



Technical Advisory Committee

AGENDA

**Thursday, April 7, 2011
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.

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ITEMS

1. Call to Order
2. Approval of Meeting Minutes - March 3, 2011
3. Public Comment
4. TAC Member and Staff Comments
 - ARRA Project List – Update
 - SR 29 Corridor Plan – Final Draft
 - CMA – Update
 - TFCA

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

Napa County Transportation Planning Agency

Napa Valley Transportation Authority

5. Standing
 - Caltrans Report and Map
 - SB 375/Sustainable Communities Strategy
 - RHNA/Subregion Formation
 - Housing Committee/SCS Methodology
 - Vine Trail Report

REGULAR AGENDA ITEMS

RECOMMENDATION

6.	<p>Presentation on "Initial Vision Scenario" (IVS) by ABAG/MTC (Danielle Schmitz) <i>(Pages 13 of 40)</i></p> <p>ABAG/MTC staff will give a presentation on newly released IVS, which will provide the first approximation of the Regional Transportation Plan and Sustainable Community Strategy now under regional development.</p>	INFORMATION/ ACTION
7.	<p>Review of STP/CMAQ under FY 2011 TIP Funding (Eliot Hurwitz) <i>(Pages 41 of 43)</i></p> <p>Progress report on the obligation of FY 2011 TIP funded STP/CMAQ projects recommended for approval and submittal by the April 30, 2011.</p>	INFORMATION/ ACTION
8.	<p>FY 2013 Regional Transportation Plan - Call for Projects (Eliot Hurwitz) <i>(Pages 44 of 53)</i></p> <p>Metropolitan Transportation Commission (MTC) has issued an open "Call for Projects" for the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). TAC will continue to (1) review current 2009 projects for deletions and amendments and (2) recommend approval of a final comprehensive project list to NCTPA Board by April 20, 2011.</p>	INFORMATION/ ACTION
9.	<p>Creation of Standing Committee to Review Funding for Local Transportation Projects (Paul W. Price) <i>(Pages 54 of 56)</i></p> <p>TAC recommend to the Board the creation of a limited term, single purpose standing committee to advise the Board on a local transportation infrastructure plan.</p>	ACTION
10.	<p>Technical Advisory Committee (TAC) By-Laws (Paul W. Price) <i>(Pages 57 of 58)</i></p> <p>TAC act to amend its By-laws to be consistent with JPA or request Board to amend JPA to endorse current TAC By-laws.</p>	ACTION

11.	VINE and VINE Go Fare Increase for FY 2011/2012 (Deborah Brunner) <i>(Pages 59 of 65)</i> TAC recommend approval of the proposed fare increase for VINE and VINE Go services effective January 1, 2012.	ACTION
12.	NCTPA Board of Directors Agenda for April 2011 - Draft (Paul W. Price) <i>(Pages 66 of 71)</i> Preview of draft NCTPA Board Agenda for April 20, 2011.	INFORMATION
13.	Topics for Next Meeting <ul style="list-style-type: none"> o Discussion of topics for next meeting by TAC members. 	DISCUSSION
14.	Approval of Next Regular Meeting Date of May 5, 2011 and Adjournment.	APPROVE

TECHNICAL ADVISORY COMMITTEE

DELEGATES AND ALTERNATES

Agency

Michael Throne, Delegate (Vice Chair)
Brent Cooper, Delegate
Randy Davis, Alternate
Richard Ramirez, 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
Helena Allison, Alternate
Rick Tooker, Alternate

City of Napa

John Ferons, Delegate
Vacant, Delegate
Greg Desmond, Alternate
Debra Hight, Alternate

City of St. Helena

Rick Marshall, Delegate (Chair)
John McDowell, Delegate
Don Ridenhour, 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
April Dawson, Alternate

Paratransit Coordinating Council

Technical Advisory Committee

MINUTES

Thursday, March 3, 2011

ITEMS

1. Call to Order

The meeting was called to order at 2:03PM

Brent Cooper	City of American Canyon
Michael Throne, Vice Chair	City of American Canyon
Ken MacNab	City of Calistoga
Dan Takasugi	City of Calistoga
Cassandra Walker	City of Napa
Eric Whan	City of Napa
Debra Hight	City of St. Helena
Graham Wadsworth	Town of Yountville
Hillary Gitelman	County of Napa
Rick Marshall, Chair	County of Napa

2. Approval of Meeting Minutes – February 3, 2011

TAC approved Meeting Minutes of February 3, 2011.

MSC* Gitelman / Hight for Approval

3. Public Comment. None.

4. TAC Member and Staff Comments

- **ARRA Project List Update.** NCTPA staff (Hurwitz) provided current project list/report to TAC for review and comments.
- **SR 29 Corridor Plan - Draft.** NCTPA staff (Hurwitz) informed TAC that comments were received from several jurisdictions and forwarded to CalTrans for inclusion and/or correction. Final draft will be presented at next TAC meeting in April 2011 and forwarded for approval by the Board on April 20, 2011.
- **CMA.** NCPTA Executive Director (Price) provided TAC with the main topics of discussion at the last CMA meeting, which included rural roads and Bay Area counties following NCTPA's suit in submitting their letter to

MTC/ABAG regarding SB375/SCS, with special reference made to CGC Section 65080 (b)(4)(C) and its implementation thereof.

5. Standing

- **CalTrans Report and Map.** Current report and map provided to TAC for review and comment. (*Attachment 1*).
- **SB 375/Sustainable Strategies Communities.** TAC member (Gitelman) informed TAC that a "vision scenario" will be introduced in March 2011 and public meetings are being scheduled. Anticipates MTC/ABAG to present their "Vision Scenario" at the next TAC meeting in April 2011.
- **RHNA/Subregion Formation.** NCTPA staff (Schmitz) informed TAC that resolutions were approved by the Board on February 17, 2011 and forwarded to ABAG by March 2, 2011. Quotes for Facilitator/Coordinator Services for SubRHNA Process are due to NCTPA by March 11, 2011. First Technical Advisory Meeting is tentatively scheduled on March 18, 2011, 10:00 AM, NCTPA Conference Room, Napa. Bi-weekly meetings will be held starting April 1, 2011.
- **Housing Committee.** TAC member (Gitelman) anticipates to discuss the options available to the SCS methodology be available at next TAC meeting.
- **Vine Trail Report.** TAC member (Throne) provided a report of the Vine Trail Meeting attended in February 2011. Topics were the marketing blitz campaign "Viva Vine Trail" and the upcoming festival to be held on the trail in the Town of Yountville.

6. Transportation for Clean Air (TFCA) Call for Projects FY 2011/2012

Information/Action

NCTPA staff (Schmitz) presented TAC with the TFCA Expenditure Plan FY 2011/2012 recommended for Board approval on March 16, 2011.

MSC* Throne / Whan for Approval.

7. Funding for Local Transportation Projects

Action

NCTPA Executive Director Price recommended to TAC the approval to develop a funding plan for local transportation projects, which would be forwarded to the Board of Supervisors for consideration as a future "Transportation Infrastructure Sales Tax" measure to be voted on by the public in the November 2012 elections. The measure would take effect once the current Flood Control Sales Tax is or could be retired.

MSC* Throne / Wadsworth for Approval

8. Transit Operations and Service Report

Information

NCTPA staff (Brunner) provided TAC with current operations and services information for on-going projects, such as the announcement of an upcoming Open House in support of the on-going Napa Transit Study, new bus shelter installations, and VineGo paratransit service implementation in the City of American Canyon.

9. FY 2013 Regional Transportation Plan - Call for Projects

Information/Action

NCTPA staff (Hurwitz) presented the FY 2013 RTP Call for Projects requirements to TAC in which a recommendation to approve the program evaluation criteria, changes, adoption of sample cost guide, and endorsement dates for three (3) public meetings to be scheduled April 11-15, 2011 in the City of American Canyon, City of Napa and the City of St. Helena. TAC recommended approval of cost estimate guide and public meeting schedule. TAC requested continuance at next meeting on review of current 2009 projects, program evaluation criteria and approval of final comprehensive project list to be submitted to the Board on April 20, 2011 for approval.

10. Topics for Next Meeting

Information Only

- MTC/ABAG Presentation on Initial Vision Scenario
- SR 29 Corridor Plan – Final Draft
- Committee By-laws
- RTP FY 2013
- TFCA

11. Approval of Next Regular Meeting Date of April 7, 2011 and Adjournment

Meeting adjourned at 4:15 PM.

CalTrans Report

Action Requested: INFORMATION

PROJECT INITIATION DOCUMENT

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

EA 3A280

Rutherford Intersection Improvement NAP 29-PM 24.6; In Napa County

Scope: Modify intersection at Rutherford Road (SR 128) Intersection

Cost Estimate: \$2M Construction Capital

EA 0G650

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

Scope: Reconstruct a bridge at Garnett Creek

Cost Estimate: \$5.3M Construction Capital

ENVIRONMENTAL

EA 28120

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

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

Cost Estimate: \$35M Construction Capital

Schedule DED 5/11 PAED 11/11

EA 2A320

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

Scope: Bridge replacement at Sarco Creek

Cost Estimate: \$8M Construction Capital

Schedule: PAED 8/11 PSE 1/13 RWC 5/13 RTL 5/13 CCA 12/18

EA 2A110

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

Scope: Bridge replacement at Capell Creek

Cost Estimate: \$5M Construction Capital

Schedule: PAED 05/11 PSE 09/12 RWC 10/12 RTL 12/12 CCA 04/14

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 04/12 PSE 11/13 RWC 12/13 RTL 01/14 CCA 05/16

DESIGN

EA 25940

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

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

Cost Estimate: \$24M Construction Capital

Schedule: PAED 6/29/07 PSE 2/11 RWC 04/13 RTL 08/13 CCA 12/14

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 26413 and 26414**Jameson Canyon NAP 12-PM 0.2/3.3, SOL 12-PM 0.0/2.6; In Napa and Solano Counties**

Scope: Jameson Canyon: Widen 2 lane to 4 lanes, construct a concrete median from SR 29 to Red Top Road Split into two roadway contracts (Napa and Solano) and follow up landscape project.

Cost Estimate: \$139.5M Construction Capital)

Schedule: PAED 1/31/08 PSE 1/28/10 RWC 11/10 RTL 11/10 CCA 9/13

EA 20940**Tulucay Creek Bridge NAP 121-PM 6.1/6.2; 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

EA 2E100**Pavement Repair NAP 128 PM 7.4/19.1; In Napa County**

Scope: Pavement resurfacing from Silverado Trail to Knoxville Road.

Cost Estimate: \$2.2M Construction Capital

Schedule: PAED 3/18/10 PSE 11/10 RWC 11/10 RTL 2/11 CCA 5/12

EA 2E110**Pavement Repair NAP 29 PM 5.1/7.0; In City of Napa**

Scope: Pavement resurfacing with rubberized asphalt from 0.3 mile north of SR12/Airport to Napa River Bridge

Cost Estimate: \$2.1M Construction Capital

Schedule: PAED 5/15/10 PSE 11/10 RWC 11/10 RTL 1/20/11 CCA 7/12

EA 2E130**Pavement Repair NAP 29 PM 11.0/12.5; In City of Napa**

Scope: Pavement resurfacing with asphalt from 0.3 mile north of Old Sonoma to 0.5 mile north of Lincoln Ave

Cost Estimate: \$1.2M Construction Capital

Schedule: PAED 5/11/10 PSE 12/10 RWC 11/10 RTL 2/11 CCA 12/11

EA 4C351**Pavement Repair NAP 128 PM 4.0/4.6 Minor A; In City of Calistoga**

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

Cost Estimate: \$700K Construction Capital

Schedule: PAED 8/14/09 PSE 1/12 RWC 1/12 RTL 2/12 CCA 12/12

EA 4442A**Duhig Landscape Nap 12-PM 0.3/2.0 On route 121; in Napa County**

Scope: Mitigation and tree Planting from 0 5km North of Sonoma County line to Duhig Road

Cost Estimate: \$920K Construction Capital

Schedule: PAED 8/26/05 PSE 10/1/10 RWC 10/1/10 RTL 11/10/10 CCA 10/14

EA 4S020**Storm Damage NAP 29 PM 41.0 ; In Napa County**

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

Cost Estimate: \$2.4M Construction Capital

Schedule: PAED 8/2/10 PSE 10/11 RWC 1/12 RTL 1/12 CCA 8/14

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 4S030

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

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

Cost Estimate: \$1.3M Construction Capital

Schedule: PAED 8/2/10 PSE 10/11 RWC 1/12 RTL 1/12 CCA 8/14

CONSTRUCTION

EA 12063

Landscape at Trancas I/C NAP 29-PM 11.6/13.5; In City of Napa

Scope: Replacement Highway Planting On Route 29 from 0.2 km North of 1st Street to Sierra Ave

Status: In 3-year Plant Establishment Period: Completed with Planting in April 2008

Cost Contract: \$620K Construction Capital

Schedule: PAED 8/30/04 RTL 8/30/06 AWD 2/9/07 to Watkin CCA 4/11

EA 2G220

Director's Order NAP 29-PM 28.4/28.92; In City of St. Helena

Scope: Shoulder pavement replacement

Cost Contract: \$250,000 Construction Capital – Pending weather conditions

EA 2A541

ADA Vista Point NAP 29 PM 7.1; 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 9/10 (Fieldstone Construction) CCA 4/11

EA 4C350

Pavement Repair NAP 128 PM 2.6/4.0 Minor A; In City of Calistoga

Scope: Pavement resurfacing with rubberized hot mix asphalt from Tubbs Lane to High Street

Cost Estimate: \$940K Construction Capital

Schedule: PAED 8/14/09 RTL 3/22/10 AWD 12/21/10 (MCK Services) CCA 6/11

EA 2S370

Storm Damage NAP 128 PM 9.5 In Napa County,

Scope: Install drainage culvert and rock slope protection near Conn Creek Bridge

Cost Estimate: \$550K Construction Capital

Schedule: PAED 5/13/03 RTL 8/3/09 AWD 9/30/09 to Northbay Construction CCA 6/11

EA 4C140

Pavement Repair NAP 29 PM 38.1/48.6; In Napa County

Scope: Overlay pavement with dense graded and open graded asphalt from 0.2 mile north of Silverado Trail to County Line.

