involving bicyclists by 50 percent by the year 2035. (Use 2008 collision data as the baseline for analysis and perform periodic progress evaluations at 5-year intervals to benchmark progress.)

Policies

- 5.1 Coordinate the delivery of bicycle Safety Education Programs to schools . . .
- 5.2 Focus on improving safety at intersections . . .
- 5.3 Focus on improving safety at railroad crossings . . .
- 5.4 Safety improvements in the vicinity of schools, major public transit hubs, civic buildings, shopping centers, and other community destinations shall be given a high priority for implementation.
- 5.5 Improve ongoing collection and analysis of collision data . . .
- 5.6 Promote targeted enforcement of violations that focus on primary collision factors . . .
- 5.7 When siting bikeways, the safety and security of adjacent land owners should be considered

Objective 6.0: Land Use

Support and strengthen local land use policies for compact, mixed use development in appropriate areas, and for designing and constructing bicycle facilities as part of new development projects.

Policies

- 6.1 Condition discretionary projects to provide needed bicycle improvements . . .
- 6.2 In accordance with CEQA Guidelines, projects that could result in the loss of existing bicycle facilities or jeopardize future facilities included in this Plan must be mitigated.
- 6.3 Encourage school districts to participate in providing safe and continuous bicycle and pedestrian connections from surrounding neighborhoods . . .
- 6.4 Site any new Class I multiuse paths . . . in such a way that they are compatible with any adjacent active agricultural activities.
- 6.5 For any class I multiuse paths in the Ag Preserve . . . include transfer of title to Napa County or other public entity so as not to contravene Agricultural Preserve approved use provisions.
- 6.6 Class I multiuse paths that are part of the Napa Valley Vine Trail shall be sited according to the Vine Trail policies

Objective 7.0: Education and Promotion

Develop programs and public outreach materials to promote safety and the positive benefits of bicycling.

Policies

- 7.1 Develop and implement a multimedia countywide bicycle and pedestrian safety and education campaign . . .
- 7.2 Expand the delivery of Safe Routes to Schools curriculum to all elementary and middle schools annually . . .
- 7.3 Educate law enforcement personnel, agency staff, elected officials, and school officials about the benefits of non-motorized transportation, and the safety needs of bicyclists and pedestrians.
- 7.4 Develop and maintain a public bikeway map and user guide . . .
- 7.5 Distribute bicycle and pedestrian safety, educational, and promotional materials . . .

- 7.6 Encourage events that introduce the public to bicycling and walking . . .
- 7.7 Encourage major employment centers and employers to facilitate commuting by bicycle . . .
- 7.8 Maps of the Bike Network made available to the public by public agencies shall only show existing bikeways. This does not include formal planning documents

Objective 8.0: Planning

Continue to update and integrate bicycle-related transportation projects into land use and recreation plans and roadway improvement projects.

Policies

- 8.1 The countywide and/or local Bicycle Advisory Committee (BAC) shall be responsible for advising staff and decision makers on the ongoing planning and coordination of the countywide bicycle transportation system.
- 8.2 Update and adopt the Bicycle Plan in accordance with the California Bicycle Transportation Act, and to coordinate with Regional Transportation Plan updates.
- 8.3 Participating jurisdictions shall update their general plans to incorporate the key contents of this Bicycle Plan.
- 8.4 Consider local and the Countywide BAC as a resource to review roadway improvement projects,
- 8.5 Proactively seek new opportunities for acquisition of . . . rights-of-way . . . for the development of new Class I multi-use pathways . . .
- 8.6 . . . maintain on-street bikeways where off street pathways or alternative routes are proposed. Existing bikeways should not be altered or eliminated without consulting local bicycle advisory committees.
- 8.7 . . . assign staff to assume bicycle coordination duties to oversee implementation of the Countywide Bicycle Plan and coordinate activities between affected departments . . .
- 8.8 For Class I multiuse paths not along existing transportation corridors, proactively notify landowners along proposed trail routes at the earliest phase of route planning.
- 8.9 For projects in the State right-of-way, project sponsors should work with Caltrans to ensure concerns are resolved prior to application for encroachment permits.

Objective 9.0: Maintenance

Maintain and/or improve the quality, operation, and integrity of bicycle infrastructure.

Policies

- 9.1 Maintain geometry, pavement surface condition, debris removal, markings, and signage . . . to the same standards and condition as the adjacent motor vehicle lanes.
- 9.2 Develop or retain a maintenance reporting system with a central point of contact to report, track, and respond to routine bicycle maintenance issues . . .
- 9.3 Require that road construction projects minimize their impacts on bicyclists through the proper placement of construction signs and equipment, and by providing adequate detours . . .
- 9.4 Consider bicycle safety in the routine maintenance of local roads and seek to, at a minimum . . .
 - Trim vegetation . . .
 - Clear debris . . .

Objective 10.0: Funding

Work to maximize the amount of funding to implement bicycle projects and programs throughout the county.

Policies

- 10.1 Seek varied sources of funding, . . .
- 10.2 Encourage multi-jurisdictional funding applications . . .
- 10.3 Promote the availability of adequate regional, state and federal funding sources . . .

Existing Conditions

Issues, Opportunities, and Constraints

There are a variety of challenges associated with the planning and development of bicycle facilities throughout Napa County. General challenges are listed below and include:

- Limited Local Funds
- Limited Right-of-Way
- Public Support and Perception
- Physical Barriers
- Accommodating Bicyclists on Rural Highways, Arterials, and Roadways
- Railroad Tracks
- Narrow Bridges
- Traffic Signal Detection
- Construction Zones
- Plan and Policy Support
- Routine Consideration
- Bikeway Continuity
- Maintenance
- Bicyclists come in all Sizes, Ages, Skill Levels and Degrees of Confidence
- Real and Perceived Safety Concerns
- Lack of Respect between Motorists and Bicyclists
- SR 29 Divides Napa's Communities
- Limited North-South and East-West Connections
- Distance Between Communities
- Visitors and Tourism

Existing Bicycle Programs

There are a variety of existing entities and programs throughout Napa County that work to support and promote bicycling. Existing activities are aimed at improving the safety and convenience of getting around by bicycle and boosting ridership levels. Some of these existing programs have been in place for years, while others such as the County Office of Education Safe Route to Schools Program are relatively new. In some cases, the programs are city or county funded; in others, they are non-profit or volunteer run. Many of the existing programs are delivered on a by-request basis, rather than annually or at regular intervals. Further, there is little coordination amongst existing programs or entities, which tends to limit the delivery and impact of the efforts. Existing entities that provide support programs and/or current activities include:

- Napa County Bicycle Coalition – Napa Bike
- Napa Valley Vine Trail Coalition
- Napa County Office of Education
- Napa Valley Car Free
- Napa County Health and Human Services Agency Activities
- Street Smarts Traffic Safety Campaign
- Eagle Cycling Club
- Focused Law Enforcement Activities
- Bicycle Fairs, Races, and Community Events
- Bike to Work Day/Month Activities
- Bicycle Tours
- Bicycle Maps

Existing Bikeway Network

Primary Bikeway Network

A new element of this planning effort has been the designation of a countywide Primary Bikeway Network – a continuous countywide network of on- and off-street bikeways that extends between and through communities. The Primary Bikeway Network consists of a selection of existing and proposed Class I, Class II, and Class III bikeways that provide inter-city and inter-county routes along with connections to other transportation modes, major destinations, jobs, neighborhoods, recreation, and

local bicycle networks. The network typically includes a north-south and east-west route through each community. The intention of the network is to focus and collaborate on a set of basic routes that will provide access to major destinations and activity areas.

Bikeways Inventory (Maps, Database, Description)

The Countywide Bikeway Network consists of Class I multi-use paths, Class II bike lanes, and Class III bike routes and bicycle boulevards. A comprehensive inventory of existing bikeways is provided in tabular format by jurisdiction within the local agency plans. Existing bikeways are shown on the bikeway maps, Figures I through II.

Safety Plan

Bicycle Collisions and Safety Analysis

This section addresses safety conditions for bicyclists and includes a review of the California Office of Traffic Safety's (OTS) collision rankings, the Statewide Integrated Traffic Records System, Seasonal Trends in Napa County, an understanding of the limitations of bicycle collision reporting, an analysis of bicycle collisions throughout the County for the most recent 10 years for which collision data was available at the time of the analysis, identification of the top ten collision locations throughout the County by intersection and segment, and a review of urban and rural bicycle crash types.

Safety, Education, Encouragement, and Enforcement Programs

The Countywide Bikeway Network has been planned to provide safe, convenient access for all types of bicyclists to destinations throughout Plan Area. Like all other modes of transportation, the system and its network of facilities must be used appropriately to maximize the safety of all users, bicyclists, pedestrians, and motorists alike. To help minimize safety risks, it is imperative that bicyclists and motorists follow basic traffic laws. For bicyclists, this includes activities such as riding in the correct direction, stopping at stop signs and traffic signals when the light is red, riding predictably, and taking proper measures to be visible day and night; and for motorists yielding to turning bicyclists, passing with care, and not driving or parking in designated bicycle lanes, to name a few behaviors for both.

Recommended Bicycle System

Proposed Bikeway System

The proposed bikeway system consists of an interconnected network of Class I pathways, Class II bike lanes, and Class III bike routes to complete both the local and primary countywide bikeway networks, along with various safety enhancements, bicycle support facilities, and programs designed to improve safety and encourage bicycling.

The local and primary bikeway networks have been planned to link residents, visitors, and bicyclists of all ages and types between residential areas and community destinations including schools, parks, shopping, civic buildings, employment centers, and regional trails and bikeways.

While the projects in this Plan have received a preliminary feasibility evaluation, engineering and environmental studies will be required prior to project implementation to determine project specific issues such as right-of-way impacts, traffic operations, parking impacts, and/or environmental issues.

Programs

The bikeway system must be comprised of more than just bikeways to realize increases in the number of people who choose to bicycle, and to achieve the community benefits associated with an increase in

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bicycle trips and a reduction in vehicle miles traveled. Therefore, in addition to the construction of bicycle facilities and supporting infrastructure, it is critical that steps be taken to mainstream bicycling as a viable transportation option. To raise the awareness level of the rights and responsibilities of bicyclists and motorists and to forge a higher level of understanding between those on our roads and paths, a variety of education, encouragement, and enforcement activities are recommended.

- Education and Awareness
- Countywide Traffic Safety Campaign
- Share the Road Campaign
- Bicycle Ambassadors
- Bike Share Programs
- Local Agency Bicycle Fleets
- Education and Encouragement Activities
- Signing Program
- Countywide Bicycle Parking Program
- Maintenance Monitoring and Reporting System

Implementation

This section identifies the activities and actions that are necessary to implement the physical improvements, facilities, and programs contained in this Plan, along with the estimated costs for the proposed improvements, maintenance requirements, and funding and financing strategies.

Successful implementation of the projects and programs contained in the Bicycle Plan will require ongoing cooperation within and amongst the NCTPA, local agencies, and various stakeholders including other public agencies and bicyclists. The planning horizon for the projects identified in this plan is the year 2035.

Implementation of the projects in this plan will occur incrementally in a variety of ways. Many projects will be incorporated into local agency's Capital Improvement Program (CIP) processes and will be implemented as the CIP projects get funded. Others can happen as part of regular maintenance and operations practices and road resurfacing projects. Development and/or redevelopment in some areas will present a significant opportunity to implement some of the recommendations of this Plan.

Amending the Countywide Bicycle Plan and Maps between Updates

NCTPA will update the map of existing and proposed bikeways each year in January important changes may be made more frequently if required. The NCTPA Bicycle Advisory Committee (BAC) meets monthly on the fourth Monday of each month and will review submitted requests for changes.

Project Costs

Construction costs for bicycle infrastructure are presented in Table i. The costs below are for planning level estimates. They are unit costs for construction and do not include contingencies, design, environmental analysis, administrative costs, right-of-way acquisition, or inflation factors.

Table i
Construction Cost Assumptions for Bikeway Improvements

Capital Project	Unit	Cost
Class I: Multi Use Trail		
Construct Multi-Use Pathway	Mile	\$550,000
Rehabilitation	Mile	\$125,000
Class II: Bike Lanes		
Install Signs, Striping, & Stencils	Mile	\$30,000
Reconfigure Roadway Striping, add Bike Lanes	Mile	\$75,000-\$90,000
Class III: Bike Route		
Install Signing (Up to 10 signs per mile)	Mile	\$2,500
Bicycle Boulevard		
(Signing and Stencils Only)	Mile	\$4,500
(Traffic Calming Treatments)	Each	\$2,000-\$60,000

Program Costs

This plan includes a variety of collaborative programmatic improvements and actions that will help achieve the vision of increased bicycling throughout Napa County and bicycle safety improvements for

each community. The programs and actions are important to help realize Plan vision and safety enhancements and should be implemented as soon as time and funding resources are available. Costs for individual programs and actions are highly variable and dependent upon the scope and scale of actions. **Error! Reference source not found.** identifies the primary programmatic improvements, which are defined in greater detail in earlier sections, includes a range of estimated costs, a potential lead agency, likely partner agencies, and potential funding sources.

Funding Resources

This section provides an overview of funding mechanisms available to implement the bicycle projects and programs contained in this plan. Due to its dynamic nature, transportation financing is complex. Implementation of bicycle facilities, improvements, and programs is made possible by a wide variety of funding sources including Federal, State, Regional, and Local Governmental sources, private sector development and investment, and community, special interest and philanthropic organizations.

Federal, State, Regional, and Local Governmental Sources

Transportation funds are divided into myriad funding programs. In general, federal funds are used for capital projects. State funds are used for new capital projects too, but also cover maintenance costs. Regional and local funds are the most flexible, and may be used for capital project, maintenance, and operational costs, and programmatic improvements.

The primary implementers of infrastructure projects are city and county public works departments. Project selection is typically based on planning processes involving public participation. Additionally, schools and school districts can be project implementers.

Private Sector Development and Investment

Private sector development and investment play an important role in funding non-motorized infrastructure. Many newer housing and retail developments throughout Napa County have been planned, or required, to include sidewalks, pathways, and bicycle facilities. Private development is expanding its focus on “smart growth” and balanced transportation options. This inherently builds in orientation to the bicycle and pedestrian modes. Sometimes developers also fund such amenities as bicycle racks, bicycle storage, benches, lockers and shower facilities. Additionally, in many locations improvements such as closure of gaps in sidewalks or road widenings are made only after a private land use change is approved. Improvements or right-of-way dedication can be made conditions of approval, allowing upgrades for bicyclists and pedestrians.

Community, Special Interest and Philanthropic Organizations

Other non-governmental sources of funding include the contributions of community-based organizations, such as the Napa County Bicycle Coalition and the Napa Vie Trail Coalition, in carrying out programs that support bicycle usage.

Plan Maintenance and Revision

This Plan is a complex living document and will be continuously revised in the years to come. Each of the six jurisdictions in our community has staff members (in the public works and/or planning departments) who work together with the NCTPA to bring the elements of the plan to life. Most communities also have local citizen committees dedicated to the implementation, upkeep and revision of this plan. Other community organizations, such as the Napa Valley Vine Trail Coalition and NapaBike also participate in cooperatively overseeing the implementation of this plan. Throughout the year, these

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groups will review recommendations from the community for revisions to the plan. Based on this input, the NCTPA will revise the set of existing and proposed routes each year in January and we will revise the entire plan every five years. Special amendments may also be made at any time

INITIAL STUDY

Prepared for the:

Napa County Transportation and Planning Agency

NAPA COUNTYWIDE BICYCLE PLAN UPDATE

Napa County
City of American Canyon
City of Napa
City of Saint Helena

Prepared by:

Jeffrey H. Peters, Principal, Questa Engineering Corporation

City of Calistoga
Town of Yountville

Prepared by:

Eliot Hurwitz, Program Manager for Planning, Napa County Transportation and Planning Agency

May 16, 2012

Napa County Transportation and Planning Agency

30 DAY NOTICE OF AVAILABILITY OF A DRAFT MITIGATED NEGATIVE DECLARATION

NOTICE IS HEREBY GIVEN that the Napa County Transportation and Planning Agency has prepared an Initial Study Checklist for environmental review of the following described project in accordance with the California Environmental Quality Act (CEQA) of 1970, as amended.

Project Title: Napa Countywide Bicycle Plan Update
Project Applicant: Napa County Transportation and Planning Agency (NCTPA)
Project Location: The Bicycle Plan area includes the area within Napa County's jurisdictional boundaries.

Project Description. The proposed project for the purposes of CEQA review consists of the adoption of the NCTPA Countywide Bicycle Plan (Plan), which incorporates six stand-alone Bicycle Plans and associated policies and projects for the cities of American Canyon, Napa, Calistoga, Yountville, St. Helena and the County of Napa (unincorporated areas).

NCTPA is the lead agency for the overall planning effort, also providing assistance in programming regional, state, and federal funds, and will lead or support the implementation of programmatic improvements. The Plan and environmental analysis will also be separately adopted and certified by each respective agency prior to project implementation. The Plan will be used by each individual agency to document policy and guide implementation of local projects and programs.

The Plan is intended to guide development and enhancement of bicycle facility infrastructure within the cities and unincorporated areas of Napa County. It provides a description of proposed projects and priorities for implementation; details design standards for bikeways, and programmatic recommendations to meet transportation goals, and improve safety conditions as part of a multi-modal transportation network. The plans are also intended to guide the future development of bicycle infrastructure in the County and Cities, and in doing so will reduce the use of motor vehicles and improve connectivity, including connectivity between neighborhoods and commercial districts, and improve public health by fostering additional outdoor exercise.

In order to provide for a geographically and thematically comprehensive analysis of the Napa County Bicycle Plan, potential environmental impacts associated with the Plan are analyzed at a "program" level within this Initial Study. The agencies responsible for plan implementation, including Napa County, the Cities of American Canyon, Napa, and St. Helena, and the Napa County Regional Parks and Open Space District, will review all projects on a case-by-case basis to determine if any supplemental environmental review under CEQA of potentially adverse project-specific impacts would occur that are not mitigated through the recommended project revisions and mitigations identified in this Initial Study. This analysis uses the established policies in the Napa County General Plan, as well as the General Plans of the Cities within Napa County, and the ordinances and codes of these entities.

The basis for proposing a Mitigated Negative Declaration (MND) is the finding that implementation of the Countywide Bicycle Plan will have a less than significant effect on the environment because the NCTPA has hereby agreed to implement each of the identified mitigation measures, which would be adopted as part of the Mitigation Monitoring and Reporting Program associated with this CEQA document.

Review and Comment Period: Comments on the Draft MND must be received by *5:00 PM, April 2, 2011*, at the following address:

Eliot Hurwitz
Program Manager for Planning
Napa County Transportation and Planning Agency
707 Randolph St, Napa CA 94559

Report Availability: A copy of the Draft MND and IS are available for review online at <http://www.nctpa.net>. Copies are also available at the following locations:

Napa County Transportation and Planning Agency
707 Randolph Street, Ste. 100
Napa, CA 94558

Napa County Planning Department, Front Counter
1195 Third Street, Suite 210
Napa, CA 94559

Napa City-County Public Library
580 Coombs St.
Napa, CA 94559

City of American Canyon, City Clerk
4381 Broadway Street, Ste. 201
American Canyon, CA 94503

City of St. Helena, Planning Department
1480 Main Street
St. Helena, CA 94574

St. Helena Public Library
1492 Library Lane
St Helena, CA 94574

Start of Public Review: February 15, 2012 **End of Public Review:** April 2, 2012

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APPENDIX A: PROJECT MAPS

Study Area and Vicinity
Overview of Countywide Bicycle Facilities
Planning Area - North Valley
Planning Area - Mid Valley
Planning Area - City of Napa
Planning Area - South Valley
Existing and Proposed Bicycle Network, City of American Canyon
Existing and Proposed Bicycle Network, City of Napa
Existing and Proposed Bicycle Network, City of Saint Helena
Existing and Proposed Bicycle Network, Napa County

APPENDIX B: PROJECT LIST

Proposed Bicycle Network, American Canyon
Proposed Bicycle Network, City of Napa
Proposed Bicycle Network, Saint Helena
Proposed Bicycle Network, Napa County Unincorporated
Proposed Bicycle Network Calistoga
Proposed Bicycle Network Yountville

APPENDIX C: MITIGATION MONITORING AND REPORTING PROGRAM



NAPA COUNTYWIDE BICYCLE PLAN UPDATE INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

1. **Project Title:** **Napa Countywide Bicycle Plan Update**
2. **Lead Agency Name and Address:** **Napa County Transportation Planning Agency**
3. **Contact Person and Phone Number:** Eliot Hurwitz
Program Manager for Planning
Napa County Transportation and Planning Agency
707 Randolph St, Napa CA 94559
707-259-8782
4. **Project Location:** Unincorporated Napa County and the Cities of Napa,
St. Helena and American Canyon
Town of Yountville
City of Calistoga
5. **Project Sponsor's Name and Address:** **Napa County Transportation Planning Agency**
6. **General Plan Land Use Designation:** Varies
7. **Zoning:** Varies
8. **Description of Project:**

The proposed project for the purposes of CEQA review consists of the adoption of the NCTPA Countywide Bicycle Plan Update (Plan), which incorporates four stand-alone Bicycle Plans and associated policies and projects for the cities of American Canyon, Napa, Calistoga, Yountville, St. Helena and the County of Napa (unincorporated areas).

The NCTPA Bicycle Plan Update addresses bicycle facility needs over a 25-year planning horizon and consists of several parts. The stand-alone Bicycle Plans for the cities of American Canyon, Napa, Calistoga, Yountville, St. Helena and the County of Napa, will be used by the individual agencies to document policy and compliance with CEQA requirements, and guide implementation of local projects and programs, with a countywide overview that addresses countywide issues. The Plan is intended to address the local context of each community, coordinate bicycle access between jurisdictions, and comply with the requirements of the State-mandated Bicycle Transportation Act. This Plan includes a vision statement, goals, policies, and objectives; and documents existing conditions and proposed projects in text, tables, and Bike Plan Maps (the Plan and background information are available for review online at <http://www.nctpa.net/pro-pro/pla-stu/bicycle.html>). The Bike Plan includes a collision analysis, and documents past expenditures and future funding needs. The Bike Plan: 1) provides a description of proposed projects and priorities for implementation; 2) details design standards for bikeways, and includes a series of programmatic recommendations intended to help mainstream bicycling; 3) helps achieve larger community livability and transportation goals; and 4) includes programs to improve safety conditions for bicyclists and motorists.

NCTPA is the lead agency for the overall planning effort, also providing assistance in programming regional, state, and federal funds, and will lead or support the implementation of programmatic improvements. The Plan and environmental analysis will also be separately adopted and certified by each respective agency prior to project implementation.

In order to provide for a geographically and thematically comprehensive analysis of the Napa County Bicycle Plan, potential environmental impacts associated with the Plan are analyzed at a "program" level within this Initial Study. The agencies responsible for plan implementation, including Napa County, the Cities of American Canyon, Napa, Calistoga, Yountville, St. Helena, and the Napa County Regional Parks and Open Space District, will review all projects on a case-by-case basis to determine if any supplemental environmental review under CEQA of potentially adverse project-specific impacts would occur that are not mitigated through the recommended project revisions and mitigations identified in this Initial Study. This analysis uses the established policies in the Napa County General Plan, as well as the General Plans of the Cities, and the ordinances and codes of these entities.

A) BACKGROUND AND PURPOSE

The Plan is an update of the *2003 Napa Countywide Bicycle Master Plan*, and addresses bicycle facility needs over a 25-year planning horizon. The Plan includes a Vision Statement, Goals, Objectives, Policies and Programs to guide bicycle access within Napa County. The Plans for each community address the local context of each area, including specific projects, programs and implementation actions to comply with the requirements of the State-mandated Bicycle Transportation Act. The Plan documents existing conditions, proposed projects, contains a collision analysis, and an analysis of past expenditures and future funding needs.

The Plan is intended to guide development and enhancement of bicycle facility infrastructure within the cities and unincorporated areas of Napa County. It provides a description of proposed projects and priorities for implementation; details design standards for bikeways, and programmatic recommendations to meet transportation goals, and improve safety conditions as part of a multi-modal transportation network.

The Plan focuses on facilities that provide direct, convenient connections to desired destinations, including employment centers, commercial areas, parks, schools, tourist destinations, and transit. This coordinated effort will help with the inter-jurisdictional planning of bikeways that cross boundaries and affect more than one city or one planning agency (primary routes). The Plan will also be used to obtain regional, state, and federal funding for bicycle projects and programs. Project proposals will be incorporated into the Napa County Transportation and Planning Agency (NCTPA) Strategic Transportation Plan, the Regional Bicycle Plan for the San Francisco Bay Area, and the Metropolitan Transportation Commission's (MTC) Regional Transportation Improvement Program (RTIP).