Cost Estimate: \$6.2M Construction Capital

Schedule: PAED 3/27/08 RTL 8/3/10 ADV 12/6/10 AWD 2/15/11 (MCK services) CCA 12/11

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)

ACTION ITEMS:

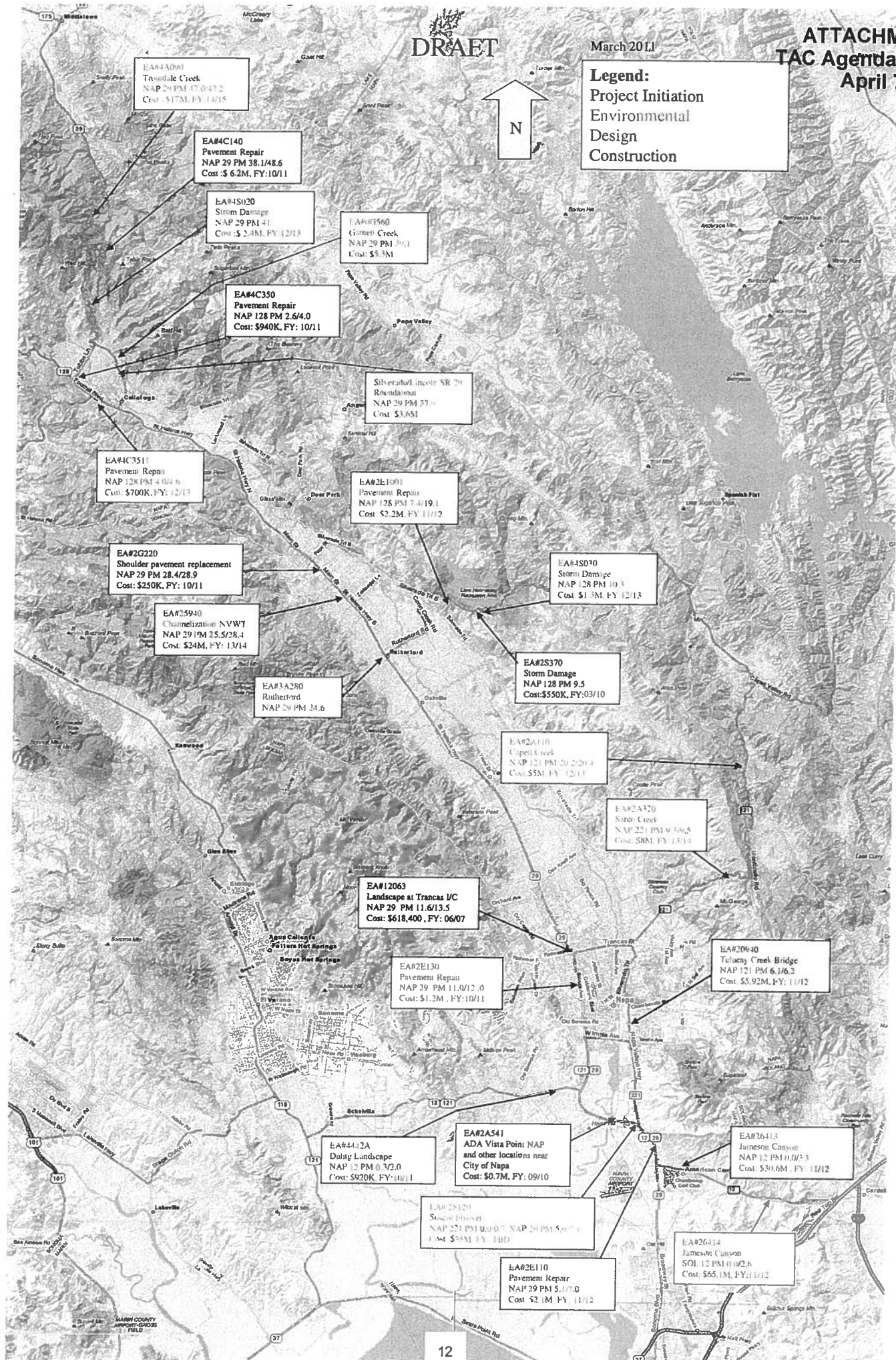
- Donaldson SR 29 Signalization
- Fencing Repair at SR29 near Trower

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)

Legend:
Project Initiation
Environmental
Design
Construction





April 7, 2011
TAC Agenda Item 6
Continued From: NEW
Action Requested: INFORMATION/DISCUSSION

NAPA COUNTY TRANSPORTATION AND PLANNING AGENCY TAC Agenda Letter

TO: Technical Advisory Committee (TAC)
FROM: Paul W. Price, Executive Director
REPORT BY: Danielle Schmitz, Environmental Analyst/Coordinator
(707) 259-5968 / Email: dschmitz@nctpa.net
SUBJECT: Presentation on Initial Vision Scenario by ABAG/MTC

RECOMMENDATION

Information only.

EXECUTIVE SUMMARY

Representatives of ABAG/MTC will give a presentation on the Initial Vision Scenario released on March 11, 2011.

FISCAL IMPACT?

None.

BACKGROUND AND DISCUSSION

"The Initial Vision Scenario starts the conversation on the Sustainable Communities Strategy among local jurisdictions, regional agencies, and other interested stakeholders. This scenario proposes a future development pattern that depends upon a strong economy, sufficient funding for affordable housing and supportive public infrastructure and transportation investments. The proposed distribution of housing focuses on areas close to transit that have been identified by local jurisdictions. This focused growth pattern preserves open space and agricultural land in the Bay Area.

This important step in the Sustainable Communities Strategy process is designed to solicit comment primarily from local elected officials and their constituents. This input

will inform the development of the detailed scenarios to be drafted by the summer of 2011.”

For more information on the Initial Vision Scenario visit
www.onebayarea.org/plan_bay_area .

SUPPORTING DOCUMENTS

Attachments: (1) Initial Vision Scenario Overview

Sonoma

Napa



BayArea Plan

Initial Vision Scenario

Overview For Public Discussion

March 11, 2011



Overview of the Initial Vision Scenario

In 2008, Senate Bill 375 (Steinberg) was enacted. The state law requires that our Regional Transportation Plan contain a Sustainable Communities Strategy (together, Plan Bay Area) that integrates land-use planning and transportation planning. For the 25-year period covered by Plan Bay Area, the Sustainable Communities Strategy must identify areas within the nine-county Bay Area sufficient to house all of the region's population, including all economic segments of the population. It must also attempt to coordinate the resulting land-use pattern with the transportation network so as to reduce per capita greenhouse-gas emissions from personal-use vehicles (automobiles and light trucks).

The Initial Vision Scenario for Plan Bay Area is a first-cut proposal that identifies the areas where the growth in the region's population might be housed. This proposal builds upon a rich legacy of integrative planning in the Bay Area. For over a decade, the region and its local governments have been working together to locate new housing in compact forms near jobs, close to services and amenities, and adjacent to transit so that the need to travel long distances by personal vehicle is reduced. Compact development within the existing urban footprint also takes development pressure off the region's open space and agricultural lands. We have referred to this type of efficient development as "focused growth," and the regional program that supports it is called FOCUS. (See Table 1.)

Planning for New Housing and Supporting Infrastructure

The Initial Vision Scenario is constructed by looking first at the Bay Area's regional housing needs over the next 25 years. This analysis was performed using demographic projections of household growth. It is not a forecast of the region, and does not take into account many factors that constrain the region's supply of new housing units, such as limitations in supporting infrastructure, affordable housing subsidies, and market factors. The principal purpose of the Initial Vision Scenario is to articulate how the region could potentially grow over time in a sustainable manner, and to orient policy and program development to achieve the first phases of implementation. Under the assumptions of the Initial Vision Scenario, the Bay Area is anticipated to grow by over 2 million people, from about 7,350,000 today to about 9,430,000 by the year 2035. This population growth would require around 902,000 new housing units. The Initial Vision Scenario proposes where these new units might be accommodated. (See Tables 2 -12 and maps.)

This Initial Vision Scenario is designed around places for growth identified by local jurisdictions. These places are defined by their character, scale, density, and the expected housing units to be built over the long term. Using "place types," areas with similar characteristics and physical and social qualities, ABAG asked local governments to

identify general development aspirations for areas within their jurisdictions. These places were mostly the Priority Development Areas (PDAs) already identified through the FOCUS program. They also included additional Growth Opportunity Areas, some similar to PDAs and others with different sustainability criteria.

Based on local visions, plans and growth estimates, regional agencies distributed housing growth across the region, focusing on PDAs and Growth Opportunity Areas. ABAG in some cases supplemented the local forecast with additional units based on the typical characteristics of the relevant locally-selected place type. ABAG also distributed additional units to take advantage of significant existing and planned transit investment, and it assigned some units to locally identified areas that present regionally significant development opportunities for greater density.

The Initial Vision Scenario accommodates 97 percent of new households within the existing urban footprint. Only 3 percent of the forecasted new homes require “greenfield development” (building on previously undeveloped lands). Priority Development Areas and Growth Opportunity Areas contain about 70 percent of the total growth (743,000 households).

Among counties, three take the lion’s share of growth: Santa Clara, Alameda and Contra Costa absorb a little over two-thirds of the total. These same counties also are anticipated to take the majority of the region’s job growth (64 percent). (See Tables 13 – 22.) The region’s three major cities do a lot of the heavy lifting. Thirty-two percent of the forecast and proposed housing growth occurs in San José, San Francisco and Oakland. Seventeen percent goes to medium-sized cities like Fremont, Santa Rosa, Berkeley, Hayward, Concord, and Santa Clara.

The analysis embodied in the Initial Vision Scenario is founded on the location of housing. Employment forecasting and distribution in this Scenario is not directly related to land use policy. Employment location can have a strong influence on travel demand, vehicle miles traveled, and vehicle greenhouse-gas emissions. In light of these factors and considering economic competitiveness, transit sustainability, and a balanced relationship between employment and housing, regional agencies will be embarking, with local partners, on further analysis regarding appropriate employment locations in relation to future housing growth and the transportation network. This will inform the development of the detailed scenarios.

The Initial Vision Scenario reflects the transportation investments from MTC’s current Regional Transportation (known as the Transportation 2035 Plan). To support the increased housing growth, it also includes some tentatively proposed improvements to the region’s transit network. These include increased frequencies on over 70 local bus and several express bus routes, improved rail headways on BART, eBART, Caltrain, Muni Metro, VTA light-rail, and Altamont Commuter Express, and more dedicated bus lanes in San Francisco and Santa Clara counties, all resulting in overall growth in transit capacity. However, the Bay Area’s transit system is financially unsustainable with operators unable to afford to run the current service levels into the future, much less expanded headways contemplated under the Initial Vision Scenario. MTC’s Transit Sustainability Project will propose a more sustainable transit system for inclusion in the detailed scenarios to be tested.

Measuring Performance Against Targets

The Initial Vision Scenario results in a 12 percent per capita greenhouse gas emissions reduction from personal-use vehicles in 2035, compared to a 2005 base year. This reduction falls short of the region's state-mandated 15 percent per capita greenhouse gas emissions reduction target. It's clear that additional strategies will need to be employed if we want to attain the greenhouse gas targets, and other targets previously adopted by ABAG and MTC.

MTC and ABAG have adopted a set of Plan Bay Area performance targets to describe in specific, measureable terms the region's commitment and progress toward the "three E" principles of sustainability (Economy, Environment, and Equity). The Initial Vision Scenario meets some regional targets, including accommodating all the projected housing need by income level (in other words, no more in-commuting by workers who live in other regions); reducing the financial burden of housing and transportation on low-income households by providing more affordable housing; and housing the majority of new development within the existing urban core. Also, more residents are projected to ride transit, walk and bike more than existing residents because much of the new housing is located close to services, amenities and jobs, and adjacent to transit in complete communities. (See Figure 1 for the target results.)

The Initial Vision Scenario brings more residents into the region, thus increasing the total amount of travel. New residents will still drive for some trips. Even though vehicle miles traveled per capita in the Bay Area are projected to be lower in the Initial Vision Scenario than it is today, total miles driven within the region are projected to increase. With more Bay Area residents and more miles driven within the region, we can also expect an increase in the total number of injuries and fatalities. Health impacts from exposure to particulate emissions from automobiles and trucks are likewise projected to worsen with more driving; however, state and federal efforts to clean up heavy duty truck engines will more than off set the increases from automobiles, resulting in overall reductions sooty particulate pollution.

Finally, it must be said that while bringing more people into the Bay Area will increase the amount of driving and collisions within the region, it is still a net win in the larger sense. The amount of overall driving and greenhouse gas emissions statewide is certainly less than if the new residents were commuting to Bay Area jobs from communities in neighboring regions that do not offer such amenities.

Next Steps

The Initial Vision Scenario is offered as basis for discussion with local governments, stakeholders, and the general public about how the Bay Area can accommodate all its population growth over the next quarter century. It is by no means a fait accompli. Over the next several months we will seek input through elected official briefings, local government staff discussions, and public workshops. The comments received will assist ABAG and MTC in developing and testing a range of detailed scenarios that achieve the greenhouse gas emission reduction targets.

The purpose of the SCS is to forge consensus in the Bay Area on a preferred long-term regionwide growth pattern. Under SB 375, local governments are explicitly not required to update their general plans in accordance with the SCS. The SCS does not carry the same authority as Regional Housing Needs Allocation but it will inform the distribution of housing at the local level. The adopted SCS land development pattern will help guide regional policies and investments that are made pursuant to the Regional Transportation Plan. These regional policies and investments are intended to create financial and other incentives to implement the adopted land pattern in the SCS. ABAG is currently working with its Housing Methodology Committee to develop a methodology for distributing regional eight-year housing targets to Bay Area local jurisdictions; the methodology will be adopted by ABAG later this year.

The Initial Vision Scenario kicks off a two-year conversation among local jurisdictions and regional agencies on what ultimately will become the Sustainable Communities Strategy, as a part of Plan Bay Area. During that time, the regional agencies will engage local agencies and the public to help identify and assess several detailed Sustainable Communities Strategy scenarios that demonstrate ways that land-use strategies, transportation investments, pricing and other strategies could achieve our adopted goals and targets. The scenarios also will need to address how the Bay Area's land-use plans can assist adaptation to climate change. The Sustainable Communities Strategy will need to coordinate regional agencies' initiatives and requirements related to sea-level rise, air quality, and other climate change related issues.

These detailed scenarios will lead to selection of a preferred scenario early next year that would include an integrated transportation investment and land-use plan; this plan would also undergo a detailed environmental impact review that local agencies could use to streamline environmental assessments of their own local development projects as provided for in SB 375. Finally, the ABAG and MTC boards would be asked to adopt the complete Plan Bay Area, including a Sustainable Communities Strategy, by April 2013. (See Figure 2.)

The regional agencies look forward to further dialogue on these assumptions with our local government and transportation partners, stakeholders, and the general public.

Attachments

Table 1
San Francisco Bay Area Demographic Overview
2010-2035

Scenario	Households	Population	Employed Residents	Jobs
2010 (Actual)	2,669,800	7,348,300	3,152,400	3,271,300
2035 Current Regional Plans	+ 635,400	+1,717,900	+881,600	+1,129,200
2035 PDA Growth Increment	+ 266,800	+ 363,700	+ 165,000	+ 93,600
2035 Initial Vision Scenario	+ 902,200	+2,081,600	+1,046,600	+1,222,800

Note: Current Regional Plans refers to MTC's adopted Transportation 2035 Plan, as well as ABAG's Projections 2009, which was updated to reflect new economic forecasts.

Table 2A
Initial Vision Scenario – Total Households and Household Growth by County

County	2010 Households	2035 Households	Household Growth	Percent Change
Alameda	557,651	770,397	212,746	38.2%
Contra Costa	392,680	546,653	153,973	39.2%
Marin	106,447	117,124	10,678	10.0%
Napa	51,260	56,061	4,801	9.4%
San Francisco	346,680	436,794	90,114	26.0%
San Mateo	264,516	358,337	93,821	35.5%
Santa Clara	613,947	867,813	253,866	41.3%
Solano	148,160	187,776	39,616	26.7%
Sonoma	188,430	231,373	42,943	22.8%
Regional Total	2,669,772	3,572,327	902,556	33.8%

Table 2B
Initial Vision Scenario – Total Households and Household Growth in Priority Development Areas and Growth Opportunity Areas by County (which is a subset of Table 2A)

County	2010 Households	2035 Households	Household Growth	Percent Change
Alameda	161,100	293,700	132,600	82%
Contra Costa	35,100	135,700	100,600	287%
Marin	4,700	10,900	6,200	134%
Napa	300	1,900	1,600	618%
San Francisco	346,700	436,800	90,100	26%
San Mateo	87,400	162,700	75,300	86%
Santa Clara	78,300	253,800	175,600	224%
Solano	4,100	26,600	22,500	543%
Sonoma	25,200	55,500	30,300	121%
Regional Total	742,800	1,377,700	634,800	85%

Table 3
Initial Vision Scenario – Total Jobs and Job Growth by County

County	2010 Jobs	2035 Jobs	Job Growth	Percent Change
Alameda	675,591	925,449	249,859	37.0%
Contra Costa	345,931	479,373	133,442	38.6%
Marin	129,679	151,097	21,418	16.5%
Napa	70,136	88,838	18,703	26.7%
San Francisco	544,755	713,651	168,897	31.0%
San Mateo	330,135	452,226	122,091	37.0%
Santa Clara	858,399	1,238,400	380,001	44.3%
Solano	126,328	176,711	50,383	39.9%
Sonoma	190,369	267,588	77,219	40.6%
Regional Total	3,271,321	4,493,333	1,222,012	37.4%

* Employment by jurisdiction within each County can be found in Section 3.

Table 4
Initial Vision Scenario – Alameda County Total Households and Household Growth by Jurisdiction

Alameda County	2010 Households	2035 Households	Household Growth	Percent Change
Alameda	31,774	39,873	8,099	25.5%
Albany	7,150	9,317	2,167	30.3%
Berkeley	46,146	61,876	15,730	34.1%
Dublin	15,572	32,216	16,644	106.9%
Emeryville	5,770	13,260	7,490	129.8%
Fremont	71,004	98,564	27,560	38.8%
Hayward	46,300	61,283	14,982	32.4%
Livermore	28,662	40,801	12,138	42.3%
Newark	13,530	19,331	5,802	42.9%
Oakland	160,567	226,019	65,453	40.8%
Piedmont	3,810	3,820	10	0.3%
Pleasanton	24,034	33,819	9,785	40.7%
San Leandro	31,647	40,447	8,800	27.8%
Union City	20,420	25,900	5,480	26.8%
Alameda County Unincorporated	51,265	63,872	12,606	24.6%
Countywide Total	557,651	770,397	212,746	38.2%

Table 5
Initial Vision Scenario – Contra Costa County Total Households and Household Growth
by Jurisdiction

Contra Costa County	2010 Households	2035 Households	Household Growth	Percent Change
Antioch	32,668	46,365	13,697	41.9%
Brentwood	18,250	24,284	6,034	33.1%
Clayton	3,966	4,090	124	3.1%
Concord	46,296	65,624	19,328	41.7%
Danville	16,574	17,920	1,346	8.1%
El Cerrito	10,422	20,905	10,483	100.6%
Hercules	8,361	17,431	9,070	108.5%
Lafayette	9,589	11,068	1,479	15.4%
Martinez	14,769	16,156	1,387	9.4%
Moraga	5,811	6,995	1,184	20.4%
Oakley	10,835	17,508	6,673	61.6%
Orinda	6,868	8,788	1,920	28.0%
Pinole	7,336	12,623	5,287	72.1%
Pittsburg	20,849	36,261	15,412	73.9%
Pleasant Hill	15,247	17,861	2,614	17.1%
Richmond	37,897	63,439	25,542	67.4%
San Pablo	9,975	13,027	3,052	30.6%
San Ramon	22,061	36,682	14,621	66.3%
Walnut Creek	33,890	40,244	6,354	18.7%
Contra Costa County Unincorporated	61,016	69,382	8,366	13.7%
Countywide Total	392,680	546,653	153,973	39.2%

Table 6
Initial Vision Scenario – Marin County Total Households and Household Growth by
Jurisdiction

Marin County	2010 Households	2035 Households	Household Growth	Percent Change
Belvedere	949	969	20	2.1%
Corte Madera	3,948	4,721	773	19.6%
Fairfax	3,301	3,361	60	1.8%
Larkspur	8,036	8,377	341	4.2%
Mill Valley	6,267	6,631	364	5.8%
Novato	20,375	21,153	778	3.8%
Ross	780	790	10	1.3%
San Anselmo	5,310	5,370	60	1.1%
San Rafael	23,164	28,209	5,045	21.8%
Sausalito	4,310	4,400	90	2.1%
Tiburon	3,844	4,242	398	10.4%
Marin County Unincorporated	26,162	28,900	2,738	10.5%
Countywide Total	106,447	117,124	10,678	10.0%

Table 7**Initial Vision Scenario – Napa County Total Households and Household Growth by Jurisdiction**

Napa County	2010 Households	2035 Households	Household Growth	Percent Change
American Canyon	5,761	7,392	1,632	28.3%
Calistoga	2,140	2,171	31	1.4%
Napa	29,440	32,019	2,579	8.8%
St. Helena	2,440	2,533	93	3.8%
Yountville	1,110	1,230	120	10.8%
Napa County Unincorporated	10,370	10,716	346	3.3%
Countywide Total	51,260	56,061	4,801	9.4%

Table 8**Initial Vision Scenario – San Francisco County Total Households and Household Growth**

San Francisco County	2010 Households	2035 Households	Household Growth	Percent Change
San Francisco	346,680	436,794	90,114	26.0%
Countywide Total	346,680	436,794	90,114	26.0%

Table 9**Initial Vision Scenario – San Mateo County Total Households and Household Growth by Jurisdiction**

San Mateo County	2010 Households	2035 Households	Household Growth	Percent Change
Atherton	2,490	2,580	90	3.6%
Belmont	10,740	12,759	2,019	18.8%
Brisbane	1,730	5,324	3,594	207.7%
Burlingame	13,247	19,431	6,184	46.7%
Colma	460	1,372	912	198.3%
Daly City	31,261	43,095	11,834	37.9%
East Palo Alto	7,780	12,310	4,530	58.2%
Foster City	12,210	13,767	1,557	12.8%
Half Moon Bay	4,440	4,730	290	6.5%
Hillsborough	3,837	4,589	752	19.6%
Menlo Park	12,432	17,563	5,130	41.3%
Millbrae	8,308	12,910	4,602	55.4%
Pacifica	14,320	14,600	280	2.0%
Portola Valley	1,730	1,780	50	2.9%
Redwood City	29,620	41,032	11,412	38.5%
San Bruno	15,262	21,699	6,437	42.2%
San Carlos	11,909	15,707	3,798	31.9%
San Mateo	38,643	56,678	18,035	46.7%
South San Francisco	20,288	30,522	10,234	50.4%
Woodside	2,029	2,059	30	1.5%
San Mateo County Unincorporated	21,780	23,830	2,050	9.4%
Countywide Total	264,516	358,337	93,821	35.5%

Table 10**Initial Vision Scenario – Santa Clara County Total Households and Household Growth by Jurisdiction**

Santa Clara County	2010 Households	2035 Households	Household Growth	Percent Change
Campbell	16,892	21,002	4,110	24.3%
Cupertino	19,830	21,588	1,758	8.9%
Gilroy	14,330	22,118	7,788	54.3%
Los Altos	10,670	11,968	1,298	12.2%
Los Altos Hills	3,053	3,088	35	1.1%
Los Gatos	12,430	13,151	721	5.8%
Milpitas	19,030	38,758	19,728	103.7%
Monte Sereno	1,229	1,269	40	3.3%
Morgan Hill	12,399	20,040	7,641	61.6%
Mountain View	32,114	50,348	18,234	56.8%
Palo Alto	26,705	38,692	11,987	44.9%
San Jose	305,087	435,585	130,498	42.8%
Santa Clara	43,403	67,672	24,269	55.9%
Saratoga	11,000	11,118	118	1.1%
Sunnyvale	54,170	73,425	19,255	35.5%
Santa Clara County Unincorporated	31,604	37,991	6,386	20.2%
Countywide Total	613,947	867,813	253,866	41.3%