B) SETTING

Napa County is located in the North Bay, within the nine-county San Francisco Bay Area Metropolitan Statistical Area. With a County population of approximately 139,000 housed within 754 square miles, it is a primarily rural area, with urban uses concentrated in a valley along a north-south axis roughly paralleling the Napa River. The area is primarily agricultural. Extensive active viticultural operations exist both in the Napa Valley floor and throughout the county. Historic "Agricultural Preserve" zoning designation has been applied to significant portions of the county. Napa County is bordered on the west by the Mayacamas Mountains and Sonoma County, on the east by the Howell Range and Solano and Yolo Counties, on the north by Lake County, and on the south by San Pablo Bay. The County is home to the cities of American Canyon, Calistoga, Napa, St. Helena, and Yountville. Napa County is sparsely settled outside of the incorporated and urbanized areas, but the transportation system is affected by tourism, which influences vehicular as well as bicycle use.

C) PLAN ELEMENTS

The Plan has two components, including both programmatic and physical elements: 1) programs, safety enhancements and bicycle support facilities to improve safety and encourage bicycling, which will be implemented countywide and by each City, and 2) a network of proposed bikeway improvements including Class I multi-use paths, Class II bike lanes, and Class III bike route projects in American Canyon, Napa, Calistoga, Yountville, Saint Helena and unincorporated Napa County. Many of the Class I multi-use paths will implement portions of larger trail networks within the County, including the San Francisco Bay Trail, the Napa Vine Trail, Napa River Trail, as well as the Bay Area Ridge Trail. These regional trails are symbolically designated as such on the Bike Plan map sheets.

1) Countywide and Community Programs. Recommended bicycle support facilities and programs include:

- Increasing short- and long-term bicycle parking supplies;
- Improving multi-modal integration; maintenance and monitoring programs;
- Strategies to develop a bicycle counting program;
- Safe routes to school programs;
- Public education;
- Signing and marking enhancements;
- A communitywide traffic safety education campaign.

In general, these activities are Categorically Exempt, as described in Sections 15305-15322 of CEQA. Proposed programs and activities include:

- Bicycle education and awareness program, including developing program webpage;
- Traffic safety multimedia campaign, including public service announcements, educational materials, campaign posters and neighborhood outreach;
- Bicycle safety multimedia campaign, including public service announcements, educational materials, campaign posters and neighborhood outreach;
- Share the Road sign and decal program;
- Bicycle Ambassador/outreach program;
- Bicycle sharing and bicycle fleets;
- Sign Program, including:
 - Caltrans/custom bike route signs
 - Wayfinding signs
 - Warning and advisory signs
 - Pavement markings, lanes, lines, sharrows, etc.
- Bicycle parking and support facilities, which may include racks, lockers, lighting and/or shower facilities;
- Bicycle facility maintenance and monitoring.

2) Bikeway Network Projects. The Bikeway Network consists of the physical projects, including delineation of a Primary Bikeway Network – a continuous countywide network of on- and off-street bikeways that extend between and through communities. The Primary Bikeway Network consists of a combination of existing and proposed Class I, Class II, and Class III bikeways. The proposed bikeway network is organized by geographic planning areas including South Valley, Mid-Valley and North Valley, and by jurisdiction.

Class I Multi Use Path. Class I facilities, typically known as bike paths, are multi-use facilities that provide a completely separated right-of-way for the exclusive use of bicycles and pedestrians, with cross flows of motorized traffic minimized.

Class II Bike Lane. Class II facilities, known as bike lanes; provide a striped and signed lane designated for one-way bicycle travel on a street or highway. The minimum width for bike lanes ranges between four and five feet depending upon the edge of roadway conditions (curbs). Bike lanes are demarcated by a six-inch white stripe, signage and pavement legends.

Class III Bike Route. Class III facilities, known as bike routes, provide signs for shared use with motor vehicles within the same travel lane on a street or highway. Bike routes may be enhanced with warning or guide signs and shared lane marking pavement stencils. Class III Bike Route enhancements, such as bicycle boulevards, may include traffic calming features that reduce the total number of vehicles that use the roadway to make the roadway more bicycle-friendly.

D) CONSTRUCTION ELEMENTS

Depending on the project, construction elements could include the following:

- Signage and striping
- Signal modification
- Street lane width modification (road diet)
- Shoulder widening and improvement
- Off-street trail on existing road (such as a flood control levee, fire or service road)
- Off-street trail through undeveloped area
- Vehicle bridge—modifications to existing bridge, or new bridge with bicycle facilities
- Bicycle/pedestrian bridge
- Boardwalk
- Curb modifications, such as bulb-outs
- Overpass or underpass
- Retaining wall
- Earthwork/grading
- Traffic lane removal/modification
- Parking space removal/modification

Projects

There are approximately 443 miles of bicycle projects that are proposed within Napa County, including the cities of American Canyon, Napa, Saint Helena, Calistoga, Yountville, as well as unincorporated areas. This includes:

Class I = 78 miles
Class II = 104 miles
Class III = 260 miles

Napa County Unincorporated Projects

Approximately 320 miles of bikeway improvements are proposed in unincorporated Napa County. This includes:

- 42 miles of Class I pathways connecting the cities including the Napa Vine Trail (north-south), the Bay Trail, and the Bay Area Ridge Trail.
- 66 miles of Class II bike lanes including Tubbs Lane, Dunaweal Lane, Zinfandel Lane, SR 29, Conn Creek Road, Rutherford Road, and SR's 12, 29, 121, and 221 bike lane improvements.
- 215 miles of Class III bike routes including rural highway segments on SR's 29, 121, 128; Petrified Forest Road, Franz Valley School Road, Larkmead Lane, Bale Lane, Chaix Lane, Howell Mountain Road, Pope Valley Road, Chiles-Pope Valley Road, Sage Canyon Road, Redwood Road, Mount Veeder Road, Atlas Peak Road, Monticello Road, Wooden Valley Road, and others.

City of American Canyon Projects

Approximately 24 miles of bikeway improvements are proposed in American Canyon. This includes:

- 8.5 miles of Class I pathways including the Napa Valley Vine Trail (north-south), San Francisco Bay Trail, Commerce Blvd. extension, Broadway/Veteran's Park, Newell Drive, Napa Junction, Jameson Canyon, and the Eucalyptus Road River to Ridge Trail (east-west).
- 14 miles of Class II bike lanes including Donaldson Way from Newell Drive to Andrew Road; Elliott Drive, Eucalyptus Drive from Rio Del Mar to Wetlands Edge Road; Rio Del Mar from Broadway to Wetlands Road; Silver Oaks, James Road, and Kimberly Drive from Elliott Drive to Meadow Bay Drive.
- 1.5 miles of Class III bike routes including a north-south route that utilizes Melvin Road, James Road, and Danrose Drive, along with an east-west connection along American Canyon between Broadway and the eastern city limit.

City of Napa Projects

Approximately 60 miles of bikeway improvements are proposed in the City of Napa:

- 12 miles of Class I pathways , including:
 - Bay Trail, east side of the Napa River from Kennedy Park to Tulucay Creek
 - Napa River Trail,
 - Napa Valley Vine Trail
- 15 miles of Class II bike lanes:
 - Redwood Road from Trancas Street to Browns Valley Road,
 - West Imola Avenue,
 - Old Sonoma Road,
 - Silverado Trail from Trancas Street to Soscol Avenue
 - Trower Avenue,
 - SR 221 south to Kaiser Road
 - 1st Street /Browns Valley Road west of SR 29
 - Soscol Avenue,
 - Solano Avenue,
 - California Boulevard,
 - Big Ranch Road,
 - Orchard Avenue between Solano Avenue and Dry Creek Road, and

- Golden Gate Drive from West Imola Avenue south to the City Limits.
- 32.5 miles of Class III bike routes

City of Saint Helena Projects

Approximately 36 miles of bikeways are proposed in St. Helena:

- 15 miles of Class I pathways
 - Napa Vine Trail (north-south),
 - Sulphur Creek Path (east-west),
 - Napa River Trail (north-south)
 - Lower Reservoir Park to Spring Mountain Road
 - Crane Park to Grayson Avenue.
- 9 miles of Class II bike lanes
 - Madrona Avenue between Main Street and Sylvaner Avenue
 - Spring Street between Oak Avenue and Sulphur Creek
 - Pope Street between Main Street and Silverado Trail
 - Grayson Avenue and Sulphur Springs Avenue, between Main Street and Crane Avenue.
 - Mountain Road
 - Valley View Street
 - Crane Avenue
 - SR 29 between Deer Park Road and Pratt Aven
- 11 miles of Class III bike routes
- Sign placement and community programs

City of Calistoga Projects

- 5 miles of Class I pathways
 - Napa River Path (east-west),
 - Fair Way Extension Path (east-west),
 - Southern Crossing (north-south)
 - Money Lane extention (east-west)
 - Oak St. connector (north-south)
 - Eastern connection (north-south)
- 5 miles of Class II bike lanes
 - Lake St cross town (north-south)
 - Foothill Blvd (east-west)
 - Lincoln Ave (north-south)
- 4 miles of Class III bike routes
- Sign placement and community programs

Town of Yountville Projects

- 1 mile of Class I pathways
 - Solano Ave Vine Trail (north-south)
 - SR 29 west Vine Trail alignment (north-south)
 - Oak Circle path connector (north-south)
- .3 miles of Class II bike lanes
 - Finnell St (east-west)
- 1.5 miles of Class III bike routes
- Sign placement and community programs

E) ENVIRONMENTAL ANALYSIS

This Initial Study (IS) analyzes the Plan's potential environmental impacts at a *program* level, and at a *project* level where sufficient information about the project is known and available. The IS also identifies those projects where additional information is needed prior to project approval. These designated projects will be subject to supplemental environmental review to determine if potentially adverse project-specific impacts could occur that would not be mitigated to a less than significant level through the mitigation measures and project modifications contained in this IS, and/or where additional site-specific/project-specific measures are needed.

The Project Table (**Appendix B**) describes all proposed Class I (off-street) and Class II facilities and contains a screening and evaluation of potential project impacts and the recommended environmental determination.

Screening was based on review of information contained in the sources listed in this initial Study, including an examination of digital aerial photography and GIS information obtained from the Napa County Baseline Data Report (BDR) that documents countywide environmental features and land use information, to determine if there were significant environmental issues that could be mitigated through the implementation of standard Countywide mitigation measures contained in General Plan policies, ordinances, or development requirements, additional mitigation measures contained in this document, or if the environmental issues were potentially more significant, requiring a more specific and detailed level of analysis. The Napa BDR information was supplemented for geology/soils and hydrology/water quality analysis through the use of Bay Area Association of Governments hazards information (landslides, faults, liquefaction, erosive soils, and tsunami). The California Toxic Substances Control (DTSC) on-line hazardous waste database *Envirostor*, and the State Water Resources Control Board on-line data base *Geotracker* was used to assess Hazards and Hazardous Materials. Based on evaluation and GIS-assisted screening of environmental characteristics, each project's recommended environmental determination was assigned (**Appendix B**):

- CEQA Categorically Exempt (CE) and/or NEPA Categorical Exclusion (CEX). This includes all Class III facilities and many Class II bike lanes that do not require roadway reconfiguration.
- Mitigated Negative Declaration (MND, incorporating Mitigation Measures as outlined in this Initial Study and MMRP). This includes most Class II bike lanes with incorporation of mitigation measures included herein, and some Class I facilities that are located in areas with few potential impacts, or where supplemental environmental analysis has been completed.
- Projects requiring further study (FSN) prior to environmental determination. This includes most Class I facilities where the exact alignment has not been determined, or are not located on existing roads, and may traverse agricultural lands, geologically hazardous areas, creeks, riparian areas, sensitive habitat, flood areas, or require bridges or special crossings as part of the project. In some cases, a focused study regarding a potential impact area such as traffic, flooding or biology might be needed prior to project implementation, rather than a full EIR/EIS.

CEQA Categorically Exempt Projects (CE/CEX)

The creation of bicycle lanes on existing rights of way is Categorically Exempt as indicated in Article 19, Sections 15301(c) (Existing Facilities) and 15304H (h) (Bicycle Lanes) of the California Environmental Quality Act. This applies to all Class III facilities (bicycle routes), as well as most Class II (bicycle lanes) projects, provided that the project is not subject to exceptions such as location, cumulative impact, Scenic Highways (Napa County does not have any designated Scenic Highways, although Hwy 29 is eligible), hazardous wastes, and historic resources. Class I trails and bike projects are also normally categorically excluded (CEX) under NEPA, provided that the project does not affect wetlands, endangered species habitat, protected cultural and historical resources, floodplains and agricultural lands. Focused technical

studies are often required to be completed under NEPA prior to making a Categorical Exclusion determination (See NEPA below).

Mitigated Negative Declaration/Projects Evaluated as part of this Initial Study (MND)

This Initial Study / Mitigated Negative Declaration (IS/MND) contains an evaluation of Class I and Class II projects for which sufficient information is known about the project site and existing conditions, and the proposed project's construction elements, to determine the potential level of environmental impact and for which the mitigation measures contained in this document are sufficient to reduce potential impacts to a less than significant level.

Projects Needing Further Study (FSN)

Projects where there is insufficient information known about the site or project, and/or there are potential project-specific impacts that cannot be mitigated by applying the measures contained in this IS/MND and associated MMRP, or where further study is needed to make such a determination, will be subject to subsequent environmental review prior to implementation.

Projects Subject to NEPA

The federal process for environmental review of projects is contained in the National Environmental Policy Act (NEPA). Some, but not all of the projects may also be subject to NEPA review, depending largely on how the project is funded. Bike Plan projects that receive federal funding (including most Caltrans-overseen projects where they act as lead agency for the Federal Highway Administration FHWA) will more than likely be subject to NEPA review. Typical NEPA Technical Studies and potential environmental documentation required for bicycle projects subject to NEPA is contained in the Appendix B. Many NEPA bicycle and trail projects have a Finding of No Significant Impact (FONSI) after an Environmental Assessment with the appropriate Technical Studies completed.

Surrounding Land Uses and Setting

The project location is in the unincorporated areas of Napa County, the Cities of Napa, St. Helena and American Canyon. Land uses and settings in these areas include agricultural land, vineyards, open-space areas, residential, industrial, commercial, institutional uses and park and open space.

Other Public Agencies Whose Approval is Required:

The following public agencies may require approvals for projects which are developed under this Plan, depending on the location of the project and the development activity involved.

- Bay Area Air Quality Management District
- Caltrans
- California Department of Fish and Game
- Regional Water Quality Control Board
- U.S. Army Corps of Engineers
- U.S. Fish and Wildlife Service
- NOAA Fisheries
- Napa County Airport Land Use Commission
- State Lands Commission
- County and local agencies and Special Districts, such as Napa County Park and Open Space District

Projects within Caltrans right of way will require coordination, including review, approval, project-specific mitigation and fair share contribution for each project. This will be determined at the time improvements are planned and designed.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a Potentially Significant Impact, as indicated by the checklist on the following pages.

- | | | |
|--|--|--|
| <input checked="" type="checkbox"/> Aesthetics | <input checked="" type="checkbox"/> Agriculture & Forestry Resources | <input checked="" type="checkbox"/> Air Quality |
| <input checked="" type="checkbox"/> Biological Resources | <input checked="" type="checkbox"/> Cultural Resources | <input checked="" type="checkbox"/> Geology & Soils |
| <input type="checkbox"/> Greenhouse Gas Emissions | <input checked="" type="checkbox"/> Hazards & Hazardous Materials | <input checked="" type="checkbox"/> Hydrology & Water Quality |
| <input type="checkbox"/> Land Use | <input type="checkbox"/> Mineral Resources | <input checked="" type="checkbox"/> Noise |
| <input type="checkbox"/> Population & Housing | <input type="checkbox"/> Public Services | <input type="checkbox"/> Recreation |
| <input checked="" type="checkbox"/> Transportation/Traffic | <input type="checkbox"/> Utilities & Service Systems | <input checked="" type="checkbox"/> Mandatory Findings of Significance |

Determination:

On the basis of this initial evaluation:

- ☐ I find that the proposed project COULD NOT have a significant effect on the environment and a NEGATIVE DECLARATION will be prepared.
- ☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature

2/15/2012

Date

Eliot Hurwitz
Printed Name

Napa County Transport. & Planning Agency
For

ENVIRONMENTAL CHECKLIST

I. AESTHETICS

Would the project:

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings and historic buildings within a State scenic highway?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Comment to Questions

- a,c) The proposed Plan would result in the construction of bike lanes, routes and paths including at - grade, surface-level improvements that would not change scenic vistas. Napa County is primarily rural and agricultural, with extensive scenic resources. Urban uses are concentrated in the incorporated valley communities, with low rise buildings with a variety of design elements. Bikeways, bicycle facilities, signage, and other improvements would primarily be located along existing roadways.

Access to scenic vistas and view corridors may be improved by the implementation of bicycle facilities in some areas. All structures, signage, fencing, bridges, and walls would be reviewed to ensure that such features are compatible with the surrounding environment. Trails would generally be located on or next to existing roads, and would generally follow existing contours. Projects that require extensive grading would be subject to further environmental review.

Signage would follow specific County, State and Regional Trail facility design standards and would be placed to avoid obstructing scenic views. **Mitigation Measures AESTH- 1, 2 and 3** would reduce this impact to a less than significant level. **Less-than significant with mitigation incorporated.**

- b) There are no designated State Scenic Highways within Napa County. Many of the Plan's projects would occur within existing right of way and would not affect scenic resources. Some of the Plan's projects however, would require grading that could disturb rock outcroppings, require the removal of trees, or be located near historic buildings or other visual resources. **Mitigation Measures AESTH- 3 and 4** would reduce this impact to a less than significant level. **Less-than significant with mitigation incorporated.**
- d) Street or trail lighting in more urban areas may be included with for some of the proposed bicycle improvements that may introduce a new source of light at those project locations. **Mitigation Measure AESTH -5** would reduce this potentially significant impact to a less than significant level. **Less-than significant impact with mitigation incorporated.**

Mitigation Measures

AESTH -1

All off-street trails and bikeways shall be designed to minimize the amount of cut and fill, conform to existing topography and minimize vertical height of cut/fill slopes to less than 10 feet. All graded areas shall be revegetated with site appropriate native plant species.

- AESTH - 2 Retaining walls shall be limited to three feet, with a maximum slope ratio of 2:1 unless supplemental study is completed.
- AESTH - 3 Structural elements shall be minimized. Bridges, boardwalks, retaining walls, fencing, signage, and other structures shall be compatible with the existing landscape setting and follow approved signage design standards. Avoid placement of bicycle support facilities and/or signage at key areas of scenic viewpoints and trailheads. Signs and service facilities shall be located on the road or interior portion of scenic vista overlooks where feasible.
- AESTH - 4 Removal of trees for the purpose of bicycle facilities development shall be minimized to the greatest extent practicable. Any trees that must be removed shall be replaced according to the local jurisdiction's Tree Removal regulations and policies where the bicycle project is located, or, at a minimum, shall be replaced in a 1:1 ratio.
- AESTH - 5 Limit use of lighting in rural areas. Lighting of bicycle facilities shall be limited to that required for safety. Lighting shall be directed down onto the facility itself and shall not spill over onto adjacent land uses.

II. AGRICULTURE AND FORESTRY RESOURCES

Would the project:

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
a) Convert Prime Farmland, Unique Farmland or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an existing Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of farmland to non-agricultural use or of conversion of forest land to non-forest use?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Comment to Questions

- a) Some proposed bicycle improvements may be located adjacent to lands designated as Prime Farmland, Unique Farmland or Farmland of Statewide Importance as shown on the Important Farmland Map prepared by the State Farmland Mapping and Monitoring Program. (Source: 1). In order to mitigate the potential loss of farmland to a less than significant level, **Mitigation Measure AG -1** shall be implemented. **Less Than Significant With Mitigation Incorporated.**

The County has adopted a Right-to-Farm Ordinance that states the County will not consider impacts arising from agricultural operations to be a nuisance if such operations are legal, consistent with accepted customs and standards and operated in a non-negligent manner.

Napa County General Plan Policies, as well as the policies and guidelines of the Regional Trails, including the Bay Trail, Vine Trail, and Ridge Trail, generally preclude or strongly discourage the placement of trails on prime farmland, or where they would displace important crops such as vineyards or orchards. Class I and Class II projects that have the potential to displace prime farmland or unique and important crops were designated as requiring further environmental study.

- b) Approximately 40 of the bicycle route segments are adjacent to agricultural land that is encumbered by Williamson Act Contracts. (Source: 14). Napa County's Williamson Act Policies allow open space recreational uses to occur on lands encumbered by Williamson Act contracts. **Less Than Significant.**
- c) – d) The proposed bicycle facility improvements would not conflict with existing zoning, cause the rezoning of forest land or timberland, result in the loss of forestland, or convert forestland to a non-forest use. **No Impact.**
- e) The bicycle improvements would attract bicyclists to areas that have been traditionally used for agriculture. Elements of standard agricultural practice, such as pesticide use, dust, odors and noise, may make certain areas unsuitable for members of the general public. Bicyclists could also potentially trespass onto agricultural property. These conflicts could lead to increased nuisance complaints. Napa County General Plan Policies AG/LU-1, AG/LU-3 and AG/LU-4 all focus on reserving agricultural lands for agricultural use and minimizing conflicts arising from encroachment of urban uses into agricultural areas. Implementation of Mitigation Measures **AG-2** through **AG-4** is anticipated to reduce this impact to a less than significant level. **Less Than Significant With Mitigation Incorporated.**

Mitigation Measures:

- AG-1 Final bicycle route alignments shall avoid conflicts with active agricultural lands to the greatest extent feasible by locating them within existing right-of-ways, and/or on roads or other disturbed lands. Should a trail route be located within an active agricultural parcel, then further studies will be completed to address impacts to agricultural land. The study would include consultation with property owners, Farm Bureau, Viticulture Associations, Napa Valley Grape growers and the Napa County Agricultural Commissioner's Office, and include:
 - a. Methods for minimizing trespassing and vandalism by trail users.
 - b. Procedures for minimizing pesticide exposure (spraying restrictions, notification, pathway closure etc.)
 - c. Design guidelines for pathway elements intended to prevent land use conflicts.
- AG-2 Prior to final design and construction of bicycle facility improvements, the Lead Agency shall coordinate with affected agricultural land owners, the Napa County Agricultural Commissioner's Office, Farm Bureau, Napa Valley Vintners, and/or Napa Valley Grape Growers Association, and members of the bicycling community to design facilities that minimize agricultural conflicts with the use of improvements including but not limited to: signage, fencing, striping and bollards.
- AG-3 Where bicycle facilities intersect agricultural roads, the bicycle route intersections shall be designed to accommodate agricultural equipment.

- AG-4 Information shall be provided at trailheads that would reduce agricultural land use conflicts including signage to inform bikepath users not to: (1) trespass onto agricultural lands, (2) litter, (3) pick food or handle the crops, or (4) feed or interfere with farm animals. In addition, signage regarding the County's Right-to-Farm Ordinance which provides protection for farmers against agricultural operation nuisance complaints shall also be displayed.

III. AIR QUALITY

Would the project:

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project area is in non-attainment under applicable federal or State ambient air quality standards (including releasing emissions which exceed quantitative Standards for ozone precursors?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Comment to Questions

- a)-c) After they are built, the proposed bicycle improvement projects could potentially conflict with the implementation of an approved air quality plan. Some of the proposed bicycle improvements could increase traffic congestion in some locations by reducing the number of vehicle lanes and could therefore increase the amount of automobile related exhaust emissions. This impact would likely be offset by a reduction in the amount of exhaust emissions by creating more opportunities for people to bike as an alternative mode of transportation. In addition, as more people use the proposed bicycle facilities, there would be less vehicle congestion on local roads and streets, therefore lowering levels of exhaust emissions. This impact is considered to be less than significant. However, during construction of some of the proposed projects, particulate matter from dust, and particulate matter from exhaust from construction vehicles could conflict with the implementation of an air quality plan. **Mitigation Measure AQ – 1** would reduce this impacts to a less than significant level. **Less Than Significant With Mitigation Incorporated.**

Napa County and the participating cities are all located within the Bay Area Air Quality Management District (BAAQMD). The BAAQMD region is currently in a non-attainment status for state and national ozone standards and national particulate matter ambient air quality standards. Air emissions during construction of the bicycle improvements could potentially contribute to an existing air quality violation. These sources include: (1) dust (including particulate matter) from grading and earthmoving, (2) exhaust (including particulate matter, and precursors to ozone) from construction equipment, and (3) exhaust (including particulate matter, and precursors to ozone) from workers driving to the construction sites (Source 2). **Mitigation Measure AQ-1** recommended by the BAAQMD will reduce this impact to a less than significant level. **Less Than Significant With Mitigation Incorporated.**

- d) Bicycle facilities are proposed in close proximity to major roads which could temporarily expose users of these facilities to carbon monoxide and other motor vehicle exhaust pollutants from vehicles adjacent to those roads. Most bicycle facility users are not considered to be sensitive receptors. Some facility users located near schools, hospitals and other occupied buildings may be considered to be sensitive receptors, but they will only be exposed to substantial pollutant concentrations for brief periods. In order to reduce this impact to a less than significant level, **Mitigation Measure AQ-1** shall be implemented. **Less Than Significant With Mitigation Incorporated.**

Bicycle facility users may also be exposed to automobile emissions from farm equipment and vehicles on adjacent roads, as well as occasional agricultural spraying of crops located near the facility. As noted above, bicyclists are not normally considered sensitive receptors, and they will only be exposed temporarily while traveling on the bike routes, therefore exposure to the pollution concentrations would not be substantial. **Less Than Significant Impact.**

- e) During construction of the proposed bicycle facility improvements, construction vehicles, equipment and materials have the potential to create minor odors. These odors would be minimal and temporary and therefore the impact is less than significant. **Less Than Significant Impact.**

Mitigation Measures

AQ-1

1. Construction of the bicycle facilities shall comply with applicable BAAQMD dust control and all construction management guidelines.
2. During construction, all exposed surfaces (e.g. parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered at least two times per day to control dust particulates.
3. All haul trucks transporting soil, sand, or other loose material off-site shall be covered.
4. All visible mud or dirt tracked-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is not allowed.
5. All construction vehicle speeds on unpaved roads shall be 15 mph or less.
6. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes. Clear signage on this and other air quality control requirements shall be provided for construction workers at all access points.
7. All construction equipment shall be properly maintained and tuned in accordance with the manufacturer's specifications. All equipment shall be checked by a certified visible emissions evaluator following BAAQMD regulations.
8. The project sponsor shall post a publicly visible sign with the telephone number and person to contact at lead agency and the BAAQMD phone number regarding dust and other air quality and noise complaints. The responsible lead agency representative shall respond and take appropriate corrective action within 48 hours.

IV. BIOLOGICAL RESOURCES

Would the project:

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on a plant or animal population, or essential habitat, defined as a candidate, sensitive or special-status species identified in local or regional plans, policies, or regulations, or by the California Dept. of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community type?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act, through direct removal, filling, hydrological interruption or other means?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species, their wildlife corridors or nursery sites?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local ordinances or policies protecting biological resources such as a tree preservation ordinance?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Conflict with an adopted Habitat Conservation Plan, Natural Community Conservation Plan or other approved local, regional or State habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Comment to Questions

- a.) Eighty one special status plant species and sixty special status animal species have potential to occur in Napa County (Napa County EIR). These include avian animal species such as burrowing owl and Swanson's hawk, species endemic to salt marsh habitat such as salt-marsh harvest mouse, California clapper rail and black rail, as well as aquatic animal species such as coho salmon, steelhead trout, California red legged frog and western pond turtle. In addition a large number of special status plant species occupy unusual habitat conditions in Napa County such as tidal salt marsh, vernal pools and serpentine soils. Some of these are endemic (found nowhere else) to Napa County such as the federally endangered *Calistoga popcorn-flower* (*Plagiobothrys strictus*) and Napa blue grass (*Poa napensis*).

Proposed Class III bicycle facilities would be located within existing paved and disturbed rights-of-way and would not modify or otherwise impact sensitive species habitat because they only involve striping and signage. Impacts on special status species and sensitive habitat from Class III facility construction would therefore be less-than-significant. Sidewalk improvement and most Class II bike lane projects, including shoulder widening, curb extensions, bulb outs, and curb ramps would also primarily be built in the paved or disturbed right-of-way and would not impact special status species or their habitats. Impacts from the majority of these projects would therefore be **Less Than Significant**. In a few instances, the proposed facilities are located near enough to sensitive habitat that potentially significant impacts could occur and appropriate mitigation measures have been specified; reducing significant impacts to **Less Than Significant With Mitigation**. In some instances, not enough is known about a project or existing biological condi-

tions with respect to species occurrence or habitat conditions, and additional environmental studies are recommended (**Appendix B**).

Some portions of proposed Class I projects will not be constructed within existing paved/disturbed right-of-way and will require earthwork and paving. Where the construction of Class I projects require grading and/or substantial disturbance of vegetation and are located near sensitive habitats, as determined through GIS-assisted screening, construction activities could disturb natural areas that have the potential to support special status species. As with some Class II projects, there was not enough information available on the project or existing habitat and species occurrence conditions to allow an environmental determination, and additional environmental studies are recommended for some Class I projects as summarized in **Appendix B**.

Potential impacts and required mitigation measures for various kinds of special status species are discussed below:

Special Status Plant Species

Special status plant species known to occur in Napa County and that have a potential to occur near proposed Class I facilities are Clara Hunt's milk vetch (*Astragalus clarinus*; Federally endangered), Contra Costa goldfields (*Lasthenia conjugens*; Federally endangered), Mason's lilaeopsis (*Lilaeopsis masonii*; Federal species of concern), San Joaquin spearscale (*Atriplex Joaquiniana*; Federal species of concern), and showy rancheria clover (*Trifolium amoenum*; Federally endangered) among others. As previously discussed, most of the proposed projects are located in urbanized areas which do not provide suitable habitat for special-status plant species, the exceptions being Class I and some Class II projects near riparian habitats, tidal marsh or other wetland areas supporting sensitive plant communities. Additional environmental review has been recommended for these projects (**Appendix B**).

Implementing mitigation measures **BIO-1** and **BIO 4b-4d** will reduce potential impacts to special status plant species to less-than-significant levels. **Less Than Significant Impacts With Mitigation Incorporation.**

Special Status Bird Species

According to the CNDDDB, several special status avian or bird species, including nesting migratory birds protected under the Migratory Bird Treaty occur in Napa county and may nest in trees or other suitable habitat in or adjacent to proposed project sites. Noted special status birds include (but are not limited to), burrowing owl (*Athene cunicularia hypugaea*; CA species of special concern), California black rail, (*Laterallus jamaicensis coturniculus*; CA threatened), California clapper rail (*Rallus longirostris obsoletus*; Federal and California endangered), and Swanson's hawk (*Buteo swainsoni*; CA threatened). Tree thinning and removal, and even noise and disturbance near an occupied nest or habitat supporting these species can potentially cause the adult birds to flee the occupied nest, or may "harass" and otherwise impact state and federally protected species, including ground-nesting birds. Impacts to these protected species and other nesting bird species can be mitigated to less-than-significant levels through implementation of mitigation measure **BIO-2**. **Less Than Significant Impacts With Mitigation Incorporation.** As with special status plant species, some proposed Class I and II projects have been recommended for additional Environmental review (**Appendix B**).

Special Status Mammal Species

There are at least three bat species that could occur near some of the Class I and Class II projects including pallid bat (*Antrous pallidus*; CA species of special concern), fringed myotis (*Myotis thysanodes*; threatened), and Townsend's big-eared bat (*Corynorhinus townsendii*; CA species of special concern). They occupy habitat such as oak woodland and riparian habitat with

suitable roosting sites. Bats occupy trees year round and are particularly susceptible to disturbance during the maternity season and during hibernation. Mitigation measure **BIO-3** will reduce potential impacts to bat species to less-than-significant levels.

Like the California clapper rail and California black rail, the endangered salt marsh harvest mouse is likely to occur near proposed projects located near salt marsh habitat. Implementing mitigation measure **BIO-2** will reduce impacts special status mammal species to less-than-significant levels. **Less Than Significant Impacts With Mitigation Incorporation.** As with special status plant species, some proposed Class I and II projects have been recommended for additional Environmental review (**Appendix B**).

Special Status Fish and Aquatic Species

Western pond turtle (*Actinemys marmorata*; CA species of special concern), and California red-legged frog (*Rana draytonii*), a California and Federally Protected Endangered Species are known to have potential occurrences near proposed projects near riparian areas such as the Napa River and its tributaries. Special status fish species such as coho salmon, delta smelt, and steelhead trout are known to occur in sloughs and other estuarine habitats in addition to brackish tributaries of the Napa River. Soil erosion, loss of protective canopy, accidental spills, and storm-water quality pollution during project construction can impact these species. Potential impacts to these and other aquatic animal species can be mitigated to less-than-significant levels by implementation of mitigation measures **BIO-1; BIO-4a to BIO-4f; BIO-6; and BIO-7. Less Than Significant Impacts With Mitigation Incorporation.** As with special status plant species, some proposed Class I and II projects have been recommended for additional Environmental review (**Appendix B**).

- b.) Class III bicycle facility projects would be located within existing paved and disturbed rights-of-way and only involve striping and signage. Therefore, they would have no impact on riparian habitat. Proposed sidewalk improvements projects and most Class II bike lane projects would also be built in the paved or disturbed right-of-way and have no impact on riparian habitat or other natural communities.

Portions of areas where Class I pathways, as well as some Class II bike lanes, are proposed contain tidal, freshwater and seasonal wetlands and riparian habitat, including along the Napa River and its lower tributaries which flows through the City of Napa and through Napa Valley. The Napa River and its tributaries, and many of these sensitive natural areas, are jurisdictional waters of the U.S. and California whose fill is regulated under Sections 401 and 404 of the Clean Water Act and Sections 1600-1616 of the California Fish and Game Code. These wetlands, creeks and other riparian areas provide habitat that supports a variety of plants and animals, including special-status species such as coho salmon, delta smelt, steelhead trout, California red-legged frog and western pond turtle. Construction of proposed projects adjacent to creeks have the potential to affect riparian habitat via the removal of existing vegetation (including tree canopy), potential to cause pollution near the creeks, or could result in creek bank destabilization. Disturbance of riparian habitat during construction, including tree thinning, limbing, and removal, accidental release or spill of construction related hazardous materials, and the placement of fill within the riparian corridor represents a potentially significant impact. For those projects where not enough existing information is known about the project and existing biological conditions to make a determination, additional environmental review has been recommended (**Appendix B**).

Native and serpentine grassland, vernal pool wetlands, tidal marsh, and oak woodland also are unique and sensitive habitat, and have a measure of protection in Napa County (Napa General Plan, Napa County Oak Woodland Management Plan). These habitats are home to several special status animal species and, in the case of native and serpentine grasslands and seasonal wetlands, special status plant species such as Clara Hunt's milk vetch and San Joaquin spearscale. Disturbance associated with construction can impact these habitats.

Implementation of mitigation measures **BIO-4a to BIO-4f; BIO-6; and BIO-7** will mitigate these potential impacts to less-than-significant levels. **Less Than Significant Impacts With Mitigation Incorporation.**

- c.) Proposed Class III, and most Class II bicycle facilities and sidewalk improvements would be located within existing paved or disturbed rights-of-way and therefore will have no impact on protected wetlands, as discussed above in item b. Although no proposed projects involve directly physically altering wetlands or stream channels, some Class I projects and in a few instances, Class II projects, associated with street or roadway improvements, involve installation of bridges over creeks or boardwalks crossing over wetlands. Some project construction elements and activities could potentially impact wetlands through the placement of bridge abutments, or rock riprap, in the channel to protect the bridge structures. Boardwalk structures placed on pier piles in wetland areas also constitutes fill. Most projects are expected to have less-than-significant impacts to any protected wetland with implementation of mitigation measures **BIO-4a to BIO- 4f; BIO-6; BIO-7. Less Than Significant Impacts With Mitigation Incorporation.** For those projects where not enough existing information is known about the project and existing biological conditions to make a determination, additional environmental review has been recommended (**Appendix B**).
- d.) Proposed sidewalk improvements projects and Class II and Class III bicycle facilities would be located within existing paved and disturbed rights-of-way, and therefore, none of these kinds of improvements proposed would impede wildlife movement. Construction of some of the Class I multi-use pathway projects would cross Napa County creeks or travel through and potentially bisect natural habitat areas. Most wildlife are adept at moving through urban and rural environments, often along creek corridors, and none of the proposed projects contain elements (i.e., fencing) that would directly affect the ability of wildlife species to move through a project and surrounding areas during or following construction. Implementation of mitigation measure **BIO-1** will reduce overall potential impacts to habitat areas and wildlife movement corridors to a less-than-significant levels. **Less Than Significant Impacts With Mitigation Incorporation.** For those projects where not enough existing information is known about the project and existing biological conditions to make a determination, additional environmental review has been recommended (**Appendix B**).
- e.) Napa County and all of its incorporated cities have policies regarding protection of sensitive biological resources, such as creeks, as well as protection of public and some privately owned heritage trees as part of their Municipal Codes (e.g., see Napa County Code chapters 12.44 and 12.45). For instance, the City of Napa has Tree Preservation Standards for all trees on public property, and trees designated as City of Napa Significant Trees on private property. These require that the appropriate permits be obtained before beginning any tree removal work.

Tree trimming and removal of some streetscape trees may be required for some of the projects that involve street modifications as well as tree trimming and limbing for construction of bridges across several creeks and other riparian areas. Implementing mitigation measures **BIO-4b to 4d and BIO-5** will reduce impacts to trees to less-than-significant levels. **Less Than Significant Impacts With Mitigation Incorporation.** For those projects where not enough existing information is known about the project and existing biological conditions to make a determination, additional environmental review has been recommended (**Appendix B**).
- f.) A Habitat Conservation Plan for northern spotted owl encompasses lands off Spring Mountain Road in Saint Helena. Bicycle facilities in this area are limited to provision of on street facilities within existing right of way. None of the proposed bicycle projects conflict with any adopted Habitat Conservation Plan. **No Impact.**

Mitigation Measures

All bicycle projects will be required to adhere to applicable Napa County General Plan policies and County codes and ordinances, as well as the General Plan policies and municipal codes and ordinances of the Cities of Napa, American Canyon, and St. Helena. The implementation of the proposed General Plan policies and ordinances with additional mitigation measures would reduce potential effects on Biological Resources from construction of projects contained in the Napa Countywide Bicycle Plan to a less than significant level. As noted throughout the discussion of potential impacts on biological resources, not enough is known about some projects, including construction elements and existing conditions; these projects will be subject to further environmental studies and additional mitigation measures associated with detailed project review and approval.

BIO-1 NCBP projects shall be designed to minimize impacts to biological resources. Projects within or adjacent to sensitive biological areas and natural areas, including all creeks and wetlands, that could support special status species shall incorporate the following design features:

- The project area shall be assessed by a qualified biologist prior to design to determine if additional biological field investigations, including habitat surveys, special status species surveys, and tree surveys, are needed. If so, the appropriate studies shall be conducted by Qualified Biologists. The Biologist Report shall include additional mitigation measures, such as pre-construction surveys, use of exclusion fencing, construction worker biological resource sensitivity training, onsite biological monitoring, and preparation and implementation of Habitat Mitigation & Monitoring Plans.
- Existing trails shall be used and improved whenever possible, and bicycle facility alignments shall be designed to avoid and minimize impacts to sensitive habitat communities. Alignment and design modifications may be identified during the engineering design phase to further avoid and minimize effects on sensitive biological resources and special status species. Reduction in path width shall be considered in sensitive biological resource areas, to the extent that trail safety can be maintained. All projects adjacent to creeks, wetlands, and natural areas shall be designed, in consultation with the California Department of Fish and Game (CDFG), to avoid and minimize impacts to listed and candidate sensitive or special status species.
- Bicycle facilities shall be designed to avoid impacts to wildlife movement corridors (e.g., no fencing that precludes wildlife movement shall be used in natural areas, paths shall not bisect critical wildlife movement corridors, etc).
- Use of stabilized decomposed granite or equivalent pervious trail surface shall be considered where appropriate, where Class I trail facilities are located in or near sensitive biological habitat.
- No nighttime lighting shall be used in sensitive biological resource areas.

BIO-2 For project construction activities near trees that provide suitable nesting bird habitat, and that might occur during the bird nesting season (February 1 through August 31), a qualified biologist shall conduct nesting bird surveys no more than one week prior to tree pruning, tree removal, ground disturbing activities, or construction activities to locate nests on or immediately adjacent to the project site(s). If nesting birds are identified at or near project sites, the locations of active nests shall be mapped and protective measures implemented. Protective measures shall include establishment of clearly delineated (i.e. colored construction fencing) exclusion zones around each nest site. Each exclusion zone shall have a 300-foot radius centered on the nest tree for raptor nests and a 50-foot radius centered on the nest for other birds. Active nest sites shall be monitored periodically throughout the nesting season to identify any sign of disturbance. These protection measures shall remain in effect until the young have left the nest and are foraging in-

dependently, or the nest becomes inactive. Exclusion zones may be reduced in size if, in consultation with CDFG, a smaller exclusion zone is determined to adequately protect the active nest. Upon completion of construction activities, a report detailing the results of the preconstruction surveys and monitoring shall be prepared. The report shall be submitted to CDFG by November 30 of the year following completion of construction.

- BIO-3 For project construction activities near trees that provide suitable bat roosting habitat, a qualified biologist shall conduct bat surveys no more than three days prior to tree pruning, tree removal, ground disturbing activities, or construction activities to locate roosts on or immediately adjacent to the project site(s). If bats are discovered during the surveys, an exclusion zone of 100 to 150 feet radius centered on the roost shall be established. Active roost sites shall be monitored periodically throughout the construction period to identify any sign of disturbance and shall remain in effect unless the roost becomes inactive. Exclusion zones may be reduced in size if, in consultation with CDFG, a smaller exclusion zone is determined to adequately protect the active roost. Upon completion of construction activities, a report detailing the results of the preconstruction surveys and monitoring shall be prepared. The report shall be submitted to CDFG by November 30 of the year following completion of construction.
- BIO-4a All construction activities immediately adjacent to the creeks and wetlands shall take place outside of the salmonid migration period (December 1-March 30). Should the project demonstrate a need to conduct activities outside this time period, the project may request additional authorization for work outside of this period by obtaining approval from NOAA Fisheries and CDFG.
- BIO-4b Disturbance of soils and native vegetation for projects immediately adjacent to creeks and wetlands, including bridge and boardwalk construction, shall be minimized to the extent possible. Placement of any temporary construction access roads, staging areas, and other construction facilities shall be located outside of the riparian corridor to avoid and limit disturbance to the stream bank or stream channel habitat to the maximum extent possible. Work shall be performed from the top of creek bank only.
- BIO-4c If loss of riparian habitat elements (i.e. native trees and shrubs) cannot be avoided, impacted elements shall be replaced in like kind and amount, or as required by regulatory agencies, such that there is no net loss of the habitat element.
- BIO-4d To minimize the expansion of exotic plants into wetlands and the riparian corridor adjacent to bicycle facilities, only native plant species shall be used for reseeding and re-planting. Landscaping using native plant species near appropriate buffer areas should be implemented in accordance with wetlands mitigation and management plans, and in accordance with applicable permit requirements.
- BIO-4e All fueling and maintenance of vehicles and other equipment, and staging areas, shall be located at least 100 feet from creeks. Prior to the onset of work, the project applicant will prepare a plan for the prompt and effective response to any accidental spills into the creek (A Spill Control and Countermeasures Plan). All workers shall be informed of the importance of preventing spills and the appropriate measures to take should an accidental spill occur (see also HYDRO-2). In the event of a spill, the appropriate local Emergency Response Unit (Police, County sheriff, Fire Dept., etc) and the CDFG's Office of Spill Prevention and Response shall be notified immediately.
- BIO-4f Best management practices (BMPs) shall be implemented during all construction activities to control erosion and sediment into the stream and to prevent the spill of contaminants around the stream. These BMPs shall be described in a Stormwater Pollution Prevention Plan (SWPPP) that shall be prepared and submitted to San Francisco Bay Regional Water Quality Control Board along with a Notice of Intent (NOI), and an Erosion Control Plan in order to obtain a National Pollution Discharges Elimination System (NPDES) General Permit for Construction Activities. (see also Hydro 1-2)

- BIO-5 Significant, limbing, thinning, or removal of trees for the purpose of bicycle facilities construction shall be minimized to the greatest extent practicable. Any tree that must be removed shall be replaced according to the local jurisdictions/responsible agencies tree protection policies for construction of the bicycle projects. (See also AESTH-1) This will typically require replacement of removed trees on a 2:1 ratio for any tree removed larger than 3" dbh.
- BIO-6 The applicant shall obtain all necessary permits and/or authorizations under Sections 401 and 404 of the Federal Clean Water Act, and Section 1600 of the California Department of Fish and Game Code.
- BIO-7 Construction activities shall be timed to avoid impact to sensitive biological resources and protect water quality. To the extent possible, construction activities shall take place during the dry season, between April 15 and October 31, or as otherwise determined by permitting agencies, and in compliance with Section 401 of the Federal Clean Water Act.

V. CULTURAL RESOURCES

Would the project:

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
a) Cause a substantial adverse change in the significance of a historical resource as identified in Sec. 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource as identified in Sec. 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Comments to Questions

- a)-b) Some of the proposed Class I and Class II bicycle improvement projects would require grading or ground disturbance, which may have an impact on historical or archaeological resources. In order to reduce impacts to archaeological resources to a less than significant level, **Mitigation Measure CUL -1** shall be implemented. **Less than significant impact with mitigation incorporated.**
- c) Some of the proposed Class I and Class II bicycle improvement projects would required grading or ground disturbance and could have an impact on paleontological resources or unique geological features. In order to reduce this impact to a less than significant level, the Mitigation Measure CUL -2 shall be implemented. **Less-than significant with mitigation incorporated.**
- d) Some of the proposed Class I and Class II bicycle improvement projects would require grading or ground disturbance that may disturb human remains. In order to reduce this impact to a less than significant level, **Mitigation Measure CUL – 3** shall be implemented. **Less-than significant with mitigation incorporated.**

Mitigation Measures

CUL-1 Any earth disturbing work within the State right of way must be preceded by a current archeological record search and, if requested, a cultural resource study. If a potentially significant cultural resource is encountered during subsurface earthwork activities for the project, all construction activities within a 100-foot radius of the find shall cease until a qualified archaeologist determines whether the uncovered resource requires further study. The local jurisdiction where the project is located shall require the project applicant to include a standard inadvertent discovery clause in every construction contract to inform contractors of this requirement. Any previously undiscovered resources found during construction shall be recorded on appropriate California Department of Parks and Recreation (DPR) forms and evaluated for significance in terms of California Environmental Quality Act criteria by a qualified archaeologist. Potentially significant cultural resources consist of but are not limited to stone, bone, glass, ceramic, wood, or shell artifacts; fossils; or features including hearths, structural remains, or historic dumpsites. If the resource is determined significant under CEQA, the qualified archaeologist shall prepare and implement a research design and archaeological data recovery plan that will capture those categories of data for which the site is significant. The archaeologist shall also perform appropriate technical analyses, prepare a comprehensive report and file it with the appropriate Information Center (Sonoma State University), and provide for the permanent curation of the recovered materials.

CUL-2 In the event a fossil is discovered during any earthwork activities for the proposed project (including those occurring at depths of less than 10 feet), all excavations within 100 feet of the find shall be temporarily halted or delayed until the discovery is examined by a qualified paleontologist, in accordance with Society of Vertebrate Paleontology standards. The paleontologist shall notify the jurisdiction where the project is located, to determine procedures to be followed before construction is allowed to resume at the location of the find. If the find is determined to be significant and the local jurisdiction determines that avoidance is not feasible, the paleontologist shall design and carry out a data recovery plan consistent with the Society of Vertebrate Paleontology standards. The plan shall be submitted to the local jurisdiction for review and approval. Upon approval, the plan shall be incorporated into the project.

CUL-3 If human remains are encountered during earth-disturbing activities for the project, all work in the adjacent area shall stop immediately and the Napa County Coroner's office shall be notified immediately. If the remains are determined to be Native American in origin, the Native American Heritage Commission shall be notified and will identify the Most Likely Descendent, who will be consulted for recommendations for treatment of the discovered remains.

VI. GEOLOGY AND SOILS

Would the project:

- a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving:
 - i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?
 - ii) Strong seismic ground shaking?
 - iii) Seismic-related ground failure, including liquefaction?
 - iv) Landslides?

Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

VI. GEOLOGY AND SOILS

Would the project:

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
b) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, creating substantial risks to life or property?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Comments to Questions

- ai-aii) There are at least four known and active faults in Napa County (West Napa, Hunting Creek, Green Valley and Cordelia) that are of concern. Of these, the West Napa Fault has the potential capacity to generate a 6.8 to 7.1 magnitude earthquake. In addition there are a number of Bay Area regionally significant active faults (San Andreas, Hayward, Rogers Creek, Calaveras) that could affect proposed project improvements. There is a 67% chance for a 6.7 or larger magnitude earthquake to occur in the San Francisco Bay Area by the year 2032. (Source: 4,5,15)

The proposed project is located in the northern San Francisco Bay Area, a region of intense seismic activity. Strong groundshaking at any of the sites could also result from a rupture of any of the major Bay Area regional earthquake faults, the more local West Napa, Hunting Creek, Green Valley and Cordelia faults (Source: 15). Such strong groundshaking motion could damage elevated structures such as boardwalks, bridges and overcrossings that are project elements. Generally, Class I projects requiring bridges and overcrossings were designated as requiring further technical studies and further environmental review. Compliance with **Mitigation Measure GEO – 1** would reduce the impact of seismically induced ground shaking to a less than significant level. **Less Than Significant With Mitigation Incorporated.**

- aiii-iv) There is a significant risk of a major earthquake on several regional and local active faults during the next thirty years. The hazards related to groundshaking vary depending on the location of the proposed bicycle improvements and underlying soils and geologic conditions. In areas underlain by consolidated bedrock, seismic hazards include small rock falls and possibly landslides that could harm bicycle facility users and damage the improvements. In areas underlain by unconsolidated sediments, ground failure and differential settlement could result from a severe earthquake, damaging paved surfaces and elevated structures. The Association of Bay Area Governments (ABAG) has produced liquefaction hazard maps, which show areas of susceptibility to liquefaction. On those maps, areas in the vicinity of the Bay and along the lower and middle reaches of the Napa river are shown as having liquefaction potential (Source 7: ABAG Liquefaction map). Liquefaction potential is highest in areas underlain by poorly engineered Bay fills, Bay mud, and unconsolidated alluvium. Generally, Class I projects requiring bridges and overcrossings were designated as requiring further technical studies and further environmental review. For those Class I and II projects which were reviewed and determined to have sufficient information, but apparently less serious groundshaking potential, **Mitigation Measure GEO-1** shall be implemented. **Less Than Significant With Mitigation Incorporated.**

- c) The sidewalk improvements and Class II and Class III bicycle facilities that would be constructed within existing paved right-of-ways are unlikely to cause significant soil erosion or loss of topsoil. The proposed Class I pathway projects and several Class II bicycle projects located in hilly and mountainous areas where shoulder widening for the facilities require hillside cut and fill for shoulder widening and bike lane configuration, or involve the construction of a separate pathway, have the potential to cause erosion and sedimentation. Generally, Class I projects requiring bridges and overcrossings were designated as requiring further technical studies and further environmental review. For those Class I and II projects which were reviewed and determined to have sufficient information, but apparently less serious erosion potential, Mitigation Measures **GEO- 2** and **HYDRO – 2** would be implemented. These measures require the review of each proposed project regarding the need to prepare a Stormwater Pollution Prevention Plan (SWPPP) to prevent stormwater quality related impacts, including erosion and sedimentation during and following construction. Generally the Class I and II projects in hilly terrain were noted as requiring additional study and the development of project specific design and mitigation measures, and additional CEQA environmental review. Implementation of this mitigation measure for projects on less sloping ground would ensure that this impact is reduced to a less than significant level. **Less Than Significant With Mitigation Incorporated.**
- d) In areas underlain by expansive soils as found in portions of southern and central Napa Valley, high shrink/swell soil movement can disrupt or damage paved surfaces as well as the foundations of public access facility structures such as bridges. The sidewalk improvements and Class II and Class III bicycle facilities that would be constructed within existing paved right-of-ways are unlikely to cause significant shrink-swell related to soil movement. Generally, Class I projects requiring bridges and overcrossings were designated as requiring further technical studies and further environmental review. For those Class I and II projects which were reviewed and determined to have sufficient information, but apparently less serious expansive soil potential, **Mitigation Measure GEO -1** shall be implemented. **Less Than Significant With Mitigation Incorporated.**
- e) None of the proposed projects involve the construction of septic tanks or alternative waste water disposal systems. **No Impact.**

Mitigation Measures:

- GEO-1 Prior to final design of Class I and Class II bicycle improvements that involve substantial new paving, significant ground disturbance, and substantial structures such as steep hillside cut and fill slopes, retaining walls, boardwalks, and bridge and overcrossing footings, etc., or are located within an area of known landslide deposits, highly erosive soils, high liquefaction potential or high shrink and swell potential or near active faults, the local jurisdiction shall complete a geotechnical investigation to identify hazards and develop design measures to mitigate impacts associated with poor soil conditions, unstable slopes, landslides, and earthquake related events such as groundshaking and ground failure. The facility construction plans shall implement those measures in the respective bicycle facility improvement plans.
- GEO-2. An erosion control plan shall be prepared and implemented for all Class I and Class II bicycle facility construction projects that involve substantial ground disturbance in accordance with Erosion Control Ordinances (as applicable) of Napa County and the Cities of American Canyon, Napa, and St. Helena, and Regional Board Stormwater Pollution Prevention Control Guidelines (see also Mitigation Measure HYDRO -2).

VII. GREENHOUSE GAS EMISSIONS

Would the project:

- a) Generate greenhouse gas (GHG) emissions, either directly or indirectly, that may have a significant impact on the environment?
- b) Conflict with an applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of GHGs?
- c) Result in the exposure of local residents to hazards associated with climate change?

Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Comments to Questions a)-c)

None of the proposed Class I and Class II projects conflict with any Napa County-adopted or another applicable plan, policy or regulation (including those of the Cities of American Canyon, Napa, and St. Helena) adopted for the purpose of reducing the emission of greenhouse gases. The use of vehicles for the construction of the proposed bicycle improvements would temporarily increase levels of carbon dioxide (a greenhouse gas) during the construction period and some of the improvements may increase automobile congestion, thereby increasing levels of carbon dioxide during operation of the bicycle improvements. These impacts would be offset by the reduction of carbon dioxide after the improvements are built, by enabling people to bike and walk instead of driving vehicles. In addition, reducing the number of vehicles on the road will reduce traffic congestion and thereby reduce carbon dioxide levels. The proposed bicycle improvements are anticipated to reduce greenhouse gases and therefore would not conflict with a plan adopted to reduce greenhouse gases (Source: 12, 13). **Less Than Significant Impact.**

VIII. HAZARDS & HAZARDOUS MATERIALS

Would the project:

- a) Create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials?
- b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?
- c) Emit hazardous emissions or handle hazardous materials, substances or waste within one-quarter mile of an existing or proposed school?
- d) Be located on a site which is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or the environment?

Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

VIII. HAZARDS & HAZARDOUS MATERIALS

Would the project:

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
e) Expose people or structure to a significant risk or loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) For a project within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, result in a safety hazard for people living or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) For a project within the vicinity of a private airstrip, result in a safety hazard for people living or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Comments to Questions

- a)-b) None of the proposed bicycle improvements involve the transport, use or disposal of hazardous materials other than construction related chemicals (concrete, paint, asphalt etc.) and would not create conditions which could lead to the release of hazardous substances. Accidental spills or release of construction related hazardous materials could occur, and is especially of concern near creeks and the Bay. Mitigation Measure **BIO-4e**, requiring the preparation of Spill Control and Counter Measures Plans for work within 100 feet of San Pablo Bay, along the Napa River, and along all creeks designated on the Napa County BDR creek resources layer would reduce this impact to less than significant. **Less than Significant with Mitigation Incorporated.**
- c) During construction of some projects, construction vehicle emissions might be released in close proximity to a school. Implementation of the measures contained in Mitigation Measure AIR-1 would reduce this impact to a less than significant level. **Less Than Significant With Mitigation Incorporated.**
- d) According to databases maintained by the California Department of Toxic Substances Control (Envirostor) and the California State Water Resources Control Board (Geotracker), there are approximately twenty sites in various locations within the County that are on the Cortese list of hazardous materials sites. Many of these sites are at gas stations or agricultural/industrial/energy facilities that would not be affected by the placement of surface improvements. Class I and Class II bicycle improvements that involve the disturbance of soil at or near these hazardous materials sites could potentially expose people and the environment to hazardous substances (Sources 9, 10). In order to mitigate this impact to a less than significant level, Mitigation Measure HAZ-1 shall be implemented. **Less Than Significant With Mitigation Measure Incorporated.**
- e) The risk of wildland fires is high throughout much of rural Napa County. The creation of new bicycle routes could place bicycle facility users in areas prone to wildland fires. The County has an existing "Napa Firewise" program that educates residents on the dangers of wildland fires and provides strategies landowners can take to reduce the threat of fires on their property. (Source 16). The continuation of this program and implementation of the Mitigation Measure HAZ – 2 below will reduce this impact to a less than significant level. **Less Than Significant with Mitigation Incorporated.**

- f) The proposed bicycle improvements would augment the existing circulation system making it easier to access various areas of the County giving people more options to escape from a hazard. Construction of the proposed projects would not impair the implementation or physically interfere with an adopted emergency response plan or emergency evacuation plan. **No Impact.**
- g) Bicyclists using the proposed facility improvements could potentially be exposed to safety hazards and temporary and intermittent excessive noise levels. Various proposed bicycle facility improvements are located within the Airport Land Use Compatibility Plans of the Napa County Airport, Parrett Field, and the Calistoga Gliderport. These plans establish policies and guidelines for land use compatibility to local jurisdictions affected by airport activities. The Napa County Airport Land Use Commission (ALUC) has the authority to review local plans for consistency with the Airport Land Use Compatibility Plan. Projects within the vicinity of Napa Airport facilities will be reviewed for consistency with the Napa County Airport Land Use Compatibility Plan by the Napa County Airport Land Use Commission, and projects may be realigned or subject to additional review if necessary in order to avoid airport land use conflicts. (Source 6). This established process reduces this impact to a less than significant level. **Less Than Significant Impact.**
- h) Various segments of the proposed bicycle routes would be in the vicinity of the following private airports: Lake Berryessa Seaplane Base, Moskowite Airport, River Meadow Farm Heliport and Pope Valley Airport. (Source 15). All of the bike routes in the vicinity of these airports would be on existing roads and would not result in a new safety hazard. **No Impact.**

Mitigation Measures:

- HAZ-1 Prior to construction of any bicycle improvements that require ground disturbance, hazardous waste sites lists maintained by the California Department of Toxic Substances Control (DTSC) and the State Water Resources Control Board (SWRCB) shall be consulted. Where a proposed Class I and Class II bicycle facility is located near an identified site, follow up Phase I, and as appropriate, Phase II hazardous waste site investigations shall be completed. No disturbance of contaminated soil shall be permitted unless an approved site cleanup and remediation plan has been implemented for the identified hazardous waste sites.
- HAZ – 2 Trailhead signage for rural bicycle facilities in high fire risk hazard areas shall provide information regarding hazards and risks and indicate that no smoking or use of open flames (i.e. campfires) will be allowed, except in specifically designated areas.

IX. HYDROLOGY AND WATER QUALITY

Would the project:

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a significant lowering of the local groundwater table level?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

IX. HYDROLOGY AND WATER QUALITY

Would the project:

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
c) Substantially alter the existing drainage pattern of the site or area in a manner which would result in substantial erosion, siltation or flooding on- or off-site?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Potentially be inundated by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Comments to Questions

- a)-d) The Class II and Class III bicycle facilities that would be constructed within existing paved right-of-ways are unlikely to cause significant stormwater runoff pollution or violate water quality standards. Ground disturbance associated with construction of Class I and II for projects outside existing paved rights of ways could cause erosion and sedimentation into waterways, and paving bicycle facility surfaces with impermeable materials could increase the rate of runoff, also causing erosion and sedimentation, potentially contributing to the violation of water quality standards. For larger Class I projects, the increase in runoff from paved surfaces also has the potential to cause minor local flooding as would alteration of street storm drainage systems (if poorly engineered) to accommodate bulb-outs and other street and curb modifications for Class II projects and sidewalk improvements. In order to reduce the impacts to a less than significant level, **Mitigation Measures HYDRO-1 and HYDRO-2** shall be implemented. **Less Than Significant With Mitigation Incorporated.**

None of the proposed bicycle improvements would affect groundwater supplies. The addition of paved surfaces for the larger Class I and Class II projects has the potential to slightly reduce groundwater recharge. In order to reduce this impact to a less than significant level, **Mitigation Measure HYDRO-1** shall be implemented.

Some of the larger proposed Class I and Class II bicycle improvement projects could increase runoff, although it is unlikely the increase would affect the capacity of local drainage systems. Improperly modified street stormdrain systems, such as curb inlets, and/or modifications associated with sidewalk bulb-outs could reduce stormdrain capacity and cause the street drainage system to not function as well as under existing conditions. In order to mitigate this impact to a less than significant level, **Mitigation Measure HYRO-1** shall be implemented. **Less than Significant With Mitigation Incorporated.**

Erosion and sedimentation from construction related disturbance of some Class I and II projects could impact water quality (see also discussion Geology c, and Mitigation Measure GEO – 2). Generally, Class I projects requiring bridges and overcrossings were designated as requiring further technical studies and further environmental review. For those Class I and II projects which were reviewed and determined to have sufficient information, but apparently less serious erosion potential, Mitigation Measures **GEO- 2** and **HYDRO – 2** shall be implemented. **Mitigation Measure HYDRO-2** shall be implemented. **Less Than Significant With Mitigation Incorporated.**

It should be noted that

- a. If any project disturbs soil, coverage under the General Permit for Storm Water Discharges Associated with Construction Activities may be required
 - b. Phase I and II Municipal Separate Storm Sewer System permits may be required to reduce pollutants and runoff flows.
 - c. If dredged or fill material will be discharged in navigable waters a permit may be needed from the United States Army Corps of Engineers
 - d. If a federal permit is required due to disturbance of waters of the United States, then a Water Quality Certification must be obtained
 - e. If non federal waters are present in the proposed project area, a Waste Discharge Requirement permit may be required
- e)-f) No housing is proposed for 100-year floodplains as a part of the NCBP. Bicycle bridge crossings of a number of creeks and waterways are proposed as parts of several of the Class I and II projects and many of these proposed structures are located within FEMA designated 100-year floodplains. Unless properly designed and engineered, these facilities have the potential to block flood flows and/or divert floodwaters out of creeks and waterway channels. This is a potentially significant impact. Most, but not all of the Class I and II projects that include bridge construction have been designated as requiring further environmental review. Implementation of **HYDRO-3**, which requires the completion of a detailed design level hydraulic investigation of each bridge site to assist in facility design, will reduce potential impacts to an insignificant level. **Less Than Significant with Mitigation.**
- g) The proposed bicycle facility improvements would not expose people or structures to a significant risk of loss, injury or death involving flooding due to failure of a dam or levee because dams are routinely inspected and monitored for compliance with seismic safety standards. Localized flooding may occur in the event of levee break; however, this is anticipated to have a less than significant impact as none of the proposed projects involve the permanent placement of structures for occupancy of people in a flood prone area, or area at risk from inundation from a dam failure. The County and Cities will rely on their existing emergency notification and response warning and bikeway/trail evacuation procedures, should there be a dam break that releases floodwaters to areas containing bicycle facilities. This impact is considered to be **Less than Significant.**
- h) The proposed bicycle improvements that are in close proximity to the Napa River/SF Bay could potentially be inundated by a tsunami or seiche according to the ABAG tsunami inundation map for emergency planning; however, no structures are proposed associated with this project that could be damaged by a seiche or tsunami (Source 8). The Napa County Emergency Services would rely on its existing system of emergency notification developed for multi-hazard response to warn trail users and close trail segments as necessary. **Less Than Significant Impact.**

Mitigation Measures

- HYDRO-1 Proposed bicycle improvements shall be designed to minimize impacts on surface and ground water quality, including maintaining existing runoff conditions. Stormwater management measures, including but not limited to the use of permeable pavement and stormwater treatment techniques such as bioswales and bioretention structures, shall be incorporated into project plans where practical and feasible, in order to maintain the pre-project hydrologic conditions and treat stormwater runoff.
- HYDRO-2 The lead agency/local jurisdiction shall review each proposed bicycle improvement project prior to construction and determine if the project requires the preparation of a Stormwater Pollution Prevention Plan (SWPPP). Based on this review, the lead agency/local jurisdiction shall prepare a SWPPP that includes Best Management Practices to prevent or minimize stormwater pollution during construction activities, and post construction. All Class I and Class II projects along creeks, waterways, and wetlands that involve substantial ground disturbance shall be required to prepare an Erosion Control and Revegetation Plan, and a Spill Control and Countermeasures Plan, regardless of whether a SWPPP is needed or not.
- HYDRO-3 Prior to final design of any bicycle facility, such as a bridge or other structure that is placed within or over the flow line of a creek or waterway, or crosses over a creek, and where the proposed facility has the potential to block or impede flood flows and alter hydrologic conditions, the project proponent will complete a detailed hydraulic analysis of the site and facility. The objective of the analysis is to verify that the project is in compliance with the local Floodplain Management Ordinances and related General Plan Policies regarding flood protection and protection of creek resources, and to determine the proposed sizing, geometry, and elevations of the structures so as to not impact creek hydrology and flood flow conditions. The hydraulic analysis and design recommendations will require review and approvals of the local jurisdiction's Engineer and Flood Plain Manager.

X. LAND USE

Would the project:

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Comments to Questions

- a) The proposed bicycle facility improvements would enhance circulation in each City and within Napa County as a whole, making it easier to travel from one destination or community to another, and would not divide any established community. **No Impact.**
- b) The proposed bicycle improvements would not conflict with any applicable land use plan, policy or regulation of an agency with jurisdiction over the project that has been adopted for the purpose of avoiding or mitigating an environmental effect. The proposed bicycle facility improvements would not change designated land uses of any jurisdiction. The implementation of Mitigation Measures in this environmental document and adherence to the requirements in each respective

jurisdiction's General Plans, and Municipal Codes and Ordinances, would ensure conformance with plans, policies and regulations to avoid or mitigate an environmental effect. **No Impact.**

XI. MINERAL RESOURCES

Would the project:

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region or the State?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in loss of a locally important mineral resource recovery site delineated on a mineral resource plan, local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Comments to Questions

- a)-b) None of the proposed bicycle improvements would result in the loss of availability of a known mineral resource, or in the loss of a locally important mineral resource recovery site. **No Impact.**

XII. NOISE

Would the project:

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
a) Expose people to or generate noise levels in excess of standards established in the local general plan or noise ordinance, or other applicable standards?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Expose people to or generate excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Create a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose people living or working in the project area to excessive noise from a public or private airport?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Comments to Questions

- a) – b) During construction of the proposed bicycle facilities, the use of construction vehicles and equipment has the potential to generate excessive levels of noise. Each of the local jurisdictions having authority over individual projects has adopted Noise Control Regulations that control

construction noise levels, including working hours; therefore this impact is not considered to be significant.

Bicyclists may be exposed to noise from vehicles on streets and roads and also from agricultural equipment used on adjacent agricultural fields. However, the noise levels that the facility users would be exposed to would be temporary and intermittent. Therefore this impact is not considered to be significant. In addition, use of bicycle facilities and related exposure to ambient noise conditions is a discretionary decision by the bicyclists. **Less Than Significant.**

Various bicycle facilities are located in Airport Land Use Compatibility Plan areas for the Calistoga Glideport, Parrett Field and the Napa County Airport. The noise impacts associated with those airports are discussed in VIII g). **Less Than Significant.**

- c) Use of the proposed bicycle facilities would not generate excessive noise and would not increase ambient noise levels in areas where they are located. **No Impact.**
- d) Some of the proposed bicycle routes are located in the vicinity of airports that may expose bicycle facility users to noise. There is an established process for review of plans and projects located in the vicinity of airports. In addition, as described in a)-b) above, this is a discretionary activity. Please refer to Section VIII g) for a discussion of these impacts. **Less Than Significant.**
- e)-f) Some of the proposed bicycle routes are within two miles of an airport or are located in the vicinity of private air strips. The temporary and intermittent nature of the noise exposure to bicyclists is not considered to be excessive and therefore is not considered to be significant. **Less Than Significant.**

XIII. POPULATION AND HOUSING

Would the project:

- a) Induce substantial unexpected population growth or growth for which inadequate planning has occurred, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?
- b) Displace substantial numbers of existing housing units, necessitating the construction of replacement housing elsewhere?
- c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Comments to Questions

- a) Implementation of the proposed Bicycle Plan does not involve the construction of additional vehicular roads or sewer and water lines that could induce population growth in the local jurisdictions. The proposed bicycle improvements would serve the existing population and would not add housing or jobs to the local jurisdictions (other than during construction) that would have a significant growth-inducing effect. Some additional out-of-area visitors/tourists may be attracted to Napa County as a result of implementation of NCBP elements, but this is also not considered to be significantly growth inducing. **No Impact.**

- b) - c) None of the proposed bicycle improvements would displace existing housing units or existing residents, or would require construction of replacement housing elsewhere. **No Impact.**

XIV. PUBLIC SERVICES

Would the project:

- a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
(i) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(ii) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(iii) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(iv) Library?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(v) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Comments to Questions

- a) i., ii. Some of the proposed Class I bicycle facility improvements will increase public access to areas that are not currently accessible and therefore will require expanded police and fire patrol, emergency response, and protection services. The bicycle facilities will also increase access for use by police and fire protection services into areas with poor existing access. However, no new physical police or fire facilities would be required to serve proposed bicycle facilities. **Less Than Significant Impact.**
- iii, iv. None of the proposed bicycle facility improvements would result in an increase in the number of housing units or increase the population of the project area in a way that would have an impact on schools or libraries. **No Impact.**
- v. The proposed bicycle improvements would create new public access opportunities to open space areas not previously accessible to the public and will create recreational opportunities that did not previously exist. Access to existing park and open space facilities will be improved as a result of project implementation. The construction of the proposed bicycle facility improvements would not adversely impact the physical environment with the implementation of the mitigation measures required in this document. **Less Than Significant Impact.**

XV. RECREATION

Would the project:

- a) Increase the use of existing neighborhood and regional parks or other recreational facilities, such that substantial physical deterioration of the facility would occur or be accelerated?

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
a)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

XV. RECREATION

Would the project:

- b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Comments to Questions

- a)-b) The proposed bicycle improvements will increase the use of neighborhood, regional parks or other recreational facilities because they will provide improved access to those facilities. However this impact is not considered to be significant. The increase in usage is not anticipated to significantly accelerate or cause the physical deterioration of those parks and facilities such that repair or expansion would be required. The proposed projects include non-motorized transportation facilities and recreational facilities that will require construction. However, with the implementation of the mitigation measures in this document, there would not be an adverse physical effect on the environment. **Less Than Significant Impact.**

XVI. TRANSPORTATION/TRAFFIC

Would the project:

- a) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?
- b) Substantially increase hazards due to a design feature (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?
- c) Result in inadequate emergency access?
- d) Result in inadequate parking capacity?
- e) Conflict with adopted policies, plans or programs supporting alternative transportation?
- f) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Comments to Questions

- a) The Napa Countywide Bicycle Plan is a policy tool that is intended to improve bicycle facilities and facilitate projects that support non-motorized travel. It also includes specific, physical projects for implementation to achieve the Plan's overall goals and objectives. The Plan does not include components that would generate substantial new vehicle trips or increase the existing traffic load. Implementation of the Plan would encourage bicycling as an alternate means of transportation and therefore decrease vehicle traffic congestion on city streets and county roads. It would have

a net beneficial impact for alternative modes of transportation as it improves accessibility and promotes safer and more convenient travel for bicycles throughout Napa County and its cities. Implementation of some aspects of the Plan, such as the Vine Trail and Napa River and Bay Trail, could attract more visitors and tourists to Napa Valley, but the expectation is that these new visitors and tourists would use bicycles to explore the Napa Valley.

Many of the proposed on-street bicycle facility improvements include the addition of bikeway signage and striping and do not require significant street modifications. These projects are considered categorically exempt from CEQA per Sections 15301(c) and 15304(h) of the California Environmental Quality Act (CEQA) guidelines. These projects include all of the proposed bicycle routes (Class III) and those bicycle lanes (Class II) that would not require the significant alteration of travel lanes, curbside parking, or continuous two-way center turn lanes (see **Appendix B**).

The Plan identifies several street and roadway improvement projects that when implemented, could potentially affect Level of Service (LOS) of County roads and City streets for motor vehicles through physical changes at intersections and lane modifications. The proposed facilities that alter existing lane configurations of the streets by reducing lane widths or removing lanes could result in conflicts with local jurisdictions' General Plans that require the maintenance of adequate circulation. For these projects, as identified during environmental screening (**Appendix B**), additional traffic studies will need to be completed associated with approval of the construction plans and prior to project implementation. For these projects, and prior to final design, the local jurisdiction will conduct detailed reviews of the project to determine the need for removal or narrowing of any travel lanes to accommodate the facility improvements. If travel lane modification is necessary, the local jurisdiction will assess whether the intersections and street traffic flow will continue to function at an acceptable LOS under project conditions, or require design modifications and other mitigations.

Implementation of some of the identified Class I and II projects under the Plan will require project specific environmental review including follow-up, detailed traffic analysis to determine if they would have site specific impacts beyond those addressed in this Initial Study. At that time, proposed bicycle facilities that could result in significant traffic impacts may be redesigned (or potentially relocated to another street in the same travel corridor) if doing so would reduce the overall traffic impacts. Future site specific transportation impacts would need to be evaluated for some of the bicycle improvements as identified in the Appendix.