Table 11**Initial Vision Scenario – Solano County Total Households and Household Growth by Jurisdiction**

Solano County	2010 Households	2035 Households	Household Growth	Percent Change
Benicia	11,329	13,527	2,198	19.4%
Dixon	5,617	8,222	2,605	46.4%
Fairfield	36,061	52,476	16,415	45.5%
Rio Vista	3,540	4,737	1,197	33.8%
Suisun City	9,132	10,548	1,415	15.5%
Vacaville	32,620	41,775	9,155	28.1%
Vallejo	42,043	47,814	5,771	13.7%
Solano County Unincorporated	7,817	8,677	860	11.0%
Countywide Total	148,160	187,776	39,616	26.7%

Table 12***Initial Vision Scenario – Sonoma County Total Households and Household Growth by Jurisdiction***

Sonoma County	2010 Households	2035 Households	Household Growth	Percent Change
Cloverdale	3,211	4,639	1,428	44.5%
Cotati	2,832	3,387	555	19.6%
Healdsburg	4,390	5,284	894	20.4%
Petaluma	21,775	24,713	2,938	13.5%
Rohnert Park	15,718	20,395	4,677	29.8%
Santa Rosa	62,886	83,010	20,124	32.0%
Sebastopol	3,325	3,595	270	8.1%
Sonoma	4,476	5,036	560	12.5%
Windsor	8,884	13,809	4,925	55.4%
Sonoma County Unincorporated	60,933	67,505	6,572	10.8%
Countywide Total	188,430	231,373	42,943	22.8%

Table 13***Initial Vision Scenario – Alameda County Total Jobs and Job Growth by Jurisdiction***

Alameda County	2010 Jobs	2035 Jobs	Job Growth	Percent Change
Alameda	25,347	37,416	12,069	47.6%
Albany	4,476	4,974	498	11.1%
Berkeley	69,782	78,575	8,794	12.6%
Dublin	18,058	33,400	15,342	85.0%
Emeryville	18,198	25,479	7,281	40.0%
Fremont	86,839	128,484	41,645	48.0%
Hayward	66,135	84,730	18,595	28.1%
Livermore	28,485	46,930	18,445	64.8%
Newark	19,049	21,799	2,750	14.4%
Oakland	187,328	254,846	67,518	36.0%
Piedmont	2,091	2,171	80	3.8%
Pleasanton	52,775	70,158	17,382	32.9%
San Leandro	38,532	51,606	13,074	33.9%
Union City	17,919	33,560	15,642	87.3%
Alameda County Unincorporated	40,576	51,320	10,744	26.5%
Countywide Total	675,591	925,449	249,859	37.0%

Table 14**Initial Vision Scenario – Contra Costa County Total Jobs and Job Growth by Jurisdiction**

Contra Costa County	2010 Jobs	2035 Jobs	Job Growth	Percent Change
Antioch	18,529	37,530	19,001	102.5%
Brentwood	6,766	7,731	965	14.3%
Clayton	874	1,158	284	32.5%
Concord	58,731	88,097	29,366	50.0%
Danville	12,837	13,610	772	6.0%
El Cerrito	5,154	7,917	2,763	53.6%
Hercules	2,747	5,344	2,597	94.5%
Lafayette	10,087	10,898	810	8.0%
Martinez	16,919	17,845	926	5.5%
Moraga	4,603	5,525	922	20.0%
Oakley	2,720	7,378	4,658	171.3%
Orinda	5,689	6,352	663	11.6%
Pinole	5,280	6,410	1,130	21.4%
Pittsburg	12,432	24,657	12,224	98.3%
Pleasant Hill	13,815	19,148	5,333	38.6%
Richmond	37,077	57,222	20,145	54.3%
San Pablo	5,403	8,025	2,622	48.5%
San Ramon	36,286	48,905	12,619	34.8%
Walnut Creek	49,309	56,967	7,659	15.5%
Contra Costa County Unincorporated	40,672	48,654	7,982	19.6%
Countywide Total	345,931	479,373	133,442	38.6%

Table 15**Initial Vision Scenario – Marin County Total Jobs and Job Growth by Jurisdiction**

Marin County	2010 Jobs	2035 Jobs	Job Growth	Percent Change
Belvedere	776	838	62	8.0%
Corte Madera	6,482	9,202	2,720	42.0%
Fairfax	1,642	1,923	281	17.1%
Larkspur	6,708	7,158	451	6.7%
Mill Valley	8,181	9,900	1,719	21.0%
Novato	25,385	30,753	5,368	21.1%
Ross	827	924	97	11.7%
San Anselmo	4,754	5,170	416	8.8%
San Rafael	43,649	50,324	6,676	15.3%
Sausalito	6,543	7,740	1,198	18.3%
Tiburon	3,494	3,997	503	14.4%
Marin County Unincorporated	21,238	23,166	1,927	9.1%
Countywide Total	129,679	151,097	21,418	16.5%

Table 16***Initial Vision Scenario – Napa County Total Jobs and Job Growth by Jurisdiction***

Napa County	2010 Jobs	2035 Jobs	Job Growth	Percent Change
American Canyon	2,204	4,321	2,117	96.0%
Calistoga	2,748	3,243	495	18.0%
Napa	34,272	44,565	10,293	30.0%
St. Helena	5,763	6,191	428	7.4%
Yountville	2,104	2,624	520	24.7%
Napa County Unincorporated	23,044	27,894	4,850	21.0%
Countywide Total	70,136	88,838	18,703	26.7%

Table 17***Initial Vision Scenario – San Francisco County Total Jobs and Job Growth by Jurisdiction***

San Francisco County	2010 Jobs	2035 Jobs	Job Growth	Percent Change
San Francisco	544,755	713,651	168,897	31.0%
Countywide Total	544,755	713,651	168,897	31.0%

Table 18**Initial Vision Scenario – San Mateo County Total Jobs and Job Growth by Jurisdiction**

San Mateo County	2010 Jobs	2035 Jobs	Job Growth	Percent Change
Atherton	2,485	2,632	147	5.9%
Belmont	6,635	11,738	5,102	76.9%
Brisbane	7,991	17,402	9,411	117.8%
Burlingame	21,905	26,728	4,823	22.0%
Colma	3,111	4,310	1,199	38.5%
Daly City	16,772	27,084	10,312	61.5%
East Palo Alto	2,105	6,484	4,379	208.1%
Foster City	13,923	18,560	4,637	33.3%
Half Moon Bay	4,355	5,539	1,184	27.2%
Hillsborough	1,624	2,277	653	40.2%
Menlo Park	25,145	29,501	4,356	17.3%
Millbrae	6,731	10,238	3,507	52.1%
Pacifica	6,051	7,467	1,415	23.4%
Portola Valley	1,686	1,888	202	12.0%
Redwood City	48,682	63,717	15,035	30.9%
San Bruno	13,537	17,938	4,401	32.5%
San Carlos	15,024	21,976	6,952	46.3%
San Mateo	43,337	58,896	15,559	35.9%
South San Francisco	41,328	54,485	13,157	31.8%
Woodside	2,381	2,498	117	4.9%
San Mateo County Unincorporated	45,326	60,869	15,542	34.3%
Countywide Total	330,135	452,226	122,091	37.0%

Table 19**Initial Vision Scenario – Santa Clara County Total Jobs and Job Growth by Jurisdiction**

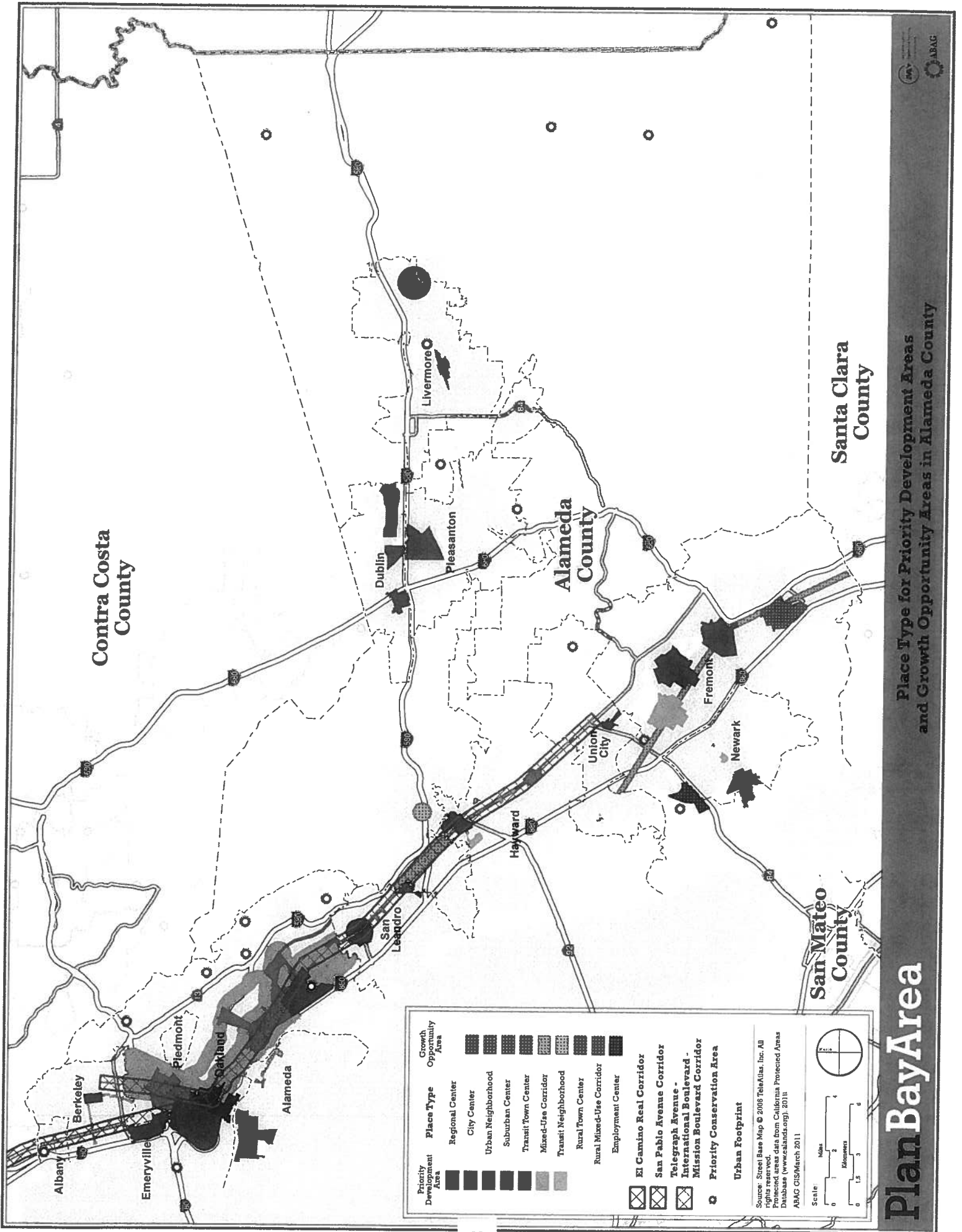
Santa Clara County	2010 Jobs	2035 Jobs	Job Growth	Percent Change
Campbell	22,099	26,897	4,798	21.7%
Cupertino	30,513	35,283	4,770	15.6%
Gilroy	16,652	22,666	6,014	36.1%
Los Altos	10,250	11,511	1,261	12.3%
Los Altos Hills	1,845	1,937	93	5.0%
Los Gatos	18,275	20,700	2,425	13.3%
Milpitas	46,784	55,624	8,840	18.9%
Monte Sereno	400	532	132	33.1%
Morgan Hill	12,698	20,806	8,109	63.9%
Mountain View	50,074	64,507	14,434	28.8%
Palo Alto	73,303	78,163	4,860	6.6%
San Jose	342,799	593,219	250,420	73.1%
Santa Clara	103,186	138,386	35,200	34.1%
Saratoga	6,826	7,279	453	6.6%
Sunnyvale	72,392	96,408	24,016	33.2%
Santa Clara County Unincorporated	50,304	64,481	14,177	28.2%
Countywide Total	858,399	1,238,400	380,001	44.3%

Table 20**Initial Vision Scenario – Solano County Total Jobs and Job Growth by Jurisdiction**

Solano County	2010 Jobs	2035 Jobs	Job Growth	Percent Change
Benicia	14,043	17,485	3,442	24.5%
Dixon	4,330	7,239	2,909	67.2%
Fairfield	42,864	60,579	17,716	41.3%
Rio Vista	1,191	2,327	1,136	95.3%
Suisun City	3,210	4,637	1,428	44.5%
Vacaville	23,422	35,030	11,608	49.6%
Vallejo	28,415	38,258	9,843	34.6%
Solano County Unincorporated	8,853	11,156	2,302	26.0%
Countywide Total	126,328	176,711	50,383	39.9%

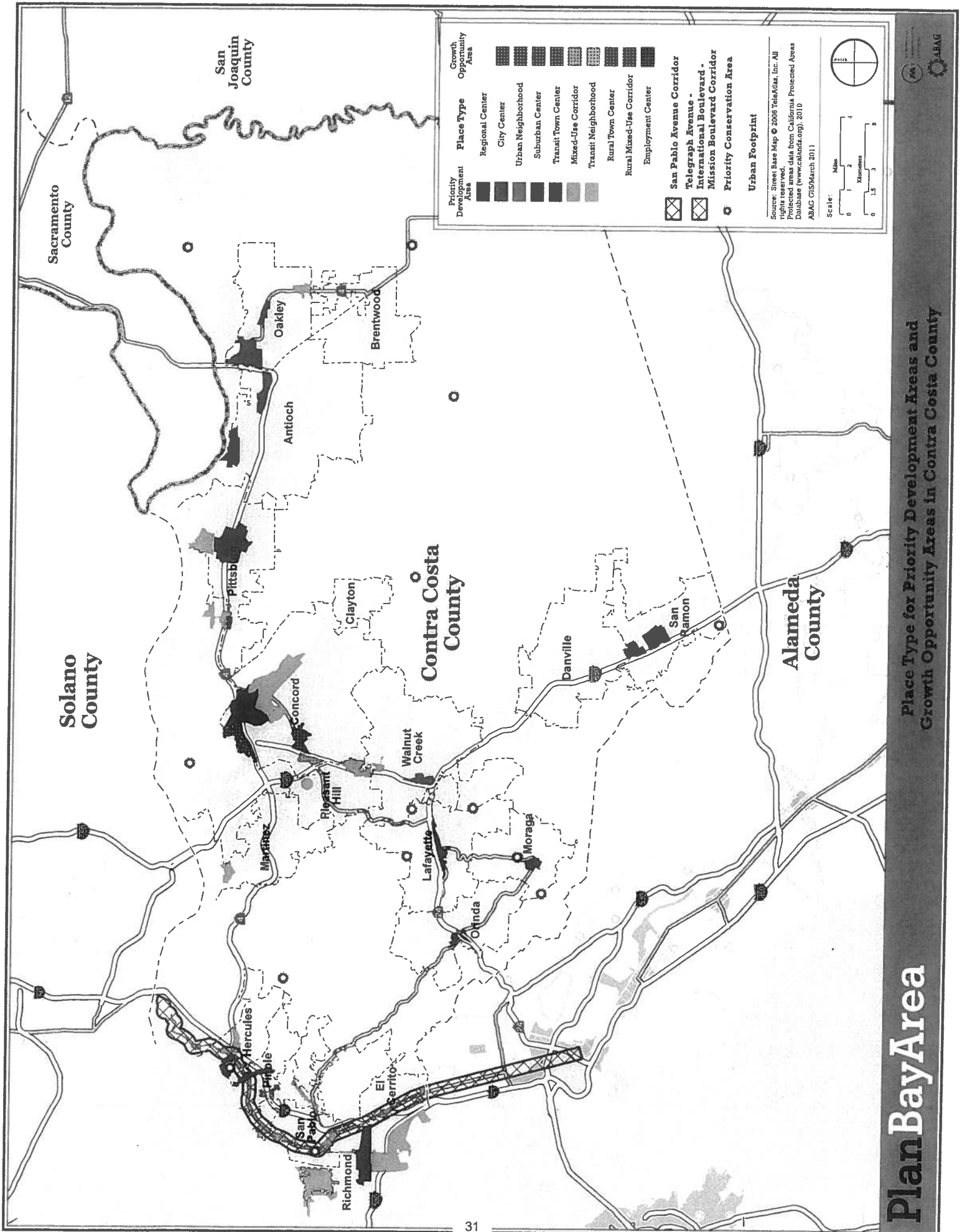
Table 21**Initial Vision Scenario – Sonoma County Total Jobs and Job Growth by Jurisdiction**

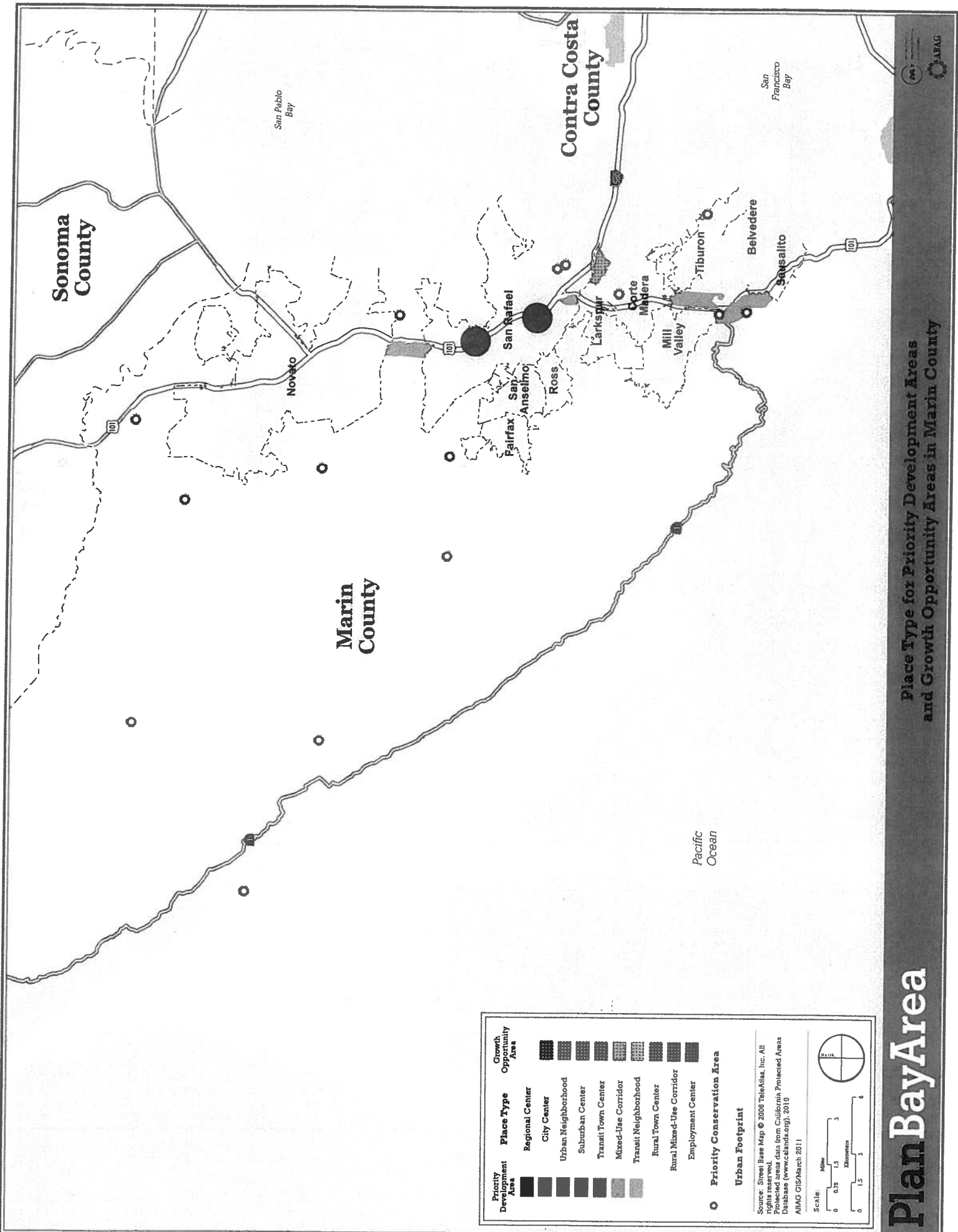
Sonoma County	2010 Jobs	2035 Jobs	Job Growth	Percent Change
Cloverdale	1,430	1,961	531	37.1%
Cotati	2,043	2,192	149	7.3%
Healdsburg	5,111	6,193	1,082	21.2%
Petaluma	26,968	34,870	7,902	29.3%
Rohnert Park	13,566	21,506	7,940	58.5%
Santa Rosa	72,324	117,005	44,680	61.8%
Sebastopol	4,753	5,333	581	12.2%
Sonoma	7,005	7,924	919	13.1%
Windsor	5,154	7,782	2,628	51.0%
Sonoma County Unincorporated	52,015	62,822	10,807	20.8%
Countywide Total	190,369	267,588	77,219	40.6%



Place Type for Priority Development Areas and Growth Opportunity Areas in Alameda County

Plan Bay Area





Priority Development Area	Place Type	Growth Opportunity Area
	Regional Center	
	City Center	
	Urban Neighborhood	
	Suburban Center	
	Transit Town Center	
	Mixed-Use Corridor	
	Transit Neighborhood	
	Rural Town Center	
	Rural Mixed-Use Corridor	
	Employment Center	
	Priority Conservation Area	
	Urban Footprint	

Source: Street Base Map © 2008 TeleAtlas, Inc. All rights reserved.
 Protected areas data from California Protected Areas Database (www.calandis.org). 2010
 ABAG GIS/March 2011

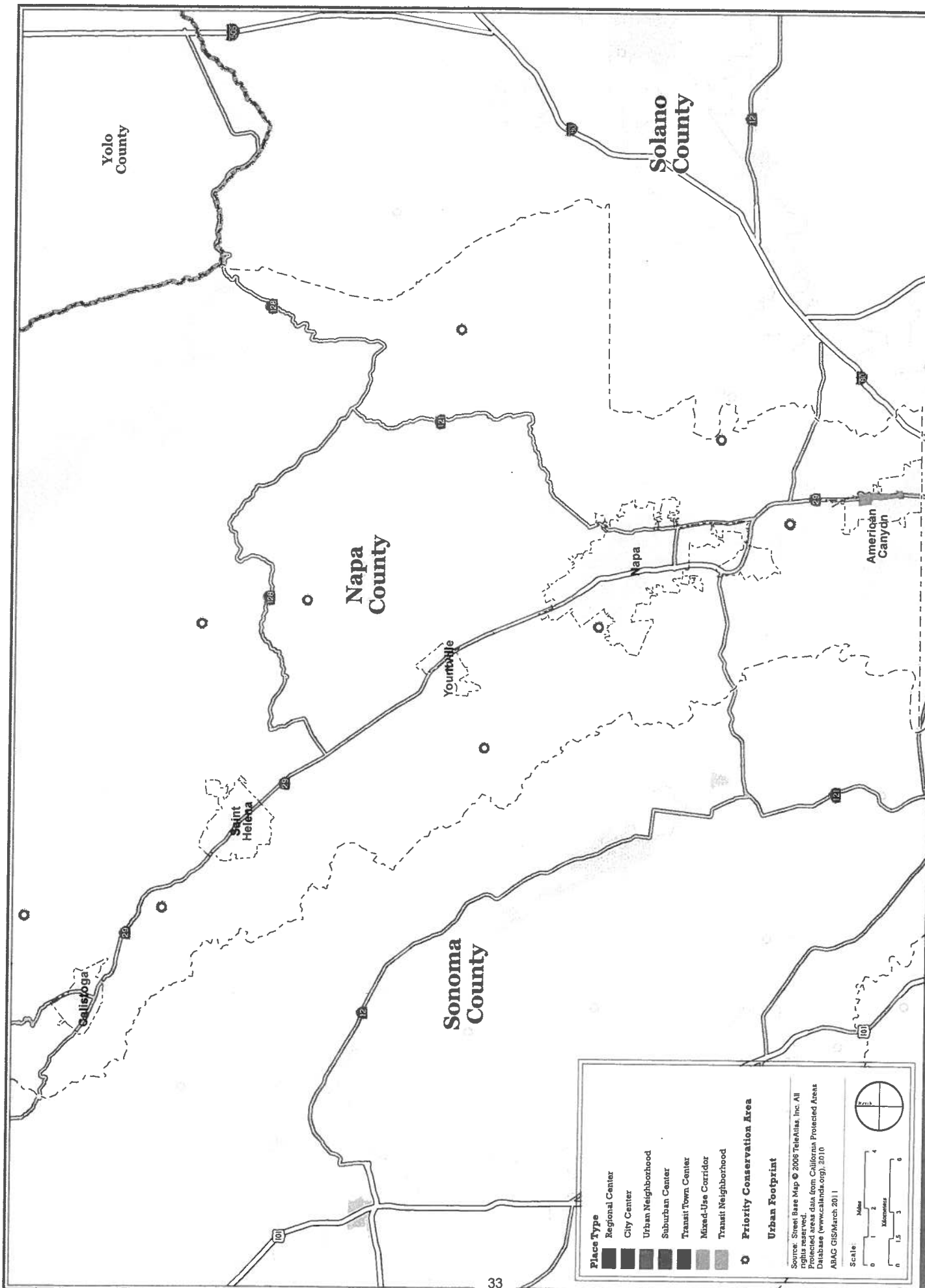
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 0 0.75 1.5 3 Kilometers