Implementation Mitigation Measures **TRANS-1** and **TRANS-2** would reduce potentially significant impacts that may conflict with performance of the local jurisdictions' roadways and street systems LOS to a **Less Than Significant** level.

Simultaneous construction of several of the proposed bicycle facility improvements under the Plan could result in local, short-term traffic congestion, but have a less-than-significant effect. Constructing bicycle lanes on a street in one month, and then repaving the street or planting street trees several months later, all of which can affect travel flow, is an example of a potential cumulative effect. Implementation of **Mitigation Measure TRANS-3** would reduce potentially significant impacts that may result from cumulative bicycle facility/streetscape/roadway construction to a less than significant level. **Less Than Significant With Mitigation Incorporated.**

- b) Implementation of the Plan will include the addition of signage will reduce hazards and improve bicyclist safety. For Bicycle Lanes (Class II), the projects will include roadway signs, lane delineation and pavement stenciling consistent with the California Manual of Uniform Traffic Control Devices (CAMUTCD). The addition of this signage and Class III signage and striping to existing roadways would improve wayfinding for bicyclists, alert drivers to the presence of

bicyclists, and help roadway users more effectively share the public right-of-way, reducing hazards.

The proposed Class II and III signage and striping modifications would also not create traffic hazards because they would follow established design standards, guidelines, and best practices. The signing and striping program would improve traffic safety by providing additional guidance to bicyclists, and drivers. Therefore, signage and striping would have a beneficial effect on traffic flow, and the impact would be less than significant.

The Class I & II street and road lane modifications and intersection improvements proposed in the NCBP are intended to reduce hazards to bicyclists. The proposed physical modifications to intersections, including construction of bulb-outs, pedestrian refuge islands, and reduction of turning radii would have the effect of reducing motor vehicle speed, provide greater visibility of bicyclists, and enhance the safety of intersections. This is a less than Significant Impact. **Less Than Significant.**

- c) Implementation of some of the bicycle improvement projects would potentially impede emergency access if they would reduce the right-of-way width of any street to one that is less than the minimum standards or result in reduction of turn radii, reducing speed for traffic safety and emergency response, or result in substandard travel lane widths. This is a potentially significant impact. Local jurisdictions' Fire Departments are responsible for emergency response. The project would be required to maintain the existing right-of-way width on all streets and would maintain adequate travel and maneuvering space consistent with Fire Department Standards and existing conditions. Implementation of Mitigation Measure TRANS-1 would reduce this to a less than significant level. **Less Than Significant With Mitigation Incorporated.**
- d) The removal of on-street parking associated with bicycle facility construction is not considered an environmental impact under CEQA. A California Appellate Court decision regarding a challenge to the City of San Francisco's treatment of parking as a social (and not a physical) impact. San Franciscans upholding the Downtown Plan vs. City and County of San Francisco held that parking is not part of the permanent physical environment, and noted that parking conditions change over time on their own as communities redevelop and people and communities change their travel patterns, in response to recreation, housing, commercial centers, and jobs. Reduced parking availability causing unmet parking demand created through implementation of NCBP projects would be considered a significant impact under CEQA only if they cause significant secondary effects, or if it is an area of public controversy. Although project impact on parking availability is not an environmental issue under CEQA, it is discussed below because it is an area of potential public controversy. All projects that involve significant parking removal or reconfiguration will be subject to further study on a case-by-case basis, as shown in **Appendix B.**

Although available parking might be reduced in some locations, the development of improved bicycle facilities will encourage more bicycle use, reducing the demand for automobile parking. In addition, a lack of adequate parking in an area could encourage or entice people to use alternative modes of travel. **Mitigation Measure TRANS – 2** reduces the impact on decreased parking availability to a less than significant level. **Less Than Significant With Mitigation Incorporated.**
- e) The proposed bicycle improvements implement the local jurisdictions' adopted policies supporting alternative transportation. **No Impact.**
- f) The proposed bicycle improvements do not involve altering air traffic patterns. **No Impact.**

Mitigation Measures:

- TRANS – 1 Prior to implementation of any of the bicycle facility projects listed in **Appendix B** as requiring further traffic analysis, the responsible agency shall prepare a LOS and queuing analysis of the intersection and street to determine whether the project would cause a significant impact per the agencies adopted LOS thresholds and standards, or would result in queuing that could affect traffic operations at near-by intersections. The analysis shall be prepared for both existing conditions, and existing conditions with project, using recent actual traffic count information (counts no more than 2 years old).
- The responsible agency shall also evaluate the proposed project design to ensure that no project features such as curb bulb outs extend beyond the parking lane and into the travel lanes, and/or lane reductions narrow travel lanes below minimum widths of the agency and as described in State and Federal traffic and roadway design standards as adopted by the responsible agency.
- Lane reductions, bulb outs, pedestrian refuge islands and other project design features such as speed bumps that affect traffic operation and emergency vehicle response shall also be reviewed with the respective local agency Police and Fire Departments to insure that emergency vehicle access is not impeded, and is consistent with adopted local agency standards and State and Federal standards.
- If the proposed bicycle facility improvements result in a significant deterioration in LOS or a significant impact on operation of the project intersection or adjacent intersection, the responsible agency shall modify the project design to reduce LOS impacts to a degree that will be consistent with local agency adopted LOS thresholds and standards.
- If the proposed bicycle facility improvements result in a significant deterioration in traffic operation or impedes emergency vehicle access, the responsible agency shall modify the project design to reduce impacts such that the final design will be consistent with adopted standards and practice considering operations, safety and emergency vehicle access and response times.
- TRANS – 2 If a proposed project requires the removal of parking spaces, the lead agency/local jurisdiction shall review and consider redesigning or relocating the proposed bicycle improvement, or alternatively, shall prepare a supplemental parking analysis to develop mitigation measures related to loss of parking. This would include the responsible local agency coordinating and partnering with affected local businesses to develop and implement trip reduction and parking management.
- TRANS – 3 The local agency/local jurisdictions shall integrate proposed bicycle projects into overlapping and concurrent roadway and street improvement projects such that construction staging occurs as a single project wherever feasible. Where the integration of such projects is feasible, the local agency/local jurisdiction shall schedule the implementation of projects to avoid any cumulative impacts to LOS that would be caused by the simultaneous construction of multiple roadway, street, and bicycle facility projects.

XVII. UTILITIES & SERVICE SYSTEMS

Would the project:

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Have sufficient water supplies available to serve the public from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in a determination by the wastewater treatment provider which serves or which may serve the project that it has adequate capacity to serve the project's project demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Comments to Questions

- a)-b) The proposed bicycle improvements would not contribute to the need for new or updated wastewater treatment facilities or otherwise affect local wastewater treatment, resulting in requirements of the Regional Water Quality Control Board not being met. **No impact.**
- c) The proposed bicycle improvements would not require the construction of new stormwater management or treatment facilities. Local stormwater treatment, such as bioswales and bioretention facilities, will be included in the design of some facilities that include streetscape or separated pathway (Class I facility) construction, as discussed in **Mitigation Measure HYDRO-1. No impact.**
- d) None of the proposed bicycle improvements would increase the demand on the available water supply. **No impact.**
- e) None of the proposed bicycle improvements would increase the demand for wastewater treatment. **No impact.**
- f)-g) The proposed bicycle improvements would not generate substantial additional solid waste and therefore solid waste disposal regulations are not applicable. **No impact.**

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Comments to Questions

- a), b), c) See specific impacts discussed above.
As noted, some of the proposed Class I and II projects have been designated as requiring additional environmental study and analysis (**Appendix B**).

SOURCE REFERENCES

1. State of California Department of Conservation, Farmland Mapping and Monitoring Program Map 2010 <ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2010/nap10.pdf>
2. Bay Area Air Quality Management District, California Environmental Quality Act, Air Quality Guidelines, Updated May 2011
4. California Department of Mines and Geology, Alquist Priolo Earthquake Fault Zone Map http://www.quake.ca.gov/gmaps/ap/ap_maps.htm
5. Uniform California Earthquake Rupture Forecast, Version 2, 2007 Working Group on California Earthquake Probabilities, 2008
6. Napa County Airport Land Use Compatibility Plan <http://www.countyofnapa.org/ALUC/>
7. Association of Bay Area Governments Liquefaction Hazard Map <http://gis.abag.ca.gov/website/liquefactionsusceptibility/>
8. Association of Bay Area Governments Tsunami Inundation Map <http://gis.abag.ca.gov/website/Tsunami/>
9. California Department of Toxic Substance Control, Envirostor website <http://www.envirostor.dtsc.ca.gov/public/>
10. California Water Resources Control Board, GeoTracker website <http://geotracker.swrcb.ca.gov/>
11. Napa County Municipal Code
12. AEP CEQA Guidelines 2011
13. Napa Countywide Bicycle Plan DRAFT
14. Napa County Baseline Data Report/Napa County GIS Database
15. Napa County General Plan Environmental Impact Report, 2007 <http://www.countyofnapa.org/Pages/DepartmentDocuments.aspx?id=4294967660>
16. Napa FIREWISE Program <http://www.napafirewise.org/defensable-space-live/index.html>

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APPENDIX A

PROJECT MAPS

Study Area and Vicinity

Overview of Countywide Bicycle Facilities

Planning Area - North Valley

Planning Area - Mid Valley

Planning Area - City of Napa

Planning Area - South Valley

Existing and Proposed Bicycle Network, City of American Canyon

Existing and Proposed Bicycle Network, City of Napa

Existing and Proposed Bicycle Network, City of Saint Helena

Existing and Proposed Bicycle Network, Napa County

APPENDIX B

PROJECT LIST

Proposed Bicycle Network, American Canyon
Proposed Bicycle Network, City of Napa
Proposed Bicycle Network, Saint Helena
Proposed Bicycle Network, Napa County Unincorporated
Proposed Bicycle Network Calistoga
Proposed Bicycle Network Yountville

APPENDIX C

MITIGATION MONITORING AND REPORTING PROGRAM

Objectives and Policies

In addition to the countywide policies indicated below, each jurisdiction may choose to identify additional local policies. These additional policies are shown in the jurisdiction-specific plans that accompany this countywide overview.

Objective 1.0: The Countywide Bicycle Network

Establish a comprehensive, safe, connected countywide bicycle transportation and recreation system to support increases in bicycle trips made throughout the County to 10 percent of all trips by 2035.

Policies

- 1.1 Develop and maintain a local and countywide bicycle transportation and recreation network that connects Napa's neighborhoods and communities, and provides access to public transportation, school, work, recreation areas, shopping and other activity centers, and to regional routes according to the maps and recommendations in this plan. [NCTPA, cities, towns, County]
- 1.2 Develop and maintain contiguous north-south and east-west Class I pathways to provide inter-city connections and serve as primary bikeways in the Countywide Bikeway System. [NCTPA, cities, towns, County]
- 1.3 Consistent with federal, state and regional directives for "routine accommodation and complete streets"¹, ensure that all transportation projects on designated bicycle routes include, enhance or maintain bicycle transportation facilities. [NCTPA, cities, towns, County]
- 1.4 Seek opportunities to work cooperatively with all responsible departments and agencies (for example, transportation agencies, flood districts, utility agencies, parks and open space districts) to close existing gaps in facilities and ensure the network is funded, designed, constructed, and maintained. [NCTPA, cities, towns, County]
- 1.5 Consider the needs of all types of bicyclists (commuters, recreational riders, children, and families) in planning, developing, and maintaining a bikeway network that is safe and convenient. [NCTPA, cities, towns, County]
- 1.6 Establish and/or maintain local and countywide bicycle advisory committees to advise staff on bicycle network issues. [NCTPA, cities, towns, County]

Summaries of Federal, State, and Regional policies regarding the importance and consideration of non-motorized modes are provided in Appendix A.

Objective 2.0: Design

Utilize accepted design standards and "best practices" to facilitate completion of a connected bicycle system that is safe, convenient and enjoyable to use.

Policies

- 2.1 Utilize Chapter 1000, "Bikeways Planning and Design," of the *California Highway Design Manual*, the *California Manual of Uniform Traffic Control Devices*, and the American Association of State Highway

¹ US DOT Policy Statement: Integrating Bicycling and Walking into Transportation Infrastructure, 2000; Assembly Concurrent Resolution 211, 2002; Caltrans Deputy Directive 64, 2001; Caltrans Director's Policy 22 (Director's Policy on Context Sensitive Solutions), 2001; Metropolitan Transportation Commission Resolution No. 3765, (Routine Accommodations), 2006

Transportation Officials (AASHTO) *Guide for the Development of Bicycle Facilities*, as well as evolving “best practices” for the development of bicycle facilities. [NCTPA, cities, towns, County]

European Design

European cities employ a variety of bikeway designs generally known as “Cycle Tracks” that protect or separate bikeways from vehicle traffic where possible. These engineering efforts combined with a comprehensive approach to safety, encouragement, and awareness have helped to establish mode split rates with up to 40 percent of all trips made by bicycle. Where appropriate, similar practices should be tested or employed to determine if significant mode split shifts can be achieved within the Napa Valley.

- 2.2 Consistent with Assembly Bill 1581 (Fuller) and Caltrans Policy Directive 09-06, assure that all approaches to signalized intersections include bicycle detection devices that are operational and properly marked. [NCTPA, cities, towns, County]
- 2.3 Provide consistent enhanced crossing features at uncontrolled intersections with Class I trails. [NCTPA, cities, towns, County]
- 2.4 Where standard Class II bike lanes are infeasible under current conditions, consider innovative approaches to safely accommodate bicycles. (Approaches may include but are not limited to: striped edge lines, signs, shared lane markings, “road diets,” eliminating parking, etc.) [NCTPA, Caltrans, cities, towns, County]
- 2.5 Install way-finding signage, markers, and stencils on off-street paths, on-street bikeways, local Class III routes, and State Routes to improve way finding for bicyclists, assist emergency personnel, and heighten motorists’ awareness. [NCTPA, Caltrans, cities, towns, County]
- 2.6 Improve safety and access for bicyclists at all at-grade railroad crossings by providing appropriate enhancements such as proper track structure, safe crossing angles, track fillers, lighting, and adequate warning and guidance information among other features. [NCTPA, Caltrans, cities, towns, County]
- 2.7 Bikeway design and siting outside of existing transportation corridors shall take into account the Napa County Right to Farm Ordinance (Appendix D) and take into consideration the “highest and best use” of the land, particularly in areas of active agricultural production.
- 2.8 Signage should be developed in areas adjacent to active agricultural operations to inform cyclists of the need to respect the necessity of agricultural practices and to respect the privacy of private properties.

Objective 3.0: Multimodal Integration

Develop and enhance opportunities for bicyclists to easily access public transit and other transportation resources.

Policies

- 3.1 Require transit providers to provide and maintain convenient and secure bike parking facilities and related amenities at major transit stops and transportation centers. [NCTPA, cities, towns, County]
- 3.2 Require local and regional transit agencies to accommodate bicycles on all transit vehicles that serve the general public. [NCTPA]
- 3.3 Plan for additional bicycle storage capacity on transit vehicles to ensure capacity keeps up with demand. [NCTPA]

- 3.4 Consider a “Safe Routes to Transit” program that prioritizes bicycle and pedestrian access to transit stops and centers. [NCTPA, cities, towns, County]
- 3.5 Encourage the development of “staging areas” as a component of trail development and other bikeway projects where appropriate to accommodate recreational bicycling needs. [NCTPA, cities, towns, County]
- 3.6 Develop strategies and work with private landowners/businesses to provide bicycle parking at strategic locations. [NCTPA, cities, towns, County, NCBC]

Objective 4.0: Comprehensive Support Facilities

Ensure development of comprehensive support facilities for bicycling such as short- and long-term bicycle parking, end of trip amenities, bicycle staging areas, repair stations, and other resources such as bicycle maps, guide information, and on-line tools.

Policies

- 4.1 Require adequate short-term (i.e. bike racks) and long-term (i.e. bike lockers) bicycle parking for non-residential uses as required in local standards. Nonresidential uses include private commercial and industrial uses, as well as hospitals, clinics, gyms, parks and other civic facilities. [Cities, towns, County]
- 4.2 Provide adequate short-term bicycle parking and long-term bicycle storage for transportation centers including transit transfer centers, park-and-ride lots, train stations, transit stops, etc. [NCTPA, Caltrans, cities, towns, County]
- 4.3 Work with businesses and private property owners to provide bicycle parking at existing employment, retail, and commercial sites. [NCTPA, cities, towns, County]
- 4.4 Encourage employers to provide secure indoor and/or covered bicycle parking for their employees. [Cities, towns, County]
- 4.5 Encourage major employers to provide shower and locker facilities for workers. [Cities, towns, County]
- 4.6 Encourage local school district to provide well located, secure bicycle parking at schools. [NCTPA, cities, towns, County]
- 4.7 Design Class I Trails to incorporate high-visibility crossing treatments, pedestrian scale lighting, street furniture, drinking fountains, interpretive elements, and other amenities where appropriate. [NCTPA, cities, towns, County]

Objective 5.0: Safety and Security

Create a countywide bicycle system that is perceived to be safe for bicyclists of all types and age groups, and work to reduce collisions involving bicyclists by 50 percent by the year 2035. (Use 2008 collision data as the baseline for analysis and perform periodic progress evaluations at 5-year intervals to benchmark progress.)

Policies

- 5.1 Coordinate the delivery of bicycle Safety Education Programs to schools utilizing assistance from law enforcement agencies, bicycle advocacy groups, local bicycle shops, Napa County Office of

Education, Napa County Health and Human Services, and other appropriate organizations. [NCTPA, cities, towns, County, NCBC]

- 5.2 Focus on improving safety at intersections by using or installing routine pedestrian signal cycles; pedestrian push buttons; high-visibility crosswalk markings; appropriate warning and directional signs; and reassurance or directional markings for bicyclists such as shared lane markings, skip lines, etc.; and through the use of focused education.
- 5.3 Focus on improving safety at railroad crossings by providing safe track crossing angles for bicyclists, using concrete panels and flangeway fillers to avoid surface irregularities, and through the use of quad crossing gates and warning signs. [Caltrans, cities, towns, County, Napa Wine Train]
- 5.4 Safety improvements in the vicinity of schools, major public transit hubs, civic buildings, shopping centers, and other community destinations shall be given a high priority for implementation. [NCTPA, Caltrans, cities, towns, County]
- 5.5 Improve ongoing collection and analysis of collision data to assist in the identification of problem areas which may require immediate attention. [Cities, towns, County]
- 5.6 Promote targeted enforcement of violations that focus on primary collision factors such as riding on the wrong side of the road, riding without proper safety equipment including lights at night, and right-of-way violations, etc.
- 5.7 When siting bikeways, the safety and security of adjacent land owners should be considered

Objective 6.0: Land Use

Support and strengthen local land use policies for compact, mixed use development in appropriate areas, and for designing and constructing bicycle facilities as part of new development projects.

Policies

- 6.1 Condition discretionary projects to provide needed bicycle improvements on Class I, II or III routes designated in this plan, assuming a nexus is established. Improvements include easements or land dedication and route construction, maintenance or enhancement, including support facilities. Construction may be deferred until a connection to an existing route can be made at the discretion of the jurisdiction. [Cities, towns, County]
- 6.2 In accordance with CEQA Guidelines, projects that could result in the loss of existing bicycle facilities or jeopardize future facilities included in this Plan must be mitigated.
- 6.3 Encourage school districts to participate in providing safe and continuous bicycle and pedestrian connections from surrounding neighborhoods when constructing new or improving existing school facilities. [NCTPA, cities, towns, County]
- 6.4 Site any new Class I multiuse paths that are not adjacent to existing transportation corridors in such a way that they are compatible with any adjacent active agricultural activities.
- 6.5 For any class I multiuse paths in lands zoned "Agricultural Preserve", path development must include transfer of title to Napa County or other public entity so as not to contravene Agricultural Preserve approved use provisions.

- 6.6 Class I multiuse paths that are part of the Napa Valley Vine Trail shall be sited according to the Vine Trail policies (see Vine Trail description p XX). The same policies may also guide siting of other Class I multiuse paths where appropriate.

Objective 7.0: Education and Promotion

Develop programs and public outreach materials to promote safety and the positive benefits of bicycling.

Policies

- 7.1 Develop and implement a multimedia countywide bicycle and pedestrian safety and education campaign to increase knowledge of riding rules, improve etiquette between motorized and non-motorized modes, promote bicycle tourism, and increase the awareness of the benefits of bicycling and walking as transportation modes. [NCTPA, cities, towns, County- potentially jointly]
- 7.2 Expand the delivery of Safe Routes to Schools curriculum to all elementary and middle schools annually. [NCTPA, cities, towns, County, School Districts, NCBC]
- 7.3 Educate law enforcement personnel, agency staff, elected officials, and school officials about the benefits of non-motorized transportation, and the safety needs of bicyclists and pedestrians. [NCTPA, cities, towns, County, School Districts, NCBC]
- 7.4 Develop and maintain a public bikeway map and user guide that provides bike route, education, safety, and promotional information. [NCTPA, cities, towns, County- potentially jointly]
- 7.5 Distribute bicycle and pedestrian safety, educational, and promotional materials at drivers training and citation diversion programs, school orientations and community and civic events. [NCTPA, cities, towns, County, law enforcement agencies, schools, advocacy organizations]
- 7.6 Encourage events that introduce the public to bicycling and walking such as bike-to-work, commuter challenges, bike/walk-to-school days, elected official bike rides, etc. [NCTPA, cities, towns, County, schools, advocacy organizations]
- 7.7 Encourage major employment centers and employers to facilitate commuting by bicycle, including the use of flex-time work schedules to support non-rush hour bicycle commuting. [NCTPA, cities, towns, County, advocacy organizations]
- 7.8 Maps of the Bike Network made available to the public by public agencies shall only show *existing* bikeways. This does not include formal planning documents which will also include proposed routes and routes under study.

Objective 8.0: Planning

Continue to update and integrate bicycle-related transportation projects into land use and recreation plans and roadway improvement projects.

Policies

- 8.1. The countywide and/or local Bicycle Advisory Committee (BAC) shall be responsible for advising staff and decision makers on the ongoing planning and coordination of the countywide bicycle transportation system. [County, city and town BACs]
- 8.2. Update and adopt the Bicycle Plan in accordance with the California Bicycle Transportation Act,

and to coordinate with Regional Transportation Plan updates. [NCTPA, County, participating cities and towns]

- 8.3. Participating jurisdictions shall update their general plans to incorporate the key contents of this Bicycle Plan. [County, participating cities and towns]
- 8.4. Consider local and the Countywide BAC as a resource to review roadway improvement projects, particularly on designated bicycle routes, for bicycle safety and compatibility and consistency with this plan. "Roadway improvements" include widening, resurfacing, rehabilitation, capacity improvements, traffic calming improvements, etc. Note that MTC's Regional Bicycle Plan for the San Francisco Bay Area recommends that local agencies form and maintain Advisory Committee's to advise staff on bicycle and pedestrian issues. [NCTPA, cities, towns, County]
- 8.5. Proactively seek new opportunities for acquisition of abandoned rights-of-way, natural waterways, flood control rights-of-way, utility rights-of-way, and other lands for the development of new Class I multi-use pathways that integrate with the planned system. [NCTPA, cities, towns, County]
- 8.6. Recognize the varied needs of bicyclists by striving to maintain on-street bikeways where off street pathways or alternative routes are proposed. Existing bikeways should not be altered or eliminated without consulting local bicycle advisory committees. [NCTPA, cities, towns, County]
- 8.7. NCTPA and local jurisdictions are encouraged to assign staff to assume bicycle coordination duties to oversee implementation of the Countywide Bicycle Plan and coordinate activities between affected departments and jurisdictions. [NCTPA, cities, towns, County]
- 8.8. For Class I multiuse paths not along existing transportation corridors, proactively notify landowners along proposed trail routes at the earliest phase of route planning.
- 8.9. For projects in the State right-of-way, project sponsors should work with Caltrans to ensure concerns are resolved prior to application for encroachment permits.

Objective 9.0: Maintenance

Maintain and/or improve the quality, operation, and integrity of bicycle infrastructure.

Policies

- 9.1. Maintain geometry, pavement surface condition, debris removal, markings, and signage on Class II and Class III bikeways to the same standards and condition as the adjacent motor vehicle lanes. [Cities, towns, County]
- 9.2. Develop or retain a maintenance reporting system with a central point of contact to report, track, and respond to routine bicycle maintenance issues in a timely manner. [NCTPA, NCBC, cities, towns, County]
- 9.3. Require that road construction projects minimize their impacts on bicyclists through the proper placement of construction signs and equipment, and by providing adequate detours. [Caltrans, cities, towns, County]
- 9.4. Consider bicycle safety in the routine maintenance of local roads and seek to, at a minimum, include the following activities [Caltrans, cities, towns, County]:

- Trim vegetation to provide a minimum horizontal clearance of 4 feet from the edge of pavement and a minimum vertical clearance of 8 feet.
- Clear debris from road shoulder areas to provide a clean surface for bicycling.