North Arrow

Place Type for Priority Development Areas
 and Growth Opportunity Areas in Marin County

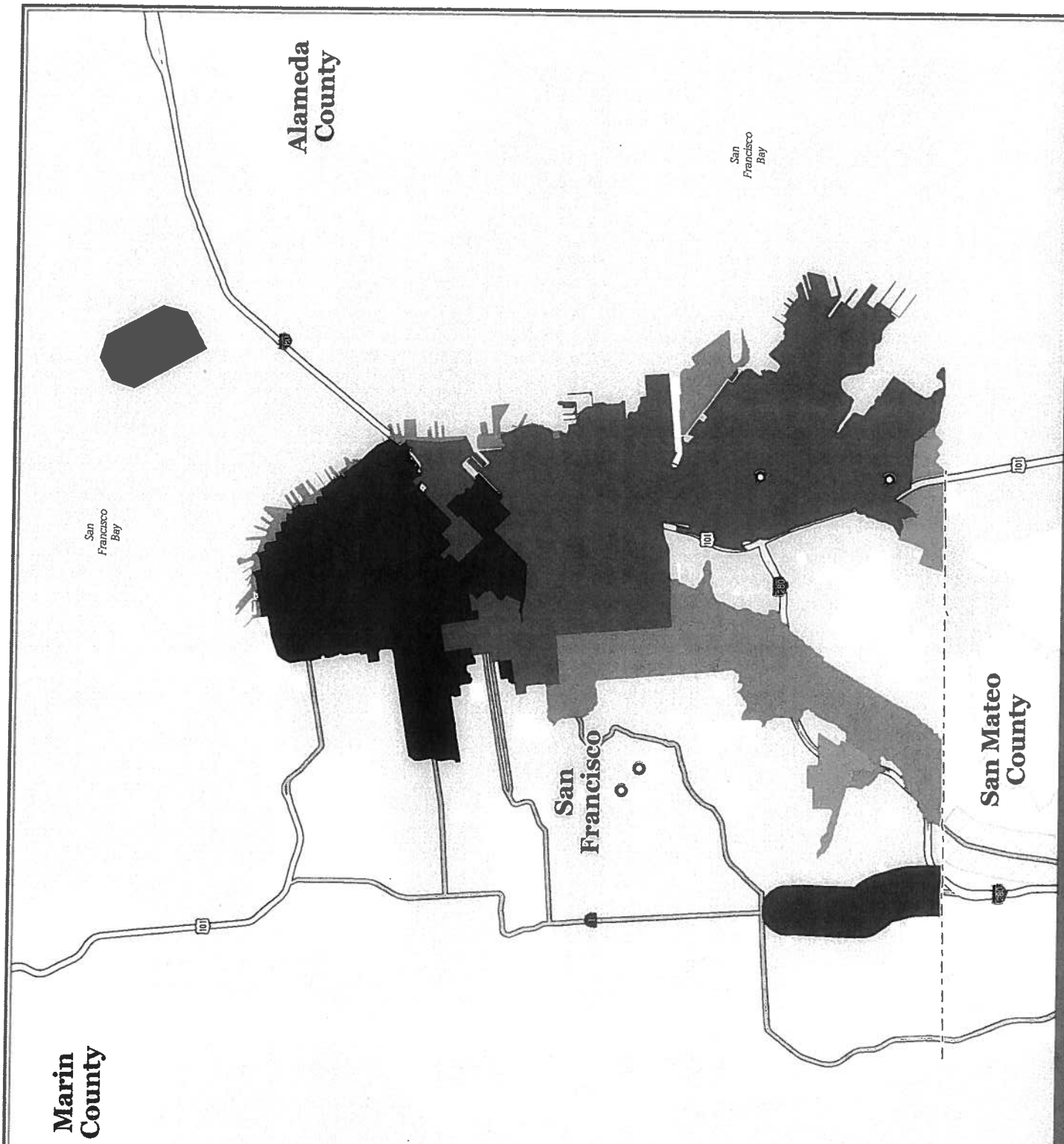
Plan Bay Area





Place Type for Priority Development Areas in Napa County

Plan Bay Area



Place Type

Regional Center

City Center

Urban Neighborhood

Suburban Center

Transit Town Center

Mixed-Use Corridor

Transit Neighborhood

El Camino Real Corridor

Priority Conservation Area

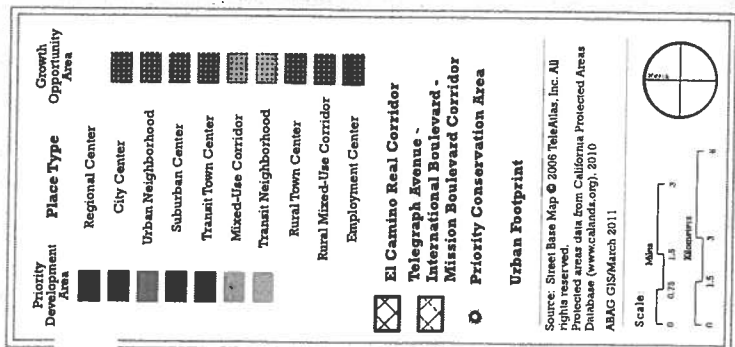
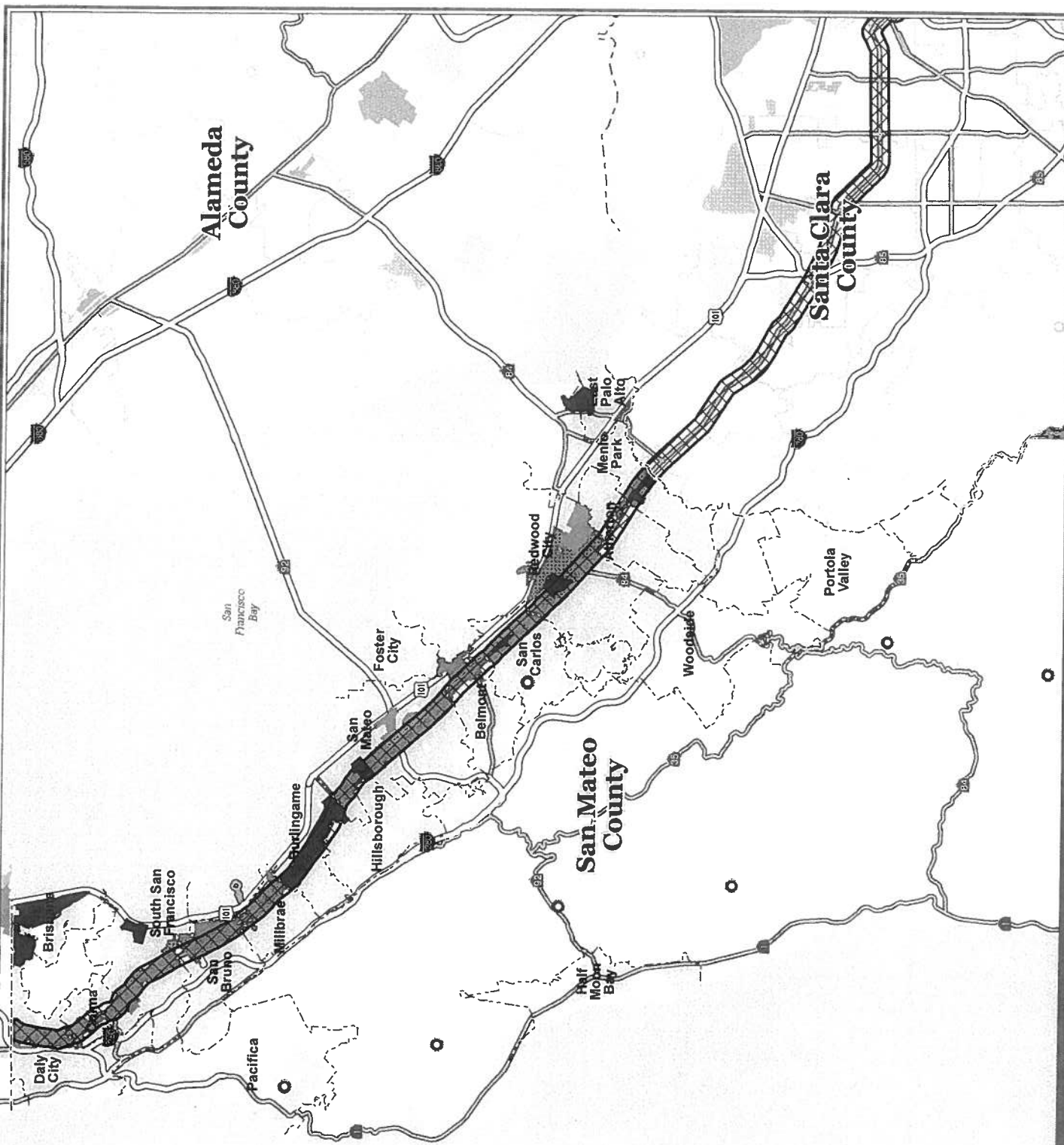
Urban Footprint

Source: Street Base Map © 2008 TeleAtlas, Inc. All rights reserved.
 Protected areas data from California Protected Areas Database (www.calandis.org), 2010
 ABAG GIS/March 2011