Objective 10.0: Funding

Work to maximize the amount of funding to implement bicycle projects and programs throughout the county.

Policies

- 10.1 Seek varied sources of funding, including but not limited to federal, state, and regional programs, partnerships with local non-profits and other local agencies, and local sources such as assessments to improve the bicycle system. [NCTPA, cities, towns, County]
- 10.2 Encourage multi-jurisdictional funding applications to implement the primary network and countywide bicycle system. [NCTPA, cities, towns, County]
- 10.3 Promote the availability of adequate regional, state and federal funding sources for bicycle transportation projects. [NCTPA, NCBC, cities, towns, County]

Additional language in “Existing Conditions/Issues, Opportunities and Constraints”

- *Active agricultural operations* – according to the Napa County General Plan (Policy AG/LU-1) “Agriculture and related activities are the primary land uses in Napa County” and (Policy AG/LU-3) “The County’s planning concepts and zoning standards shall be designed to minimize conflicts arising from encroachment of urban uses into agricultural areas”, and (Policy AG/LU-4) “The County will reserve agricultural lands for agricultural use.” These policies in the unincorporated county will guide the siting of recreational bikeways where potential conflicts may exist between path development and standard agricultural activities and practices

Addition to description of the Napa Valley Vine Trail:

The Napa Valley Vine Trail Coalition has adopted the following policies that it is committed to follow in the development of Vine Trail segments:

- Use a process that is open and inclusive
- Protect the AG preserve and not take vineyard land out of production
- When in the AG preserve, are aligned along existing transportation corridors
- Protect the rights of private landowners to use their land
- Exclusively use voluntary easements from private landowners
- Make provisions for the ongoing maintenance & upkeep of the trails proposed
- Reflect the beauty of our Napa Valley in their design

New text in “Recommended Bicycle System/ Programs” section

Interface with agricultural operations

As an active farming community, the general public, including cyclists and pedestrians need to be educated and reminded that working farms have their own requirements and characteristics that are not always compatible with public contact. Also, since farms are private property, proper respect and etiquette are necessary when passing by these lands. Just because farms are visible from the roadway does not mean that visitors and passersby are invited to trespass. If public access and farming are to co-exist happily, proper respect and boundaries must be established and maintained.

Recommendation: Develop a **ROWF** (“Respect Our Working Farms”/ working title) program

Priority: High

Timeframe: Short term

Responsibility: NCTPA in consultation with the Napa County Bicycle Coalition, the Napa Valley Vine Trail Coalition, the Napa Valley Farm Bureau and other farming organizations

An educational and awareness program will be developed to raise awareness among cyclists of proper conduct in relationship to working farms in Napa County. This program would be promulgated principally through the Napa cycling groups and Bike rental facilities. It will consist of a set of guidelines that will also be communicated via a short "rules of the road" set of instructions to be given to all cyclists, including a brochure and a brief set of verbally communicated instructions. The guidelines would be prominently displayed on NCTPA's cycling web pages, on trail signage, and bike maps. This program may serve as a model for similar programs for the general public, including tourists.

Changes to the Initial Study/Mitigated Negative Declaration:

Other Public Agencies Whose Approval is Required:

Projects within Caltrans right of way will require coordination, including review, approval, project-specific mitigation and fair share contribution for each project. This will be determined at the time improvements are planned and designed.

B) SETTING

Napa County is located in the North Bay, within the nine-county San Francisco Bay Area Metropolitan Statistical Area. With a County population of approximately 139,000 housed within 754 square miles, it is a primarily rural area, with urban uses concentrated in a valley along a north-south axis roughly paralleling the Napa River. The area is primarily agricultural. Extensive active viticultural operations exist both in the Napa Valley floor and throughout the county. Historic "Agricultural Preserve" zoning designation has been applied to significant portions of the county. Napa County is bordered on the west by the Mayacamas Mountains and Sonoma County, on the east by the Howell Range and Solano and Yolo Counties, on the north by Lake County, and on the south by San Pablo Bay. The County is home to the cities of American Canyon, Calistoga, Napa, St. Helena, and Yountville. Napa County is sparsely settled outside of the incorporated and urbanized areas, but the transportation system is affected by tourism, which influences vehicular as well as bicycle use.

II AGRICULTURE AND FORESTRY RESOURCES

- e) The bicycle improvements would attract bicyclists to areas that have been traditionally used for agriculture. ~~Pesticide use, dust, odors and noise is associated with agricultural operations and could potentially cause a nuisance to bicyclists and trail users.~~ Elements of standard agricultural practice, such as pesticide use, dust, odors and noise, may make certain areas unsuitable for members of the general public. Bicyclists could also potentially trespass onto agricultural property. These conflicts could lead to increased nuisance complaints. Napa County General

ATTACHMENT 3
TAC Agenda Item 8
May 3, 2012

Plan Policies AG/LU-1, AG/LU-3 and AG/LU-4 all focus on reserving agricultural lands for agricultural use and minimizing conflicts arising from encroachment of urban uses into agricultural areas. Implementation of Mitigation Measures **AG-2** through **AG-4** is anticipated to reduce this impact to a less than significant level. **Less Than Significant With Mitigation Incorporated.**

Mitigation Measures

CUL-1 Any earth disturbing work within the State right of way must be preceded by a current archeological record search and, if requested, a cultural resource study. If a potentially significant cultural resource is encountered during subsurface earthwork activities for the project, all construction activities within a 100-foot radius of the find shall cease until a qualified archaeologist determines whether the uncovered resource requires further study.. . .

Addition to IX HYDROLOGY AND WATER QUALITY: COMMENTS TO QUESTIONS a)-d)

- a. If any project disturbs soil, coverage under the General Permit for Storm Water Discharges Associated with Construction Activities may be required
- b. Phase I and II Municipal Separate Storm Sewer System permits may be required to reduce pollutants and runoff flows.
- c. If dredged or fill material will be discharged in navigable waters a permit may be needed from the United States Army Corps of Engineers
- d. If a federal permit is required due to disturbance of waters of the United States, then a Water Quality Certification must be obtained
- e. If non federal waters are present in the proposed project area, a Waste Discharge Requirement permit may be required



May 3, 2012
TAC Agenda Item 9
Continued From: August 2011
Action Requested: INFORMATION

NAPA COUNTY TRANSPORTATION AND PLANNING AGENCY TAC Agenda Letter

TO: Technical Advisory Committee (TAC)
FROM: Paul W. Price, Executive Director
REPORT BY: Danielle Schmitz, Associate Program Planner
(707) 259-5968 / Email: dschmitz@nctpa.net
SUBJECT: OneBayArea Grant (OBAG) Update

RECOMMENDATION

Information only.

EXECUTIVE SUMMARY

Every six (6) years, U.S. Congress enacts a surface transportation act. The current act (SAFETEA) originally scheduled to expire on September 30, 2009 is still in effect through several legislative extensions. The funding provided to our area through this legislation includes Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ) funds. Allocation of funds are being planned in two (2) cycles. The first cycle (FY09/10 through 11/12) has been allocated and is in process of project delivery.

For the second cycle Metropolitan Transportation Committee (MTC) is proposing a 4-year funding cycle (FY12/13 through 15/16). MTC is also proposing a funding model that better integrates the region's federal transportation program with land use and housing policies pursuant to SB 375 (and the statewide effort to integrate land use and transportation planning). In this new Cycle 2 funding model, MTC proposes to provide incentives for the production of housing with supportive transportation investments through the "OneBayArea Grant" program. Under this new grant program the Napa County region is eligible to receive \$7 million dollars (Attachment 1). In the RTP 60% of funds are going to Regional Programs and 40% is going to OBAG.

FINANCIAL IMPACT

Is there a Fiscal Impact? N/A

BACKGROUND AND DISCUSSION

PDA Requirement

MTC first presented OBAG in July of 2011. Since that time local jurisdictions have been providing input on the requirements of OBAG. Napa County, along with the other four (4) North Bay Counties, was successful in reducing the PDA requirement of 70% of all OBAG funds going to PDAs to a 50/50 split between PDAs and non-PDAs in the County. To meet the PDA requirement MTC staff has recommended that a project outside of a PDA count towards the required PDA minimum expenditure, if it directly connects to or provides proximate access to a PDA. Rather than establishing a regional definition of "proximate access" MTC is recommending that the CMAs make the determination for projects to count toward the PDA minimum. MTC Staff is suggesting the following:

CMAs would need to map projects and designate which projects are considered to support a PDA along with policy justifications. This analysis would be subject to public review when the CMA board acts on OBAG programming decisions (most likely Spring 2013). This should allow decision makers, stakeholders, and the public to understand how an investment outside of a PDA is to be considered to support a PDA and to be credited towards the PDA investment minimum threshold requirements. MTC staff will evaluate and report to the Commission on how well this approach achieves OBAG objectives prior to the next programming cycle.

Examples of "proximate access" projects can be found in Attachment 2 of this report.

North Bay Priority Conservation Areas

North Bay Counties will also be receiving priority in a \$5 million dollar regional competitive program for Priority Conservation Areas. Eligible projects would include planning, land/easement acquisition, open space access projects, and farm-to-market capital projects. Priority would be given to projects that can partner with state agencies, regional districts and private foundations to leverage funds. MTC will be taking specific program guidelines to the Commission in the next few months.

PTAP

Pavement and Technical Assistance Program (PTAP) will be increased from \$4 million dollars to \$7 million dollars based on a recommendation from the Local Streets and Roads Working Group.

Complete Streets Policy

MTC staff has changed the language so jurisdictions have the ability to amend their general plan to comply with the 2008 Complete Streets Act of California by July 2013 or adopt a complete streets ordinance by October 2012. NCTPA has expressed the

difficulty in meeting this requirement and has suggested the requirement be reduced to a resolution passed by October 2012 stating that the jurisdiction would incorporate complete street policies at their next general plan amendment. MTC staff has also been receiving a lot of pushback on the timing of this requirement and will explore the option of pushing the timeline back for the adoption of a complete streets ordinance to 2013. It is still not understood what MTC will accept as being in compliance with the OBAG Complete Streets requirement. NCTPA has asked MTC to provide some examples of general plans that MTC determines to be "in compliance" with the Complete Streets Act of 2008. MTC provided an example of policies to be included in a complete street ordinance (Attachment 3).

OBAG Details

At the Programming and Delivery Working Group (PDWG) meeting on April 12, 2012, MTC staff went over some additional OBAG details. Below are the highlights from that meeting:

- All OBAG projects must be in the TIP – MTC does not expect OBAG projects to be in by this year but by September 2013.
- Before program sponsors can be eligible for OBAG funds they must meet all OBAG requirements.
- Minimum grant size will be \$250,000 for the smaller counties – though MTC is willing to fund projects for some sponsors at \$100,000 as long as the overall average of OBAG projects for that county is above the minimum \$250,000 dollars.
- Safe Routes to School projects would be allowed to be \$100,000 dollars.
- "Delinquent Agencies" – agencies that are "delivery challenged" will have to go through a consultation process with MTC, Caltrans, their CMA, and any other appropriate party.
 - The CMA of any delinquent agency will have to develop and maintain a status of all federally funded projects for that agency.
 - The agency will have to identify a single POC for all federally funded projects and demonstrate they are committed to deliver FHWA/Federal Aid Projects.
- OBAG funds are not for street widening and capacity enhancements.

SUPPORTING DOCUMENTS

Attachments: (1) New Act – Draft Cycle 2 Regional and County Programs
(2) MTC Memo on Update OneBayArea Grant Requirements
(3) MTC Memo on Complete Streets Requirement for OBAG

T4 New Act - Cycle 2
DRAFT Regional and County Programs
FFY 2012-13 through FY 2015-16
April 2012

DRAFT
Cycle 2 Funding Commitments

Regional Program (millions \$ - rounded)		4-Year Total
Regional Categories		
1	Regional Planning Activities	\$7
2	Regional Operations	\$105
3	Freeway Performance Initiative	\$96
4	Pavement Management Program	\$7
6	Priority Development Area Program	\$30
5	Climate Initiatives	\$20
7	Safe Routes To School	\$20
8	Transit Capital Rehabilitation	\$150
9	Transit Performance Initiative	\$30
10	Priority Conservation Area	\$5
Regional Program Total:*		\$470
		60%

One Bay Area Grant (OBAG) (millions \$ - rounded)		4-Year Total
Counties		
1	Alameda	\$62
2	Contra Costa	\$47
3	Marin	\$11
4	Napa	\$7
5	San Francisco	\$38
6	San Mateo	\$25
7	Santa Clara	\$84
8	Solano	\$20
9	Sonoma	\$25
OBAG Total:*		\$320
		40%

Cycle 2 Total Total:*	\$790
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* Amounts may not total due to rounding

T4 New Act - Cycle 2
DRAFT Planning Activities
FFY 2012-13 through FY 2015-16
April 2012

DRAFT

OBAG - County CMA Planning

County	Agency	Cycle 2 OGAB County CMA Planning				STP Total
		2012-13	2013-14	2014-15	2015-16	
Alameda	ACTC	\$916,000	\$944,000	\$973,000	\$1,003,000	\$3,836,000
Contra Costa	CCTA	\$725,000	\$747,000	\$770,000	\$794,000	\$3,036,000
Marin	TAM	\$638,000	\$658,000	\$678,000	\$699,000	\$2,673,000
Napa	NCTPA	\$638,000	\$658,000	\$678,000	\$699,000	\$2,673,000
San Francisco	SFCTA	\$667,000	\$688,000	\$709,000	\$731,000	\$2,795,000
San Mateo	SMCCAG	\$638,000	\$658,000	\$678,000	\$699,000	\$2,673,000
Santa Clara	VTA	\$1,014,000	\$1,045,000	\$1,077,000	\$1,110,000	\$4,246,000
Solano	STA	\$638,000	\$658,000	\$678,000	\$699,000	\$2,673,000
Sonoma	SCTA	\$638,000	\$658,000	\$678,000	\$699,000	\$2,673,000
County CMAs Total:		\$6,512,000	\$6,714,000	\$6,919,000	\$7,133,000	\$27,278,000

DRAFT

Regional Agency Planning

Regional Agency		Cycle 2 Regional Agency Planning				STP Total
		2012-13	2013-14	2014-15	2015-16	
ABAG	ABAG	\$638,000	\$658,000	\$678,000	\$699,000	\$2,673,000
BCDC	BCDC	\$320,000	\$330,000	\$340,000	\$351,000	\$1,341,000
MTC	MTC	\$638,000	\$658,000	\$678,000	\$699,000	\$2,673,000
Regional Agencies Total:		\$1,596,000	\$1,646,000	\$1,696,000	\$1,749,000	\$6,687,000

\$33,965,000

T4 New Act - Cycle 2
DRAFT Safe Routes to School County Distribution
FFY 2012-13 through FY 2015-16
April 2012

DRAFT

Safe Routes To School County Distribution

County	Public School Enrollment (K-12)¹	Private School Enrollment (K-12)¹	Total School Enrollment (K-12)¹	Percentage	Total Funding
					\$20,000,000
Alameda	214,626	24,537	239,163	21%	\$4,293,000
Contra Costa	166,956	16,274	183,230	16%	\$3,289,000
Marin	29,615	5,645	35,260	3%	\$633,000
Napa	20,370	3,036	23,406	2%	\$420,000
San Francisco	56,454	23,723	80,177	7%	\$1,439,000
San Mateo	89,971	16,189	106,160	10%	\$1,905,000
Santa Clara	261,945	38,119	300,064	27%	\$5,386,000
Solano	67,117	2,855	69,972	6%	\$1,256,000
Sonoma	71,049	5,787	76,836	7%	\$1,379,000
Total:	978,103	136,165	1,114,268	100%	\$20,000,000

1) From California Department of Education for FY 2010-11

T4 New Act - Cycle 2
DRAFT OBAG Geographic Funding Distribution
FFY 2012-13 through FY 2015-16
April 2012

DRAFT

OBAG Geographic Funding Distribution

County	OBAG Funds	PDA/Anywhere Split	PDA	Anywhere
Alameda	\$62	70/30	\$43	\$19
Contra Costa	\$47	70/30	\$33	\$14
Marin	\$11	50/50	\$5	\$6
Napa	\$7	50/50	\$4	\$3
San Francisco	\$38	70/30	\$27	\$11
San Mateo	\$25	70/30	\$18	\$7
Santa Clara	\$84	70/30	\$59	\$25
Solano	\$20	50/50	\$10	\$10
Sonoma	\$25	50/50	\$12	\$13
Total:	\$320		\$211	\$109

BayArea Plan

TO: Partnership Programming and Delivery Working Group
Partnership Local Streets and Roads Working Group

DATE: April 12, 2012

FR: Alix Bockelman, Director Programming and Allocations

RE: Update on Proposed OneBayArea Grant — Cycle 2 STP/CMAQ Funding

Background

Staff presented the initial OneBayArea Grant (OBAG) proposal to the MTC Planning Committee / ABAG Administrative Committee on July 8, 2011. At that meeting, the committee directed that staff release the proposal for public review. On January 13, 2012 staff recommended revisions to the OBAG proposal to the Joint Committee addressing comment letters and other concerns expressed by stakeholders, transportation agencies and local jurisdictions at various meetings (Bay Area Partnership working groups; Policy Advisory Council; ABAG Executive Board; ABAG Planning Committee; Regional Advisory Working Group, Regional Bicycle Working Group; and Plan Bay Area workshops). Committee memoranda and comment letters received to date can be viewed on the MTC website at <http://www.mtc.ca.gov/funding/onebayarea/>.

Additional OBAG Policy Program Revisions

At their January meeting, the Joint Planning / ABAG Administrative Committee members were generally supportive of the staff recommended revisions to the OBAG grant program and requested more clarity and adjustments which are outlined below as additional staff recommended revisions. Staff is also recommending to add one year to the OBAG funding cycle to address regional delivery, as described in item #1 below.

1. Add a Fourth Year of Funding to Cycle 2: Project sponsors and MTC staff are experiencing delivery challenges because of insufficient lead time for projects to go through the federal aid process. Sponsors need a minimum of 36 months, and ideally 48 months from the time of program adoption to proceed through the federal-aid process and deliver the projects especially for less traditional projects such as the Climate Initiatives and Safe Routes to School (SR2S) projects.

Recommended Revision: To ensure the region does not lose federal funds due to extended delivery timelines, staff is recommending adding a fourth year of funding to Cycle 2 / OBAG funding which allows the region to better manage the use of federal funds. This adds approximately \$70 million in funding that would go to CMAs for project selection. Funding to the regional programs also increases proportionately. Attachment 1 lays out the proposed new funding levels.

2. Increase Priority Development Area Flexibility: Staff had recommended that a project outside of a priority development area (PDA) count towards the required PDA minimum expenditure if it directly connects to or provides proximate access to a PDA. Further definition was requested.

Recommended revision: Rather than establishing a regional definition of “proximate access”, staff recommends that the CMAs make the determination for projects to count toward the PDA minimum that

are not otherwise geographically located within a PDA. CMAs would need to map projects and designate which projects are considered to support a PDA along with policy justifications. This analysis would be subject to public review when the CMA board acts on OBAG programming decisions. This should allow decision makers, stakeholders, and the public to understand how an investment outside of a PDA is to be considered to support a PDA and to be credited towards the PDA investment minimum threshold requirements. MTC staff will evaluate and report to the Commission on how well this approach achieves the OBAG objectives prior to the next programming cycle. MTC staff has prepared illustrative examples of projects that may count toward the PDA minimum based on direct connection or proximate access (see Attachment 2).

3. North Bay Priority Conservation Areas Pilot Program: There were requests to allow other counties to participate in the pilot outside of the four North Bay counties and an extensive discussion about which priority conservation area components (i.e. farm to market transportation projects versus open space acquisition / access) should be eligible given the limited funds in this program.

Recommended revision: Implement this program as a regionally competitive program with first priority going to the North Bay counties of Marin, Napa, Solano, and Sonoma. Eligible projects would include planning, land/easement acquisition, open space access projects, and farm-to-market capital projects. Priority would be given to projects that can partner with state agencies, regional districts and private foundations to leverage outside funds, particularly for land acquisition and open space access. Funding leveraged by MTC and ABAG beyond the \$5 million program (not including sponsor-provided match) could grow the program budget and open up consideration of projects outside of the North Bay counties. Program guidelines will be developed over the next several months. Prior to the call for projects, a meeting will be held with stakeholders to discuss the program framework and project eligibility. The program guidelines will be approved by the Commission following those discussions. Note that tribal consultation for Plan Bay Area highlighted the need for CMAs in Sonoma and Marin to involve tribes in PCA planning and project delivery.

4. Affordable Housing Production and Preservation: Concerns were expressed that the proposed OBAG fund distribution at the county level does not explicitly recognize an individual jurisdiction's performance in producing affordable housing. Further, MTC was asked to consider specific requirements for local jurisdictions to adopt policies to encourage affordable housing production and preservation.

Recommended revision: MTC will expect CMAs to distribute funds at the county level in a way that balances a variety of objectives, including low-income housing production. The following three measures are intended to support CMA decisions related to low-income housing production and protection of affordable housing.

a) In order to facilitate a discussion among the constituent jurisdictions within a county as part of the project selection process, MTC is publishing data for each county, showing each jurisdiction's contribution to the county's fund distribution based on a formula which includes low-income housing factors (See Attachment 3). For future cycles, staff recommends that housing production data be revised to incorporate the most up-to-date jurisdiction information.

b) CMAs would be required to develop and approve a PDA Growth Strategy that addresses affordable housing strategies (see Attachment 4). The PDA Growth Strategy will be due to MTC and ABAG by October 2012. By that date, CMAs will have completed an inventory of affordable housing policies currently enacted by each local jurisdiction. By October 2013, CMAs would work with their respective jurisdictions to formulate affordable housing strategies and identify which, if any, policies/ordinances are

recommended to promote and preserve affordable housing in PDAs. To support the CMAs and local jurisdictions in these efforts, MTC and ABAG will coordinate with related work conducted through the Housing and Urban Development (HUD) grant awarded to the region in fall 2011. Based on this information and recommendations in the PDA growth strategy, MTC would consider linking the release of future cycle funding (subsequent to FY 2015-16) on local progress to enact locally developed affordable housing policies. MTC expects the share of funding attributable to affordable housing production to increase in future cycles.

c) MTC and ABAG's PDA Planning Grant Program will place an emphasis on affordable housing production, and preservation in funding agreements with grantees.

5. Performance and Accountability: Staff had recommended streamlining the performance and accountability requirements in recognition of the considerable lead time required to implement these requirements as a condition for receiving OBAG funds. The two requirements due by July 1, 2013 are the Complete Streets Act of 2008 compliant general plan circulation element and a 2007-14 RHNA compliant general plan housing element approved by the California Department of Housing and Community Development (HCD). Some of the committee members reported that the time and resources involved for a general plan amendment made the Complete Streets Act deadline in many cases impractical; and others believed that HCD approval process in some cases can be very unpredictable.

Recommended revision: The following provides additional flexibility to jurisdictions to meet these requirements:

a) To be eligible for OBAG funds, a jurisdiction will need to address complete streets policies at the local level through the adoption of a complete streets ordinance no later than October 1, 2012. A jurisdiction can also meet this requirement by already having a general plan that complies with the Complete Streets Act of 2008 or by its adoption by the October 1, 2012 deadline. Staff will provide minimum requirements based on best practices for the ordinances.

b) A jurisdiction is required to have its general plan housing element adopted and approved by HCD for 2007-14 RHNA prior to July 1, 2013. If a jurisdiction submits its housing element to HCD on a timely basis but is facing obstacles in the HCD review process, a waiver may be given by the Joint MTC Planning/ABAG Administrative Committee based on a consideration of the circumstances involved.

6. Lessons Learned: MTC staff will report on the outcome of the CMA project selection process in late 2013. This information will include, but not be limited to, the following:

- Mix of project types selected;
- Projects funded within PDAs and outside of PDAs and how proximity and direct connections were used and justified through the county process;
- Complete streets elements that were funded;
- Adherence to the performance and accountability requirements; and
- Amount of funding to various jurisdictions and how this related to the distribution formula that includes population, RHNA housing allocations and housing production, as well as low-income housing factors.
- Public participation process.

The CMAs will also be required to present their PDA Growth Strategy to the Joint MTC Planning/ABAG Administrative Committee in November or December 2012.

7. Safe Routes to School Regional Program: The committee discussed whether the funding for the MTC Safe Routes to School Program (SR2S) should be increased from \$10 million to \$17 million. In Cycle 1, \$15 million was made available to the counties by formula for a three-year period and \$2 million was directed to a regionally competitive Creative Grant Program.

Recommended revision: Staff recommends that the Regional Safe Routes to School Program be funded at \$5 million annually for the four-year period consistent with Cycle 1 but that the regionally competitive program be discontinued. In addition CMAs may choose to provide additional funds to the SR2S program through county OBAG investments.