Scale: Miles
 0 0.25 0.5 1 2
 Kilometers
 0 0.5 1 2

Place Type for Priority Development Areas in San Francisco



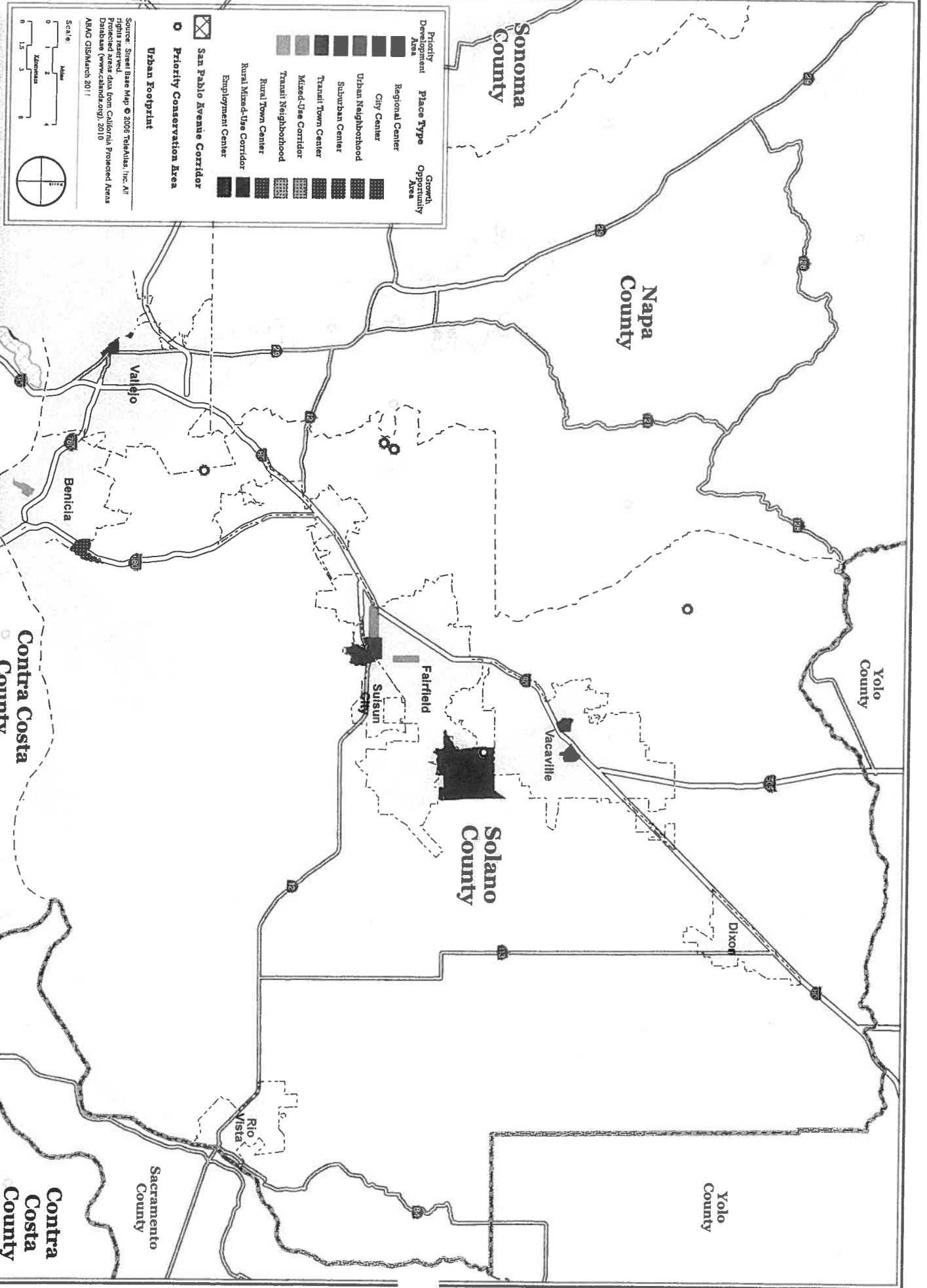


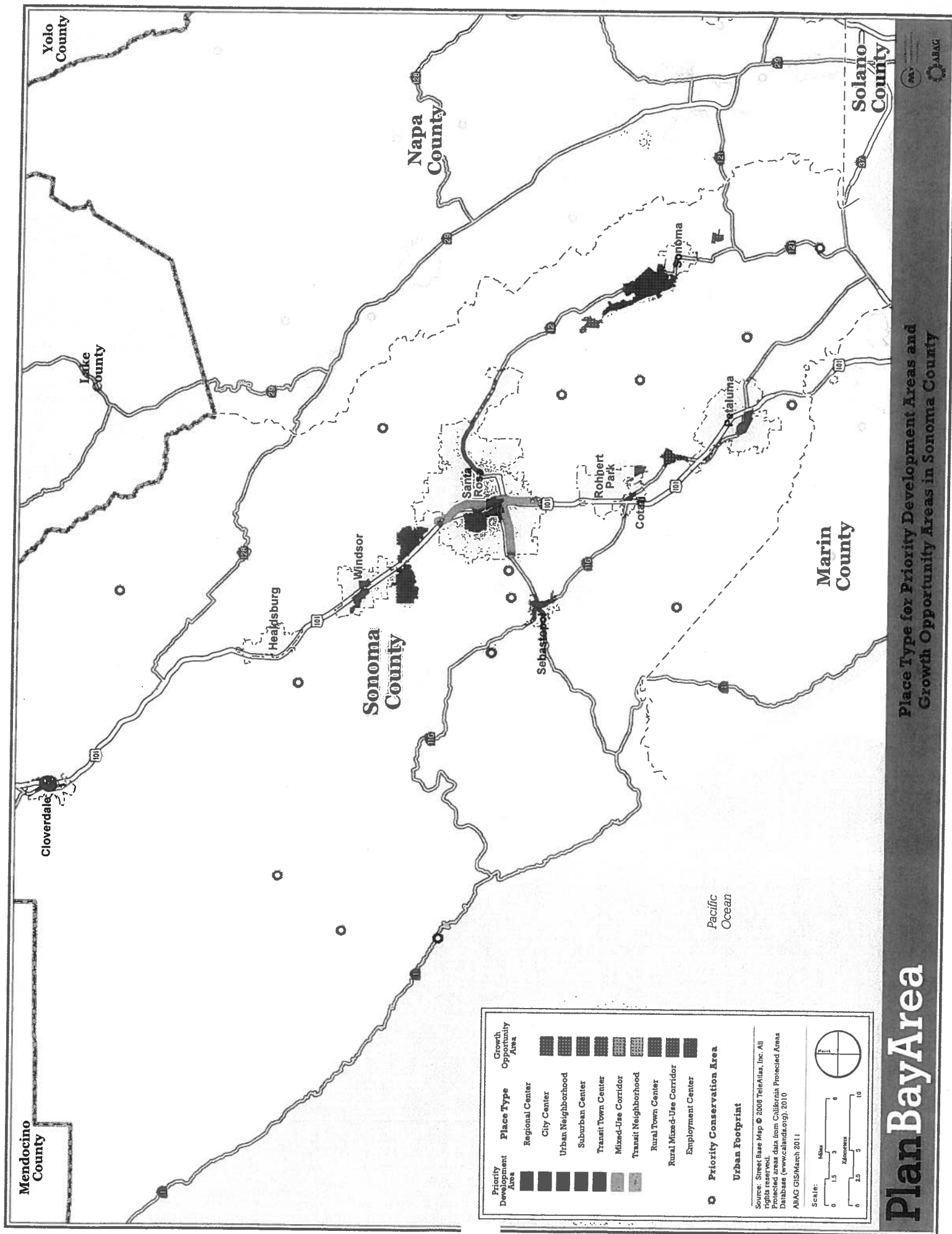
Place Type for Priority Development Areas and Growth Opportunity Areas in San Mateo County

Plan Bay Area

Plan Bay Area

Place Type for Priority Development Areas and Growth Opportunity Areas in Solano County

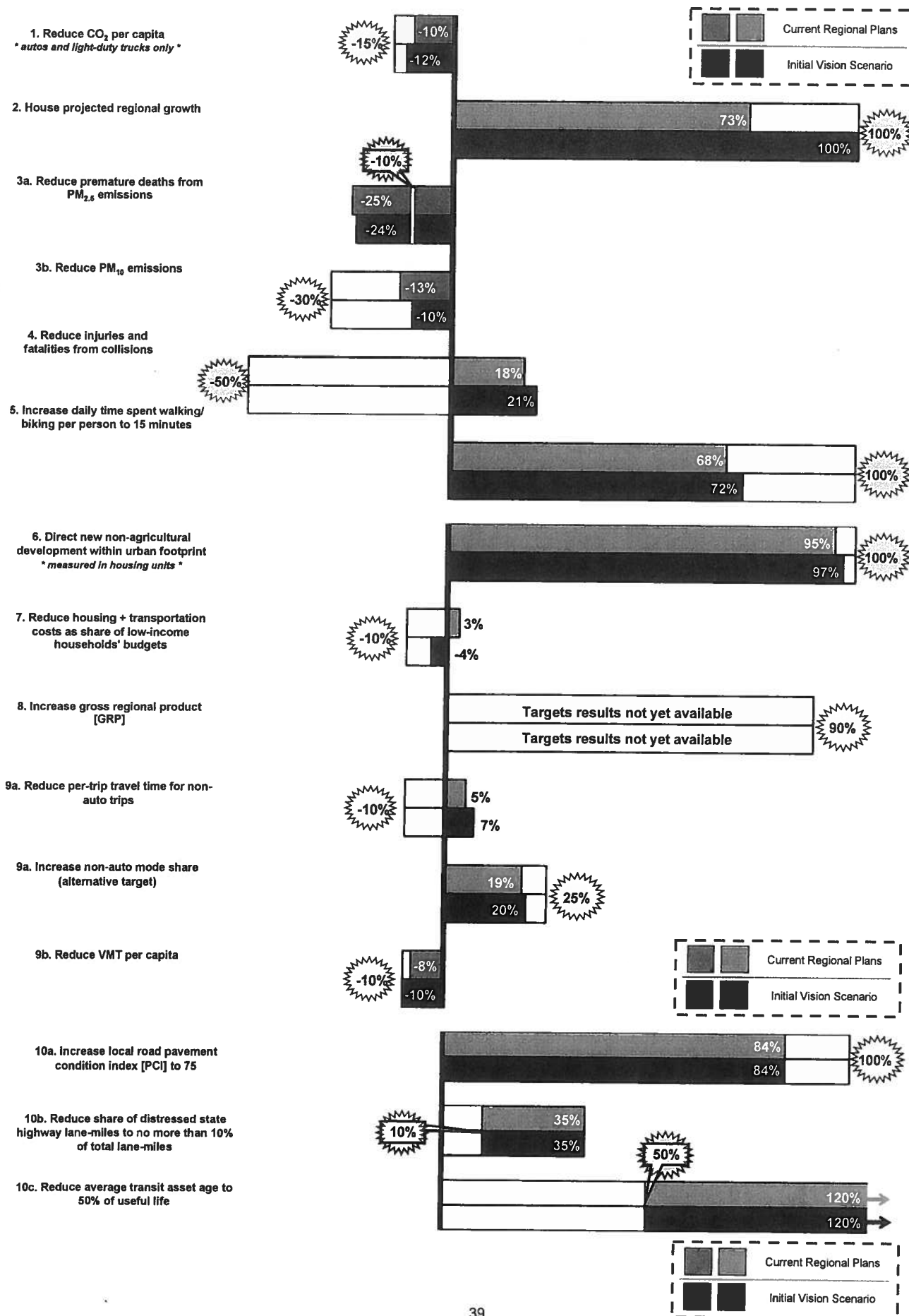




Place Type for Priority Development Areas and Growth Opportunity Areas in Sonoma County

Figure 1

Target Results



Sustainable Communities Strategy Planning Process: Phase 2 Detail for 2011*

OneBayArea



Phase 1

Phases 3 & 4

Phases 3 & 4



Final
Plan

- Initial Vision Scenario
- Financial Forecasts
- Detailed SCS Scenarios
- RHNA Methodology
- Preferred SCS Scenario
- Draft RHNA Plan

BayArea



April 7, 2011
TAC Agenda Item 7
Continued From: NEW

Action Requested: INFORMATION/DISCUSSION

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
(707) 259-8782 / E-mail ehurwitz@nctpa.net
SUBJECT: Jurisdiction Review in Pursuit of STP/CMAQ under 2011 TIP Funding

RECOMMENDATION

Information only.

EXECUTIVE SUMMARY

There are a series of local projects making use of STP/CMAQ funds that require funding **obligation by April 30, 2011** including the Transportation Enhancements Program, Transportation for Livable Communities Program, Local Streets and Roads Projects, and Safe Routes to School and the Regional Bicycle Program. NCTPA requests that project sponsors report on progress to obligate funds.

FISCAL IMPACT? Yes. A total of \$3,340,000 in projects is up for obligation.

BACKGROUND AND DISCUSSION

In fall of 2010 NCTPA and member jurisdictions determined a list of projects to receive funding in FY 2011 and 2012. Those projects need to have their funding obligated by April 30, 2011. In most cases, this involves obtaining an E-76 fund obligation from Caltrans, an often complex process. Jurisdictions have been working on this in coordination with the Caltrans Office of Local Assistance. NCTPA is also the project sponsor for two (2) projects, including funding for the Napa Valley Vine Trail and the countywide Safe Routes to School program.

Each jurisdiction pursuing STP/CMAQ funding will report on the status of their obligation process.

SUPPORTING DOCUMENTS

Attachments: (1) 2011 TIP Project List - FY 2011 and 2012

METROPOLITAN TRANSPORTATION COMMISSION
STP/CMAQ Cycle 1 Block Grant and Safe Routes to School Funding

9/15/2010

NAPA COUNTY

(All Figures in \$,000)