8. Pavement Technical Assistance Program: The Local Streets and Roads Working Group requested additional funding to continue to carry out the Pavement Technical Assistance Program (PTAP).

Recommended revision: Staff recommends increasing the PTAP program funding level by \$4 million to a revised total of \$7 million. This funding level allows for the reinspection of the majority of each jurisdiction's local street and road network every other year which will result in updated asset management data needed to complete regional condition summaries and needs analyses for planning and programming purposes. In response to Tribal Consultation for Plan Bay Area, staff recommends that PTAP also be made available to assist tribes in conducting road condition inventories on tribal lands within the Bay Area.

Next Steps

The staff proposal has relied to date, on the current 2007-14 Regional Housing Needs Allocations (RHNA) for the proposed OBAG fund distribution. We intend to use the new RHNA 2014-2022 that will be available in May. Staff will revise the county level funding distribution, as appropriate, based on the new RHNA figures. In July, ABAG will finish its consideration of new PDA designation applications, and MTC staff will provide final PDA definitions and maps at that time.

After further discussions with stakeholders and working group committees, staff will prepare Final Cycle 2/OBAG Programming Policies for presentation to the Joint MTC Planning Committee/ABAG Administrative Committee in May and referral to the Commission for final approval. If approved, staff will start working on OBAG Program implementation in June.

Attachment 1

OneBayArea Proposal

New Act Cycle 2 Program April 2012

Cycle 2 Funding Commitments

Program Categories (millions \$ - rounded)		4-Year Total	January 2012 Proposal *	Augmentation	4-Year Total
Regional Program					
1	Regional Planning Activities	\$7	\$5	\$2	\$7
2	Regional Operations	\$105	\$74	\$31	\$105
3	Freeway Performance Initiative (FPI)	\$96	\$66	\$31	\$96
4	Pavement Technical Assistance Program (PTAP)	\$7	\$3	\$4	\$7
5	Priority Development Area (PDA) Plans	\$30	\$25	\$5	\$30
6	Climate Initiatives	\$20	\$10	\$10	\$20
7	Safe Routes To School (SR2S)	\$20	\$10	\$10	\$20
8	Transit Capital Rehabilitation	\$150	\$125	\$25	\$150
9	Transit Performance Initiative (TPI)	\$30	\$30		\$30
10	Priority Conservation Area (PCA)	\$5	\$5		\$5
Regional Program Total:**		\$470	\$353	\$117	\$470
					60%

* Without Lifeline and transit payback which have been advanced and funded in Cycle 1

County Program		4-Year Total	January 2012 Proposal	Augmentation	4-Year Total
One Bay Area Grant (OBAG)					
1	Alameda	\$61			
2	Contra Costa	\$46			
3	Marin	\$10			
4	Napa	\$7			
5	San Francisco	\$38			
6	San Mateo	\$25			
7	Santa Clara	\$84			
8	Solano	\$20			
9	Sonoma	\$24			
OBAG Total:**		\$320	\$250	\$70	\$320
					40%

Cycle 2 Total Total:**	\$790	\$604	\$186	\$790
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** Amounts may not total due to rounding

Attachment 2: Examples of Projects That Provide Proximate Access to a Priority Development Area

For illustration purposes, below are examples of projects outside of PDAs which may count towards OBAG minimum expenditures in PDAs, by providing proximate access to a PDA. The intention of these examples is to provide general guidance to CMAs in their discussions with their board, stakeholders, and the public about how to apply this definition.

Project Type	Eligible Examples
Road Rehabilitation Program	<ul style="list-style-type: none"> • A continuous street rehabilitation project that directly connects to a PDA. A road project in the geographic vicinity of a PDA which leads to a PDA. (Ygnacio Valley Road within Walnut Creek both inside and outside of the PDA)
Bicycle / Pedestrian Program	<ul style="list-style-type: none"> • A bicycle lane / facility that is integral to a planned bicycle network (i.e. gap closures) that leads to a PDA (Alto Tunnel in Mill Valley). • A bicycle / pedestrian project that directly connects to a PDA; or in the geographic vicinity of a PDA that leads to a PDA. (Entire Embarcadero Rd Bicycle Lanes alignment in the City of Palo Alto which crosses over the El Camino Real PDA. Georgia Street Corridor Bicycle Improvements in Vallejo, small portion in PDA)
Safe Routes to Schools	<ul style="list-style-type: none"> • A project outside of a PDA that encourages students that reside in a PDA to walk, bike, or carpool to school. (District wide outreach and safety programs)
County TLC Program	<ul style="list-style-type: none"> • For enhancement / streetscape elements, the following projects may be supportive of PDAs although outside of their limits: <ul style="list-style-type: none"> ◦ PDA corridor gap closure (El Camino Real segments between PDAs in Sunnyvale and Santa Clara) PDA connection to a nearby significant transit node (North Berkeley BART station to University Avenue PDA)

Attachment 3: OBAG Formula Factors and Distribution Within County
April 2012

County	Population		2007-2011 RHNA				1999-2006 Housing Production			
	2010 Population	Intra-County Share	Very Low + Low Income Units	Intra-County Share	Total Units	Intra-County Share	Very Low + Low Units	Intra-County Share	Total Units (capped)	Intra-County Share
ALAMEDA COUNTY										
Alameda	73,812	4.9%	811	4.6%	2,046	4.6%	336	6.7%	952	3.0%
Albany	18,539	1.2%	107	0.6%	276	0.6%	15	0.3%	160	0.5%
Berkeley	112,580	7.5%	752	4.3%	2,431	5.4%	496	9.9%	1,269	4.0%
Dublin	46,036	3.0%	1,753	9.9%	3,330	7.4%	506	10.1%	3,832	12.2%
Emeryville	10,080	0.7%	360	2.0%	1,137	2.5%	187	3.7%	777	2.5%
Fremont	214,089	14.2%	2,235	12.7%	4,380	9.7%	503	10.0%	2,971	9.5%
Hayward	144,186	9.5%	1,251	7.1%	3,393	7.6%	57	1.1%	2,602	8.3%
Livermore	80,968	5.4%	1,698	9.6%	3,394	7.6%	461	9.2%	3,746	11.9%
Newark	42,573	2.8%	417	2.4%	863	1.9%	0	0.0%	314	1.0%
Oakland	390,724	25.9%	3,998	22.7%	14,629	32.6%	1,300	25.8%	7,733	24.7%
Piedmont	10,667	0.7%	23	0.1%	40	0.1%	0	0.0%	9	0.0%
Pleasanton	70,285	4.7%	1,804	10.2%	3,277	7.3%	530	10.5%	2,391	7.6%
San Leandro	84,950	5.6%	596	3.4%	1,630	3.6%	108	2.1%	870	2.8%
Union City	69,516	4.6%	952	5.4%	1,944	4.3%	232	4.6%	1,852	5.9%
Alameda County Unincorporated	141,266	9.4%	876	5.0%	2,167	4.8%	303	6.0%	1,878	6.0%
ALAMEDA TOTAL:	1,510,271	100.0%	17,633	100.0%	44,937	100.0%	5,034	100.0%	31,356	100.0%
CONTRA COSTA COUNTY										
Antioch	102,372	9.8%	855	7.9%	2,282	8.4%	838	13.2%	4,459	13.8%
Brentwood	51,481	4.9%	1,152	10.6%	2,705	10.0%	614	9.7%	4,073	12.6%
Clayton	10,897	1.0%	84	0.8%	151	0.6%	84	1.3%	219	0.7%
Concord	122,067	11.6%	1,065	9.8%	3,043	11.2%	286	4.5%	2,319	7.2%
Danville	42,039	4.0%	326	3.0%	583	2.2%	141	2.2%	721	2.2%
El Cerrito	23,549	2.2%	152	1.4%	431	1.6%	5	0.1%	185	0.6%
Hercules	24,060	2.3%	217	2.0%	453	1.7%	164	2.6%	792	2.5%
Lafayette	23,893	2.3%	190	1.8%	361	1.3%	17	0.3%	194	0.6%
Martinez	35,824	3.4%	427	3.9%	1,060	3.9%	0	0.0%	424	1.3%
Moraga	16,016	1.5%	120	1.1%	234	0.9%	21	0.3%	86	0.3%
Oakley	35,432	3.4%	339	3.1%	775	2.9%	461	7.3%	1,208	3.7%
Orinda	17,643	1.7%	118	1.1%	218	0.8%	0	0.0%	157	0.5%
Pinole	18,390	1.8%	132	1.2%	323	1.2%	40	0.6%	172	0.5%
Pittsburg	63,264	6.0%	545	5.0%	1,772	6.5%	628	9.9%	2,513	7.8%
Pleasant Hill	33,152	3.2%	265	2.4%	628	2.3%	164	2.6%	714	2.2%
Richmond	103,701	9.9%	730	6.7%	2,826	10.4%	1,293	20.4%	2,229	6.9%
San Pablo	29,139	2.8%	60	0.6%	298	1.1%	284	4.5%	494	1.5%
San Ramon	72,148	6.9%	1,889	17.4%	3,463	12.8%	564	8.9%	4,447	13.8%
Walnut Creek	64,173	6.1%	758	7.0%	1,958	7.2%	179	2.8%	1,477	4.6%
Contra Costa County Unincorporated	159,785	15.2%	1,413	13.0%	3,508	13.0%	549	8.7%	5,436	16.8%
CONTRA COSTA TOTAL:	1,049,025	100.0%	10,837	100.0%	27,072	100.0%	6,332	100.0%	32,319	100.0%
MARIN COUNTY										
Belvedere	2,068	0.8%	9	0.5%	17	0.3%	0	0.0%	9	0.2%
Corte Madera	9,253	3.7%	104	5.6%	244	5.0%	0	0.0%	99	2.0%
Fairfax	7,441	2.9%	35	1.9%	108	2.2%	0	0.0%	18	0.4%
Larkspur	11,926	4.7%	145	7.9%	382	7.8%	13	1.0%	53	1.1%
Mill Valley	13,903	5.5%	128	6.9%	292	6.0%	97	7.6%	170	3.4%
Novato	51,904	20.6%	446	24.1%	1,241	25.4%	824	64.4%	2,582	52.2%
Ross	2,415	1.0%	14	0.8%	27	0.6%	0	0.0%	21	0.4%
San Anselmo	12,336	4.9%	45	2.4%	113	2.3%	0	0.0%	70	1.4%
San Rafael	57,713	22.9%	469	25.4%	1,403	28.7%	112	8.8%	1,184	23.9%
Sausalito	7,061	2.8%	75	4.1%	165	3.4%	22	1.7%	73	1.5%
Tiburon	8,962	3.6%	57	3.1%	117	2.4%	7	0.5%	151	3.0%
Marin County Unincorporated	67,427	26.7%	320	17.3%	773	15.8%	204	15.9%	521	10.5%
MARIN TOTAL:	252,409	100.0%	1,847	100.0%	4,882	100.0%	1,279	100.0%	4,951	100.0%
NAPA COUNTY										
American Canyon	19,454	14.3%	285	19.6%	728	19.6%	174	21.3%	1,323	31.3%
Calistoga	5,155	3.8%	28	1.9%	94	2.5%	18	2.2%	78	1.8%
Napa	76,915	56.4%	761	52.4%	2,024	54.6%	528	64.6%	2,397	56.6%
St. Helena	5,814	4.3%	51	3.5%	121	3.3%	20	2.4%	124	2.9%
Yountville	2,933	2.1%	31	2.1%	87	2.3%	2	0.2%	67	1.6%
Napa County Unincorporated	26,213	19.2%	297	20.4%	651	17.6%	75	9.2%	244	5.8%
NAPA TOTAL:	136,484	100.0%	1,453	100.0%	3,705	100.0%	817	100.0%	4,233	100.0%
SAN FRANCISCO COUNTY										
SAN FRANCISCO TOTAL:	805,235	100.0%	12,124	100.0%	31,193	100.0%	5,304	100.0%	17,439	100.0%

Attachment 3: OBAG Formula Factors and Distribution Within County
April 2012

County	Population		2007-2011 RHNA				1999-2006 Housing Production			
	2010 Population	Intra-County Share	Very Low + Low Income Units	Intra-County Share	Total Units	Intra-County Share	Very Low + Low Units	Intra-County Share	Total Units (capped)	Intra-County Share
SAN MATEO COUNTY										
Atherton	6,914	1.0%	33	0.5%	83	0.5%	0	0.0%	5	0.1%
Belmont	25,835	3.6%	156	2.5%	399	2.5%	44	3.0%	317	3.4%
Brisbane	4,282	0.6%	157	2.5%	401	2.5%	8	0.5%	108	1.2%
Burlingame	28,806	4.0%	255	4.1%	650	4.1%	0	0.0%	104	1.1%
Colma	1,792	0.2%	26	0.4%	65	0.4%	73	5.0%	74	0.8%
Daly City	101,123	14.1%	473	7.7%	1,207	7.7%	33	2.2%	416	4.5%
East Palo Alto	28,155	3.9%	247	4.0%	630	4.0%	212	14.4%	719	7.7%
Foster City	30,567	4.3%	191	3.1%	486	3.1%	88	6.0%	533	5.7%
Half Moon Bay	11,324	1.6%	108	1.8%	276	1.8%	106	7.2%	356	3.8%
Hillsborough	10,825	1.5%	34	0.6%	86	0.5%	15	1.0%	84	0.9%
Menlo Park	32,026	4.5%	389	6.3%	993	6.3%	0	0.0%	215	2.3%
Millbrae	21,532	3.0%	177	2.9%	452	2.9%	0	0.0%	262	2.8%
Pacifica	37,234	5.2%	108	1.8%	275	1.7%	10	0.7%	179	1.9%
Portola Valley	4,353	0.6%	29	0.5%	74	0.5%	15	1.0%	61	0.7%
Redwood City	76,815	10.7%	726	11.8%	1,856	11.8%	106	7.2%	465	5.0%
San Bruno	41,114	5.7%	382	6.2%	973	6.2%	325	22.1%	378	4.1%
San Carlos	28,406	4.0%	235	3.8%	599	3.8%	0	0.0%	208	2.2%
San Mateo	97,207	13.5%	1,195	19.4%	3,051	19.4%	210	14.3%	1,771	19.1%
South San Francisco	63,632	8.9%	641	10.4%	1,635	10.4%	192	13.1%	1,310	14.1%
Woodside	5,287	0.7%	17	0.3%	41	0.3%	0	0.0%	41	0.4%
San Mateo County Unincorporated	61,222	8.5%	590	9.6%	1,506	9.6%	31	2.1%	1,680	18.1%
SAN MATEO TOTAL:	718,451	100.0%	6,169	100.0%	15,738	100.0%	1,468	100.0%	9,286	100.0%
SANTA CLARA COUNTY										
Campbell	39,349	2.2%	321	1.4%	892	1.5%	37	0.3%	617	1.3%
Cupertino	58,302	3.3%	570	2.4%	1,170	1.9%	48	0.4%	1,339	2.7%
Gilroy	48,821	2.7%	536	2.3%	1,615	2.7%	516	4.2%	2,577	5.3%
Los Altos	28,976	1.6%	164	0.7%	317	0.5%	40	0.3%	261	0.5%
Los Altos Hills	7,922	0.4%	46	0.2%	81	0.1%	32	0.3%	83	0.2%
Los Gatos	29,413	1.7%	254	1.1%	562	0.9%	86	0.7%	402	0.8%
Milpitas	66,790	3.7%	1,110	4.7%	2,487	4.1%	701	5.7%	3,318	6.8%
Monte Sereno	3,341	0.2%	22	0.1%	41	0.1%	19	0.2%	76	0.2%
Morgan Hill	37,882	2.1%	566	2.4%	1,312	2.2%	556	4.6%	2,335	4.8%
Mountain View	74,066	4.2%	959	4.1%	2,599	4.3%	123	1.0%	1,484	3.0%
Palo Alto	64,403	3.6%	1,233	5.3%	2,860	4.7%	344	2.8%	1,397	2.9%
San Jose	945,942	53.1%	13,073	55.8%	34,721	57.5%	8,301	67.9%	26,114	53.4%
Santa Clara	116,468	6.5%	2,207	9.4%	5,873	9.7%	758	6.2%	4,763	9.7%
Saratoga	29,926	1.7%	158	0.7%	292	0.5%	61	0.5%	539	1.1%
Sunnyvale	140,081	7.9%	1,781	7.6%	4,426	7.3%	112	0.9%	2,167	4.4%
Santa Clara County Unincorporated	89,960	5.0%	445	1.9%	1,090	1.8%	483	4.0%	1,421	2.9%
SANTA CLARA TOTAL:	1,781,642	100.0%	23,445	100.0%	60,338	100.0%	12,217	100.0%	48,893	100.0%
SOLANO COUNTY										
Benicia	26,997	6.5%	246	4.9%	532	4.1%	182	9.3%	413	2.7%
Dixon	18,351	4.4%	295	5.9%	728	5.6%	0	0.0%	1,017	6.6%
Fairfield	105,321	25.5%	1,435	28.5%	3,796	29.2%	249	12.8%	3,812	24.7%
Rio Vista	7,360	1.8%	389	7.7%	1,219	9.4%	39	2.0%	1,391	9.0%
Suisun City	28,111	6.8%	282	5.6%	610	4.7%	80	4.1%	1,004	6.5%
Vacaville	92,428	22.4%	1,222	24.3%	2,901	22.3%	778	39.9%	4,406	28.5%
Vallejo	115,942	28.0%	1,123	22.3%	3,100	23.9%	553	28.3%	2,965	19.2%
Solano County Unincorporated	18,834	4.6%	42	0.8%	99	0.8%	71	3.6%	427	2.8%
SOLANO TOTAL:	413,344	100.0%	5,034	100.0%	12,985	100.0%	1,952	100.0%	15,435	100.0%
SONOMA COUNTY										
Cloverdale	8,618	1.8%	132	2.4%	417	3.1%	163	3.2%	423	2.3%
Cotati	7,265	1.5%	103	1.9%	257	1.9%	114	2.2%	520	2.9%
Healdsburg	11,254	2.3%	119	2.2%	331	2.4%	188	3.7%	516	2.8%
Petaluma	57,941	12.0%	874	16.2%	1,945	14.2%	451	8.8%	1,144	6.3%
Rohnert Park	40,971	8.5%	602	11.2%	1,554	11.4%	760	14.9%	2,124	11.7%
Santa Rosa	167,815	34.7%	2,516	46.6%	6,534	47.9%	1,929	37.7%	7,654	42.0%
Sebastopol	7,379	1.5%	60	1.1%	176	1.3%	5	0.1%	121	0.7%
Sonoma	10,648	2.2%	128	2.4%	353	2.6%	179	3.5%	684	3.8%
Windsor	26,801	5.5%	328	6.1%	719	5.3%	332	6.5%	1,881	10.3%
Sonoma County Unincorporated	145,186	30.0%	536	9.9%	1,364	10.0%	989	19.4%	3,142	17.3%
SONOMA TOTAL:	483,878	100.0%	5,398	100.0%	13,650	100.0%	5,110	100.0%	18,209	100.0%
Bay Area Total	7,150,739	100.0%	83,940	100.0%	214,500	100.0%	39,513	100.0%	182,121	100.0%

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Attachment 4

PDA Growth Strategy

The purpose of a PDA Growth Strategy is to ensure that each CMA's transportation investments will support and encourage development in the region's PDAs. Some of the planning activities noted below may be appropriate for CMAs to consider for jurisdictions or areas not currently designated as PDAs if those areas are still considering future housing and job growth. CMAs should incorporate necessary planning, infrastructure and funding for PDAs, as described below:

(1) Engagement with Local Jurisdictions – CMAs are to develop a process to regularly engage local planners, public works staff and encourage community participation throughout the planning process and in determining implementation priorities.

(2) Planning - Review existing plans and participate in new planning work¹

- Review adopted land use plans - Specific, precise, or community plans for PDAs (or general plans with adopted transit-supportive zoning), particularly those with programmatic EIRs, contain details about circulation and access, pedestrian guidelines, parking and other development-related standards that can help to determine appropriate investments. These plans have undergone significant community involvement and have been adopted by Planning Commissions & City Councils.
- Take an inventory of transportation, infrastructure and implementation sections in land use plans for jurisdiction priorities and cost estimates for transportation infrastructure projects that serve or provide proximate access to PDAs. These may include streetscapes, bike, pedestrian, transit and road improvements, transit station improvements, connectivity projects and transportation demand management projects, including parking structures. For any TOD parking structure project, it is strongly recommended that a cost/benefit analysis be conducted using pricing, unbundling/cash-out, shared parking, shuttles and other locally appropriate TDM strategies to ensure it is built at an appropriate scale and well-managed.
- Inventory jurisdiction affordable housing policies, strategies, zoning and ordinances designed to encourage affordable housing production and/or preserve existing affordable housing. The three broad objectives for the housing policies are to promote housing production overall, ensure that housing units (planned and built) are balanced across income levels, and to avoid displacement of existing residents of the PDAs.

The policies should be targeted to the specific circumstances of each PDA. For example, if the PDA currently does not provide for a mix of income-levels, the policies should be aimed at promoting affordable housing. If the PDA currently is mostly low-income housing, the policies should be aimed at community stabilization.

Starting in October 2013 and for subsequent updates, PDA Growth Strategies will assess existing and future affordable housing needs and make appropriate recommendations to fill gaps in local policies to achieve these goals. This analysis will be coordinated with related work conducted through the Housing and Urban Development (HUD) grant awarded to the region in fall 2011.

- Review ABAG/MTC PDA Assessment results for details about PDA infrastructure needs and priorities²
- Consider non-transportation infrastructure projects, such as sewer and utility upgrades or site assembly/land banking, as they are often a necessary prerequisite for TOD development projects in PDAs. Facilitate funding exchanges (federal for local dollars) when possible to address these funding gaps.

¹ MTC & ABAG staff are available to assist with the review and inventory of adopted land use plans

² In 2009, MTC/ABAG staff conducted an assessment of planned PDAs and their future development needs. Jurisdictions were asked to estimate infrastructure needs and associated costs.

- Participate as a TAC member in local jurisdiction planning processes funded through the regional PDA Planning Program or as requested by jurisdictions. Assist MTC and ABAG staff with oversight to ensure that regional policies are addressed in PDA plans.
- Help develop protocols with MTC, ABAG and Air District staff to assess emissions, as well as related mitigation strategies, as part of regional PDA Planning Program.
- Potential PDAs that do not have adopted plans, call on regional agency staff to assist in the identification of planning and future transportation infrastructure needs.

(3) Funding - Develop guidelines for evaluating OBAG projects that improve multi-modal transportation connections to housing, jobs and commercial activity, considering the following criteria:

- **Projects in High Impact Areas** - Assessment of the **project area** in which a project is located should be a key component for investment consideration. Key factors defining high impact project areas include;
 - a. Housing – PDAs taking on significant housing growth in the SCS (total number of units and percentage change), including RHNA income allocations,
 - 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 TLC design guidelines or design that encourages multi-modal access: http://www.mtc.ca.gov/planning/smart_growth/tlc/2009_TLC_Design_Guidelines.pdf
- **Projects located in Communities of Concern (COC)** – favorably consider projects located in a COC see: <http://geocommons.com/maps/110983>
- **PDAs with affordable housing preservation and creation strategies** – favorably consider projects in jurisdictions with affordable housing preservation and creation strategies or policies
- **PDAs that overlap with Air District CARE Communities and/or are in proximity to freight transport infrastructure** - Consider projects located in PDAs with highest exposure to PM and Toxic Air Contaminants. Employ best management practices to mitigate exposure and determine where non-motorized investments would best support additional housing production.

II) **RHNA Coordination** – Given the OBAG connection to RHNA:

- Monitor development of Housing Elements/zoning updates supportive of RHNA.

Process/Timeline

CMAs/MTC amend current funding agreements with PDA Growth Strategy tasks/language	Spring 2012
OBAG adopted by MTC	May 23, 2012
Updated CMA agreements ready for signature	July 1, 2012
CMAs develop PDA Growth Strategy	May - October 2012
PDA Growth Strategy Presentations by CMAs to Joint MTC Planning and ABAG Administrative Committee	November 2012 – December 2012
CMAs program OBAG funds	May 2012 – April 2013
CMAs amend PDA Growth Strategy to incorporate follow-up to local affordable housing policies	October 2013
CMAs submit annual progress reports related to PDA Growth Strategies, including status of jurisdiction progress on development/adoption of housing elements and complete streets ordinances.	October 2013, Ongoing

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**METROPOLITAN
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ATTACHMENT 3
TAC Agenda Item 9
LSR/PDWG Item 5B1
May 3, 2012

Memorandum

TO: Partnership Programming and Delivery Working Group
Partnership Local Streets and Roads Working Group

DATE: April 12, 2012

FR: Sean Co

WI: 1114

RE: OneBayArea Complete Streets Ordinance

To satisfy the OneBayArea Grant complete streets requirement, staff proposed that agencies could amend their general plan to comply with the 2008 Complete Streets Act of California by July 2013. Based on feedback from local agencies that the timing of a general plan amendment was not feasible, staff is proposing that agencies may adopt a complete streets ordinance as an additional option to meet the OBAG complete streets requirement.

Attached are proposed elements that the complete streets ordinances must include. To be eligible for OBAG, agencies must have an adopted ordinance by October 2012. The proposed criteria are minimum requirements and agencies are encouraged to adopt an ordinance that fits with the context of their geographic area in order to best accommodate the needs of all roadway users. Attachment 1 is an example of a recent ordinance from the City of Baldwin Park, California that can be referenced as a model to guide in development of the complete streets ordinance.

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Proposed One Bay Area Grant Complete Streets Ordinance Guidance

The following are a set of proposed elements that shall be included in a local ordinance. Agencies are encouraged to develop the best ordinance that fits within the context of their local area and to go beyond the items listed below to accommodate all users of the roadway network.

1. **Serve all Users** - The ordinance serves to establish guiding principles and practices so transportation improvements are planned, designed, constructed, operated and maintained to encourage walking, bicycling and transit use while promoting safe and accessible operations for all users. The intention is to create a network of safe bicycle and pedestrian facilities that serve all transportation users.
2. **All Projects/Phases** - The policy will apply to all roadway projects including those involving new construction, reconstruction, retrofits, repaving, rehabilitation, or changes in the allocation of pavement space on an existing roadway, as well as those that involve new privately built roads and easements intended for public use.
3. **Context Sensitivity** - Projects will be planned and implemented with sensitivity to local conditions in both residential and business districts as well as urban, suburban and rural areas. This includes working with residents and merchants to ensure that a strong sense of place is maintained in project planning, design and construction of complete streets projects.
4. **Plan Consultation** - All local bicycle, pedestrian and/or transit plans and any other plans that affect the roadway will be consulted for consistency with the project.
5. **Street Network/Connectivity** - The transportation system will provide a connected network of facilities accommodating all modes of travel. This includes looking for opportunities for repurposing rights-of-ways to enhance connectivity for cyclists, pedestrians and transit users. A well connected network will include non-motorized connectivity to schools, parks, commercial areas, civic destinations and regional non-motorized networks on both publically owned roads/land and private developments (or redevelopment areas).
6. **BPAC Consultation** - Input shall be solicited from local Bicycle and Pedestrian Advisory Committees (BPACs) in an early project development phase to verify bicycling and pedestrian needs for projects. (MTC Resolution 875 requires that cities of 10,000 or more create and maintain a BPAC in order to receive TDA-3 funds.)
7. **Evaluation** - City will establish a methodology to collect data and indicate how the jurisdiction is evaluating their implementation of complete streets implementation overall. Evaluation should include (at a minimum) an annual report to the governing body of the jurisdiction including a list of streets (with a map), improvements made, and miles of new facilities that resulted from the policy. For example tracking the number of miles of bike lanes and sidewalks, numbers of streets crossings, signage etc.
8. **Complete Streets in all Departments** - The policy must cover work by every department in the jurisdiction and pertain to all types of projects, including transportation, new development, utilities, etc. as there are potential Complete Streets opportunities for each of these project types.

Ordinance must work cooperatively with adjacent and other jurisdictions such as school districts to maximize opportunities for connectivity and cooperation.

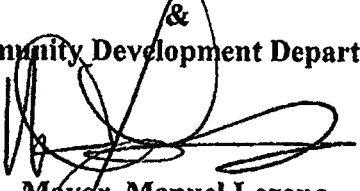
9. **Leadership Approval** –Projects be approved by a lead engineer, and if projects seek Complete Streets exemptions, there must be an explanation of why accommodations for all modes were not included in the project and signed off by the lead engineer and/or director.

Please see the National Complete Streets Coalition for more information on policy elements:

<http://www.completestreets.org/changing-policy/policy-elements/>

Attachment 1: City of Baldwin Park Complete Streets Policy

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<u>City of Baldwin Park</u> Administrative Policy # 027	<u>Date:</u> Approved by: City Council 7/20/11
<u>SUBJECT:</u> Complete Streets Policy	<u>Authority:</u> Public Works Department & Community Development Department  Mayor, Manuel Lozano

The objective of this policy is to establish guiding principles and practices so transportation improvements are planned, designed, constructed, operated and maintained to encourage walking, bicycling, and transit use while promoting safe operations for all users.

The City of Baldwin Park will create a safe and efficient transportation system that promotes the health and mobility of all Baldwin Park citizens and visitors by providing high quality pedestrian, bicycling, and transit access to all destinations throughout the city, and will design its streets for people, with beauty and amenities. The City of Baldwin Park will provide for the needs of drivers, transit users, bicyclists, and pedestrians of all ages and abilities in all planning, design, construction, reconstruction, retrofit, operations, and maintenance activities and products.

The City of Baldwin Park will enhance the safety, access, convenience, and comfort of all users of all ages and abilities. The City understands that children, seniors, and persons with disabilities will require special accommodations.

STREET NETWORK / CONNECTIVITY

(A) The City of Baldwin Park will design, operate and maintain a transportation network that provides a connected network of facilities accommodating all modes of travel.

(B) The City will actively look for opportunities to repurpose rights-of-way to enhance connectivity for pedestrians, bicyclists, and transit.

(C) The City will focus non-motorized connectivity improvements to services, schools, parks, civic uses, regional connections and commercial uses.

(D) The City will require large new developments and redevelopment projects to provide interconnected street networks with small blocks.

JURISDICTION

(A) This Complete Streets Policy is intended to cover all development and redevelopment in the public domain and all street improvement assessment districts within Baldwin Park, but will also focus on regional connectivity.

(B) Every City Department including Administration, Public Works, Community Development, Recreation and Community Services, and Police, will follow the policy.

(C) The City requires all developers and builders to obtain and comply with the City's standards.

(D) The City requires agencies that Baldwin Park has permitting authority over, including, but not limited to, water agencies, electrical utilities, gas and petroleum utilities, communications utilities, and service contractors to comply with this policy.

(E) The City will work closely with Los Angeles County, Caltrans, the Los Angeles County Metropolitan Transportation Authority, the Southern California Regional Rail Authority, and the Southern California Association of Governments to promote compliance.

(F) The City encourages agencies not under Baldwin Park's jurisdiction, including, but not limited to, the Baldwin Park Unified School District, to satisfy this policy.

PHASES

The City of Baldwin Park will apply this Complete Streets policy to all roadway projects, including those involving new construction, reconstruction, retrofits, repaving, rehabilitation, or changes in the allocation of pavement space on an existing roadway, as well as those that involve new privately built roads and easements intended for public use. Complete Streets may be achieved through single projects or incrementally through a series of smaller improvements or maintenance and operation activities over time.

EXCEPTIONS

Complete Streets principles and practices will be included in street construction, reconstruction, repaving, and rehabilitation projects, as well as other plans and manuals, except under one or more of the following conditions:

(A) A project involves only ordinary or emergency maintenance activities designed to keep assets in serviceable condition such as mowing, cleaning, sweeping, spot repair, concrete joint repair, or pothole filling, or when interim measures are implemented on temporary detour or haul routes.

(B) The City Council exempts a project due to excessive and disproportionate cost of establishing a bikeway, walkway or transit enhancement as part of a project.

(C) The Director of Public Works and the Manager of Community Development jointly determine the construction is not practically feasible or cost effective because of significant or adverse environmental impacts to waterways, flood plains, remnants of native vegetation, wetlands, or other critical areas, or due to impacts on neighboring land uses, including impact from right of way acquisitions.

(D) Unless otherwise determined by the City Council, the Director of Public Works and the Manager of Community Development jointly determine it is not practically feasible or cost effective to implement the provisions of this policy through public or private project design or manuals or other plans.

Exceptions described in (B) and (C), above, will be documented and be made available for public access at least 21 days prior to decision. Exceptions described in (A) and (D), above, will be documented.

DESIGN

Additionally, Baldwin Park's City Council declares it is the City of Baldwin Park's policy to:

(A) Adopt new Complete Streets Design Guidelines to guide the planning, funding, design, construction, operation, and maintenance of new and modified streets in Baldwin Park while remaining flexible to the unique circumstances of different streets where sound engineering and planning judgment will produce context sensitive designs.

(B) Incorporate the Complete Streets Design Guidelines' principles into all City plans, manuals, rules, regulations and programs as appropriate.

(C) Provide well-designed pedestrian accommodations on all streets and crossings. Pedestrian accommodations can take numerous forms, including but not limited to traffic signals, roundabouts, bulb-outs, curb extensions, sidewalks, buffer zones, shared-use pathways, and perpendicular curb ramps, among others.

(D) Provide well-designed bicycle accommodations along all streets. Bicycle accommodations can take numerous forms, including but not limited to the use of bicycle boulevards, striping, slow streets, low auto volume streets, traffic calming, signs, and pavement markings, among others.

(E) Where physical conditions warrant, landscaping shall be planted whenever a street is newly constructed, reconstructed, or relocated.

CONTEXT SENSITIVITY

(A) The City of Baldwin Park will plan its streets in harmony with the adjacent land uses and neighborhoods.

(B) The City will solicit input from local stakeholders during the planning process.

(C) The City will integrate natural features, such as waterways, and other topography into design of our streets.

(D) The City will design streets with a strong sense of place. We will use architecture, landscaping, streetscaping, public art, signage, etc. to reflect the community and neighborhood.

(E) The City will coordinate street improvements with merchants along retail and commercial corridors to develop vibrant and livable districts.

(F) The City will practice sustainable storm water management strategies.

PERFORMANCE MEASURES

The City will evaluate this Complete Streets Policy using the following performance measures:

1. Total miles of on-street bikeways defined by streets with clearly marked or signed bicycle accommodation
2. Total miles of streets with pedestrian accommodation (goal – all)
3. Number of missing or non-compliant curb ramps along City streets (goal – 0)
4. Number of new street trees planted along City streets
5. Percentage of new street projects that are multi-modal
6. Number and severity of pedestrian-vehicle and bicycle-vehicle crashes
7. Number of pedestrian-vehicle and bicycle-vehicle fatalities (goal – 0)
8. Track Fitnessgram data of Baldwin Park Unified School District students
9. Sales tax revenue

The City will identify funds and create a methodology to collect data related to those performance measures.

IMPLEMENTATION

(A) *Advisory Group.* The City will establish an inter-departmental advisory committee to oversee the implementation of this policy. The committee will include members of Public Works, Community Development, Recreation and Community Services, and the Police Departments from the City of Baldwin Park. The committee may include representatives from the Los Angeles County Metropolitan Transportation Authority, representatives from the bicycling, disabled, youth and elderly community, and other advocacy organizations, as relevant. This committee will meet quarterly and provide a written report to City Council evaluating the City's progress and advise on implementation.

(B) *Inventory.* The City will maintain a comprehensive inventory of the pedestrian and bicycling facility infrastructure integrated with the City's database and will prioritize projects to eliminate gaps in the sidewalk and bikeways networks.

(C) *Capital Improvement Project Prioritization.* The City will reevaluate Capital Improvement Projects prioritization to encourage implementation of bicycle, pedestrian, and transit improvements.

(D) *Revisions to Existing Plans and Policies.* The City of Baldwin Park will incorporate Complete Streets principles into: the City's Circulation Element, Transportation Strategic Plan, Transit Plan, Traffic Safety Master Plan, Specific Plans, Urban Design Element; and other plans, manuals, rules, regulations and programs.

(E) *Other Plans.* The City will prepare, implement, and maintain a Bicycle Transportation Plan, a Pedestrian Transportation Plan, a Safe Routes to School Plan, an Americans with Disabilities Act Transition Plan, and a Street Tree and Landscape Master Plan.

(F) *Storm Water Management.* The City will prepare and implement a plan to transition to sustainable storm water management techniques along our streets.

(G) *Staff Training.* The City will train pertinent City staff on the content of the Complete Streets principles and best practices for implementing the policy.

(H) *Coordination.* The City will utilize inter-departmental project coordination to promote the most responsible and efficient use of fiscal resources for activities that occur within the public right of way.

(I) *Street Manual.* The City will create and adopt a Complete Streets Design Manual to support implementation of this policy.

(J) *Funding.* The City will actively seek sources of appropriate funding to implement Complete Streets.



May 3, 2012
TAC Agenda Item 10
Continued From: New
Action Requested: INFORMATION

NAPA COUNTY TRANSPORTATION AND PLANNING AGENCY TAC Agenda Letter

TO: Technical Advisory Committee (TAC)
FROM: Paul W. Price, Executive Director
REPORT BY: Antonio Onorato, Manager of Finance
(707) 259-8779 / Email: aonorato@nctpa.net
SUBJECT: Application for Federal Transit Administration (FTA) Section 5339 Alternatives Analysis Grant Program for Major Transportation Improvement Study on California State Route 29 in Southern Napa County

RECOMMENDATION

Discuss the filing of an Application for Federal Transit Administration (FTA) Section 5339 Alternatives Analysis Grant program for Major Transportation Improvement Study on California State Route 29 in Southern Napa County. The proposed study will evaluate transportation alternatives.

EXECUTIVE SUMMARY

In March 2012, the Federal Transit Administration announced the availability of \$25 million nationwide in "Alternative Analysis" grants available to public agencies. The objective of the Alternatives Analysis (AA) program (49 U.S.C. 5339) is to assist in financing the evaluation of all reasonable modal and multimodal alternatives and general alignment options for identified transportation needs in a particular, broadly defined travel corridor. The transportation planning process of AA:

- Includes an assessment of a wide range of public transportation or multimodal alternatives, which will address transportation problems within a corridor or subarea.
- Provides ample information to enable the Secretary to make the findings of project justification and local financial commitment.
- Supports the selection of a locally preferred alternative.

- Enables the local Metropolitan Planning Organization to adopt the locally preferred alternative as part of the long range transportation plan.

FISCAL IMPACT

Is there a Fiscal Impact? Yes, \$750,000 would be obligated for this project. \$600,000 would be awarded by FTA and would require a local match of \$150,000.

BACKGROUND AND DISCUSSION

The AA process is a FTA-required, yet locally-managed, planning process that is used to advance transit projects across the country. The purpose of the Alternative Analysis is to examine a range of potential transit options. In the AA, the project's purpose and need is finalized, alternatives to address the purpose and need are developed and evaluated, and comprehensive and on-going public involvement is initiated. The identified transit options will be screened and evaluated during the Alternatives Analysis to narrow the field of options that will best meet project's purpose and need and all options will be presented in public meetings.

The end result of an AA is the determination of a Locally Preferred Alternative (LPA). From that point on, NCTPA's intent is to apply for additional federal funding to advance into Preliminary Engineering and eventually construction.

NCTPA is looking at ways to improve transit in Napa County's busiest areas connecting employment centers, neighborhoods, schools and commercial centers. In the future, as more people and jobs move into the area, there will be an even greater need for a better transportation infrastructure. The purpose of this project is to develop a locally preferred alternative corridor improvement project for the SR-29 corridor beginning in Solano County in the City of Vallejo extending north to Napa County into the City of American Canyon, and connecting to the Napa County VINE regional bus network and system. The corridor has a mix of land uses, primarily light industrial and commercial, including a number of employment centers. The alternatives analysis will be an integral component of a local vision to promote more livable communities in the area. Providing more transportation choices would not only improve access to these employment centers, but would also greatly enhance economic competitiveness.

Project Description

AA is a planning process to determine the transit mode and the alignment that best meets the needs of the community. After studying a range of possible alignment alternatives and modes, this process will help us select the best one, called the "Locally Preferred Alternative" (LPA). As mentioned in the introduction, the purpose of this project is to develop an LPA corridor improvement project for the California State Route 29 corridor beginning in Solano County in Vallejo extending north to Napa County into the City of American Canyon, and connecting to the City of Napa at NCTPA's Park and

Ride lot located at Highway 29 and Trancas Ave. Highway 29 continues north into Lake County. For purposes of the study, the area of focus is the 14.2 miles between Highway 37 and the Trancas Park and Ride in the city of Napa. The SR-29 corridor serves as the primary arterial north-south link in the metropolitan Napa area. The major corridors that will be focused on are the California SR-29, SR-12, SR-121 in Napa County and SR-37 in Solano County.

The study is the first effort in seeking federal funding for a major transit investment on California SR-29, such as rail, mixed-use bus rapid transit (BRT) system, non-exclusive BRT, and pure highway expansion. The selection of a locally preferred alternative, will involve analyzing several types of modal and multimodal transit alternatives. In conjunction with the study, land use, economic development, and redevelopment opportunities will be analyzed with particular emphasis on transit oriented development and station area planning. The partners that will be involved in this study will include the Solano County and the California Department of Transportation (Caltrans); the Cities of Napa, American Canyon, Vallejo, and County of Napa.

The work plan will allow NCTPA to begin identifying and comparing the costs, benefits, and impacts of the transit alternatives analyzed. The work plan will consist of traditional elements required by the Federal Transit Administration (FTA) to enter the New Starts process as well as incorporating smart growth, livability and sustainability principles. This includes demonstrating the transportation problems and need, through the scoping process; developing and analyzing the alternatives, measuring the alternatives based on established criteria; demonstrating the technical capacity to successfully undertake an analysis of alternatives; and articulating the potential impact on decision-making leading to an LPA. In addition, the work plan will include a robust public outreach program to ensure community and stakeholder involvement.

Goals of the Alternatives Analysis

- Identify a specific transportation option that will be the locally preferred alternatives (LPAs) to be included in the region's long range transportation plan.
- Strengthen the north-south transportation highway transportation network improving regional, neighborhood, and job connectivity.
- Provide a high quality bus travel experience, by improving reliability and travel times.
- Support economic development initiatives that continue to build Napa County as a transit-friendly, livable and sustainable city for families, communities, businesses, and tourism.

SUPPORTING DOCUMENTS

None.

Napa County Transportation and Planning Agency (NCTPA)

Board of Directors

AGENDA
Wednesday, May 16, 2012
1:30 p.m.

NCTPA/NVTA 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 NCTPA Board of Directors are posted on our website at www.nctpa.net/m_a.cfm 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, 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 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.

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ITEMS

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

Members:

Joan Bennett
Leon Garcia, Mayor
Michael Dunsford
Jack Gingles, Mayor
Jim Krider
Jill Techel, Mayor
Keith Caldwell
Bill Dodd, BOS Chair
Del Britton, Mayor
Peter White
Lewis Chilton
John F. Dunbar, Mayor
JoAnn Busenbark

City of American Canyon
City of American Canyon
City of Calistoga
City of Calistoga
City of Napa
City of Napa
County of Napa
County of Napa
City of St. Helena
City of St. Helena
Town of Yountville
Town of Yountville
Paratransit Coordinating Council

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

8. **PRESENTATION**

- 8.1 Presentation by the Metropolitan Transportation Commission (MTC) on the Clipper Card

9. **CONSENT ITEMS (9.1 – 9.X)**

- 9.1 Approval of Meeting Minutes of February 15, March 21, and April 18, 2012 (*Pages xx-xx*)

APPROVE

- 9.2 Approval of Resolution No. 12-XX Authorization to Execute a Master Agreement and Program Supplements with the California Department of Transportation (Caltrans) for State-Funded Transit Projects (Antonio Onorato) (*Pages xx-xx*)

APPROVE

Board action will authorize the execution of a Master Agreement with Caltrans for state-funded transit projects.

- 9.3 Lifeline Transportation Program List (Matthew Wilcox) (*Pages xx-xx*)

APPROVE

Board action will approve (1) Resolution No. 12-XX Authorizing the Execution of the Projects under the Lifeline Transportation Program and (2) Resolution No. 12-XX Authorizing the Filing of an Application for Federal Surface Transportation Program (STP) and/or Congestion Mitigation and Air Quality Improvement (CMAQ) Funding and Committing the Necessary Non-Federal Match and Stating the Assurance to Complete the Project.

- 9.4 Adoption of NCTPA Policies, Practices, and Procedures: Subrecipient Monitoring Policy (Antonio Onorato) (*Pages xx-xx*)

APPROVE

Board action will adopt the NCTPA Policies, Practices, and Procedures: Subrecipient Monitoring Policy.

- 9.5 Approval of Subrecipient Agreement with California Vanpool Authority (CaVans) (Dana Meehan) (*Pages xx-xx*)

APPROVE

Board action will approve a subrecipient agreement with CaVans to XXXXXXXX

- 9.6 Approval of Resolution No. 12-XX Authorizing Transportation Development Act Article 3 (TDA-3) (Eliot Hurwitz) (*Pages xx-xx*)

APPROVE

Board action will approve Resolution No. 12-XX authorizing XXXXXXXXXXXXXXXX

10. PUBLIC HEARING

RECOMMENDATION

- 10.1 Public Hearing on the Potential Discontinuation of VINE Route 20 (Tom Roberts) (*Pages xx-xx*)

APPROVE

Board action will hold a Public Hearing on the proposed discontinuation of VINE Route 20.

- 10.2 Public Hearing Public Hearing and Approval of Resolution No. 12-XX Authorizing the Application for Federal Transit Administration (FTA) Section 5311(f) (49 U.S.C. Section 5311(f)) with California Department of Transportation (Antonio Onorato) (*Pages xx-xx*)

APPROVE

Board action will hold a public hearing and approve Resolution No. 12-XX authorizing the agency to submit a grant application for FTA Section 5311(f) funds in the amount of \$69,812 towards the partial operating costs of a new commuter express service linking Napa and Suisun City.

11. **REGULAR AGENDA ITEMS**

RECOMMENDATION

- 11.1 Draft SubRHNA Methodology (Danielle Schmitz) (*Pages xx-xx*)

APPROVE

Board action will

- 11.2 Napa Countywide Bicycle Plan Update (Eliot Hurwitz) (*Pages xx-xx*)

INFORMATION/
ACTION

12. **INTERJURISDICTIONAL ISSUES FORUM**

RECOMMENDATION

- 12.1 Interjurisdictional Issues Discussion Forum and Information Exchange

INFORMATION/
ACTION

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

13. **ADJOURNMENT**

RECOMMENDATION

- 13.1 Approval of Meeting Date of June 20, 2012 and Adjournment

APPROVE

I hereby certify that the agenda for the above stated meeting was posted at a location freely accessible to members of the public at the NCTPA offices, 707 Randolph Street Suite 100 Napa CA, by 5:00 p.m., Friday May 11, 2012.

Karalyn E. Sanderlin, NCTPA Board Secretary

Napa Valley Transportation Authority (NVTa)

Board of Directors

AGENDA

**Wednesday, May 16, 2012
1:30 p.m.**

**NCTPA/NVTa Conference Room
707 Randolph Street Suite 100
Napa CA 94559**

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ITEMS

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Jim Krider
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Keith Caldwell, BOS Chair
Bill Dodd
Del Britton, Mayor
Peter White
Lewis Chilton
John F. Dunbar, Mayor

City of American Canyon
City of American Canyon
City of Calistoga
City of Calistoga
City of Napa
City of Napa
County of Napa
County of Napa
City of St. Helena
City of St. Helena
Town of Yountville
Town of Yountville

4. Public Comment

5. REGULAR AGENDA ITEMS - TRANSPORTATION

RECOMMENDATION

- 5.1 Approval of Resolution No. 12-XX Adopting a Napa Countywide Road Maintenance Act and Making Related CEQA Findings (Paul W. Price) (Pages 6-13)

APPROVE

Authority action will approve adopting the Napa Countywide Road Maintenance Act and making related CEQA findings.

- 5.2 Approval of Resolution No 12-XX Providing for No Bonding Support for the Napa Countywide Road Maintenance Act Retail Transactions and use Tax (Paul W. Price)

APPROVE

Authority action will approve Resolution No 12-XX which stipulated that there will be no bonding against the sales and use tax associated with the Napa Countywide Road Maintenance Act.

6. **PUBLIC HEARING – ORDINANCE No. 12-01**

- 6.1 First Reading and Intention to Adopt Ordinance 12-01 of the Napa Valley Transportation Authority which enacts the Napa Countywide Road Maintenance Act, Pending Voter Approval, which Proscribes the Imposition, Division, Distribution, and Management of a Retail Transactions and Use Tax Under Section 180000 et. seq of the California Public Utilities Code (Paul W. Price) *(Pages 50-67)*

APPROVE

Authority action will lead towards placing the issue of a transportation sales tax before the voters on the November, 2012 ballot

7. **ADJOURNMENT**

RECOMMENDATION

- 7.1 Approval of Meeting Date of June 20, 2012 and Adjournment

APPROVE

I hereby certify that the agenda for the above stated meeting was posted at a location freely accessible to members of the public at the NCTPA offices, 707 Randolph Street Suite 100 Napa CA, by 5:00 p.m. Friday, May 1, 2012

Karalyn E. Sander, NCTA Board Secretary