#	County	Responsible Agency (agency to receive funds)	Agency Project Manger Contact Information Name Phone # E-Mail	MTC Program (if project qualifies under	Project Name	Project Location (include specific street limits if applicable)	Description of Work	TIP ID (for existing projects)	RTP ID	Phase	FTIP Program Year	Other Local Funding	Other Regional Funding	Other State Funding	Other Federal Funding	LS&R Rehab Program	Regional Bicycle Program	County TLC Program	Safe Routes to Schools Funding	Total Block Grant & SR2S Funding	Total Funding
Napa County																\$1,880,000	\$605,000	\$540,000	\$315,000	\$3,340,000	
CMA Planning Support Takedown																\$75,000	\$24,000	\$22,000	n/a	\$121,000	\$121,000
#REF!	Napa	City of Napa	Eric Whan (707) 257-9434 ewhan@cityofnapa.org	Reg LSR	2012 Linda Vista Overlay	Linda Vista Redwood to Trower	Pavement rehabilitation: AC grinding, asphalt base digouts, concrete repair, installation of curb ramps and roadway overlay.	REG110002	230695	PE: ROW: CON:	2011 2011 2012	\$26,000 \$53,000				\$459,000				\$459,000	\$538,000
#REF!	Napa	City of Napa	Eric Whan (707) 257-9434 ewhan@cityofnapa.org	Reg LSR	2011 Cape Seal Pavement Rehabilitation	2011 Cape Seal Pavement Rehabilitation (Various Locations)	Cape seal of the following collector roadway segments: California Blvd. from Laurel to Second; Jefferson from Trancas to Sierra; West Pueblo from Redwood to Rancho; Trower from Linda Vista to Solano; Wine Country from Linda Vista to Hwy 29.	REG110002	230695	PE: ROW: CON:	2011 2011 2011	\$20,000 \$81,000				\$625,000				\$625,000	\$726,000
#REF!	Napa	County of Napa	Rick Marshall (707) 259-8381 rick.marshall@countyofnapa.org	Reg LSR	Napa County Local Roads Paving	Napa County Local Roads Paving on Silverado Trail from Zinfandel Ln to Skellenger Ln	Ashpalt Concrete overlay of existing County-maintained roads on the Federal-aid system.		230695	PE: ROW: CON:	2012 2011 2012	\$68,150 				\$526,000				\$526,000	\$594,150
#REF!	Napa	City of American Canyon	Michael Throne (707) 647-4558 mthrone@cityofamericancanyon.org	Reg LSR	West American Canyon Road Rehabilitation	West American Canyon Road Rehabilitation from SR 29 to James Road	Pavement rehabilitation: digouts, AC grinding, AC overlay, raise iron, striping and median relocation.		230695	PE: ROW: CON:	2011 2011 2012	 \$25,500				\$195,000				\$195,000	\$220,500
#REF!	Napa	City of Napa	Eric Whan (707) 257-9434 ewhan@cityofnapa.org	Reg RBP	Lincoln Avenue Solono/Silverado Trail Bike Lane	Lincoln Avenue between Solono Avenue and Silverado Trail	Restriping of Lincoln Avenue between Solono Avenue and Silverado Trail (with exception of California/Jefferson already funded) in order to provide Class II bike lanes along the entire corridor.		22247	PE: ROW: CON:	2011 2012	\$30,000 \$13,000				\$70,000 \$100,000				\$170,000	\$213,000
#REF!	Napa	City of Napa	Eric Whan (707) 257-9434 ewhan@cityofnapa.org	Reg RBP	North/South Napa Bike Connection	California Blvd Pueblo/Permanente Bike Lane Project	Widening of California Blvd in section along the project limits of Pueblo and Permanente Way in order to provide Class II bike lanes along the entire corridor		22247	PE: ROW: CON:	2012 2012	\$8,000 \$87,000				\$40,000 \$160,000				\$200,000	\$295,000
#REF!	Napa	Napa County Regional Park and Open Space District	John Woodbury (707) 259-5933 jwoodbury@ncrpsd.org	Reg RBP	Napa Valley Vine Trail (Additional segments - all jurisdiction)	Napa Valley Vine Trail length of Napa Valley to Calistoga in the North to Southern County Line	Design of individual segments of Vine Trail. Class I Bike Path running the length of Napa Valley to Calistoga in the North to the southern County line (and further extending to the Bay Link Terminal in Vallejo, Solano County.)		22247	PE: ROW: CON:	2011 2011 2012	\$28,000 				\$211,000				\$211,000	\$239,000
#REF!	Napa	City of American Canyon	Brent Cooper bcooper@cityofamericancanyon.org	Co. TLC	PDA Development Plan	PDA Development Plan	American Canyon has just received a PDA Certification from ABAG. The funding will be used to develop a strategic Plan to focus on significant transit service improvements and define associated land use patterns and development Plans in the PDA consistent with Regional goals.		21011	PE: ROW: CON:	2011 	\$36,475 					\$318,000			\$318,000	\$354,475
#REF!	Napa	City of American Canyon	Michael Throne (707) 647-4558 mthrone@cityofamericancanyon.org	Co. TLC	Theresa Avenue Sidewalk Project, Phase II	Theresa Ave between TR07-1800 and Napa Junction in American Canyon	Replace substandard curb, gutter and sidewalk and construct missing sections of curb, gutter and sidewalk between TR07-1800 and the Napa Junction Elementary School.		21011	PE: ROW: CON:	2011 2011	\$3,100 \$23,000					\$200,000			\$200,000	\$226,100
10	Napa	NCTPA	Eliot Hurwitz (707) 25908782 ehurwitz@nctpa.net	SR2S	SRTS Program Expansion	Selected schools throughout Napa County	Expand existing SRTS program from 6 to 15 schools and enhance program offerings		230550	PE: ROW: CON:	2011 	 						\$315,000		\$315,000	\$315,000
NAPA COUNTY												\$932,225	\$0	\$0	\$0	\$1,880,000	\$605,000	\$540,000	\$315,000	\$3,340,000	\$3,847,225
BALANCE																\$0	\$0	\$0	\$0	\$0	

Programming Block Grant and SR2S Amounts by year over Cycle 1					
FY 2011	\$625,000	\$281,000	\$518,000	\$315,000	\$1,739,000
FY 2012	\$1,180,000	\$300,000	\$0	\$0	\$1,480,000

Percentage of the Total Block Grant and SR2S Amounts Programmed by year					
FY 2011	35%	48%	100%	100%	54%
FY 2012	65%	52%	0%	0%	46%



April 7, 2011
TAC Agenda Item 8
Continued From: March
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: Eliot Hurwitz, Program Manager
(707) 259-8782 / E-mail: ehurwitz@nctpa.net
SUBJECT: FY 2013 Regional Transportation Plan (RTP) - Call for Projects

RECOMMENDATION

- Review current RTP (2009) list of projects and recommend deletions and amendments.
- Review existing program evaluation criteria and recommend changes.
- Begin discussion of comprehensive project list for recommendation to the NCTPA Board at their April 20, 2011 meeting.

EXECUTIVE SUMMARY

The Metropolitan Transportation Commission (MTC) has issued an open "Call for Projects" for the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). This is the 25-year Regional Strategic Transportation Plan that is revised every four (4) years. This RTP will be the first created under the SB375 rules that mandate a companion "Sustainable Communities Strategy", which must demonstrate how the RTP will achieve reductions in Greenhouse Gas emissions due to cars and light trucks.

All jurisdictions have been given login access to the MTC website set up to make deletions, changes and additions to the RTP project list.

Final project submittals are **due to MTC by April 29, 2011**. TAC will continue the discussion begun at the March TAC meeting and submit a final plan to the NCTPA Board for their approval at the next Board meeting on April 20, 2011.

The initial step is to review the current list of projects in the existing (2009) RTP and indicate whether any projects should be removed or amended.

For new projects:

1. NCTPA will coordinate project submittal for all Napa jurisdictions.
2. A public outreach process is required – schedule of meetings attached.
3. MTC has assigned Napa County a working target budget of \$1.2 Billion for the next 25 years (not to be construed as the budget used for allocating funds to projects).
4. NCTPA, via the TAC has established project cost estimation guidelines, adopting Contra Costa County's guidelines.
5. MTC has developed a set of basic criteria to assist project sponsors with determining what type of projects to submit.
6. NCTPA will bundle projects into categories, where possible.

FISCAL IMPACT

Is there a Fiscal Impact? Yes. TAC will work to develop recommendations for approximately \$1.2B in projects over the next 25 years.

BACKGROUND AND DISCUSSION

In March 2011 MTC issued an open "Call for Projects" for the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). This is the 25-year regional strategic transportation plan that is revised every four (4) years. This RTP will be the first created under the SB375 rules that mandate a companion "Sustainable Communities Strategy", which must demonstrate how the RTP will achieve reductions in Greenhouse Gas emissions due to cars and light trucks.

Final project submission is due to MTC by April 29, 2011.

The project submittal process will be conducted as follows:

1. Each Congestion Management Agency (CMA – NCTPA in Napa) will coordinate the project submittal process for their respective county. Project sponsors are asked to coordinate with their respective CMA to submit projects. Sponsors of multi-county projects (i.e. BART, Caltrain, Caltrans, etc.) may submit projects directly to MTC. Members of the public are eligible to submit projects, but must secure a public agency sponsor before submitting the project to the CMA. MTC will also submit regional projects/programs for consideration.
2. CMAs are to conduct and document their public outreach process to solicit ideas for projects. SB 375, the legislation mandating the RTP/SCS, also requires a separate public participation plan for its development. The CMA's outreach process must be consistent with the requirements of MTC's Public Participation Plan. NCTPA has scheduled three public meetings, in Napa, American Canyon and Calistoga, for the week of April 11, 2011 (schedule attached).

3. MTC has assigned each county a target budget, which is intended as a general upper financial limit for the program of projects submitted by county. For Napa County, this will be \$1.2 Billion for the next 25 years. The county target budgets are calculated based on the county population shares of estimated RTP/SCS discretionary funding plus an additional 75 percent. The county target budget is established for purposes of setting a reasonable limit on project submittals and is not to be construed as the budget used for allocating funds to projects in the RTP/SCS.
4. CMAs are required to establish project cost estimation guidelines for the project sponsors. At the March 3 meeting, the NCTPA TAC adopted the Contra Costa County cost estimation guidelines. These should be used in developing budgets for RTP projects.
5. MTC has developed a set of basic criteria to assist project sponsors with determining what type of projects to submit. Project sponsors are encouraged to submit projects that meet one or more of the criteria.
6. NCTPA will bundle projects into categories, where possible. Projects which are not exempt from regional conformity cannot be placed into a programmatic category.

To submit a project, MTC has developed a web-based application form that allows sponsors to update current projects and submit new ones for consideration in the plan. All Napa jurisdictions have been provided with login access to this website at <http://173.1.31.92/>. The web-based project application will allow sponsors to:

- Identify projects in the current plan (Transportation 2035 Plan) that have been completed and are in operation, and mark them as a “dropped” project.
- Identify projects in the current plan that are no longer being proposed, and mark them as dropped project.
- Update project information for projects in the current plan that is proposed to be carried forward in the RTP/SCS.
- Add new projects for consideration in the RTP/SCS.

The web-based project application form became available on March 1, 2011. NCTPA is helping MTC by assisting project sponsors with the application, as well as reviewing and verifying project information prior to final submittal to MTC.

Issue Call for Projects Letter to CMAs	February 10, 2011
Open Web-Based Project Application Form for use by CMAs/ Project Sponsors	March 1, 2011
Project Submittals Due	April 29, 2011
MTC Conducts Project-Level Performance Assessment	May – July 2011

County	Population Share	Transportation 2035 Discretionary Revenue Share Based on Population (using 2010 population)	Discretionary Revenue Share Based on Population + 75% Mark Up (in billions)	Napa County Target Budget in Transportation 2035 Call for Projects (Discretionary Revenue Share Based on Population + 50% Mark Up)
Napa	2%*	\$640M	\$1,120M	\$960M

*Population Data Source = Ca. Department of Finance, 2010 Population Statistics

Napa Population Total: 138,917

Bay Area Population Total: 7,459,858

Transportation 2035 Discretionary Funds: \$32 Billion

SUPPORTING DOCUMENTS

Attachments: (1) MTC Call for Projects Letter
(2) Public Meeting Schedule
(3) NCTPA Project Evaluation Criteria - Revised
(4) 2009 RTP Project List

Attachment A Call for Projects Guidance

The Metropolitan Transportation Commission (MTC) requests the assistance of the nine Bay Area Congestion Management Agencies (CMAs) to help with the Call for Projects within their counties. CMAs are best suited for this role because of their existing relationships with local jurisdictions, elected officials, transit agencies, community organizations and stakeholders, and members of the public within their counties. MTC expects the CMAs to plan and execute an effective public outreach and local engagement process to solicit candidate projects to be submitted to MTC for consideration in the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).

Project sponsors with projects vying for future state or federal funding must have their project identified in the financially constrained RTP/SCS. CMAs will be the main point of contact for local sponsoring agencies and members of the public submitting projects for consideration for inclusion in the 2013 SCS/RTP. Sponsors of multi-county projects (i.e. Caltrans, BART, Caltrain, etc.) may submit directly to MTC, but communication and coordination with CMAs is encouraged. Members of the public are eligible to submit projects, but must secure a public agency sponsor and coordinate the project submittal with their CMA.

CMAs will assist MTC with the Call for Projects by carrying out the following activities:

1. Public Involvement and Outreach

- **Conduct countywide outreach to stakeholders and the public to solicit project ideas.** CMAs, as well as multi-county transit operators and Caltrans, will be expected to implement their public outreach efforts in a manner consistent with MTC's Public Participation Plan (MTC Resolution No. 3821), which can be found at http://www.onebayarea.org/get_involved.htm. CMAs are expected, at a minimum, to:
 - Execute effective and meaningful local engagement efforts during the Call for Projects by working closely with local jurisdictions, elected officials, transit agencies, community-based organizations, and the public through the project solicitation process. In addition to the CMAs' citizen advisors, MTC's Policy Advisory Council members are a good resource to the CMAs to help plan community outreach events, engage members of the public, and identify candidate projects. Please see **Attachment A.4** for a list of MTC's Policy Advisory Council members.
 - Explain the local Call for Projects process, informing stakeholders and the public about the opportunities for public comments on project ideas and when decisions are to be made on the list of projects to be submitted to MTC;
 - Hold public meetings and/or workshops at times which are conducive to public participation to solicit public input on project ideas to submit;
 - Hold at least one public hearing providing opportunity for public comment on the list of potential projects prior to submittal to MTC;
 - Post notices of public meetings and hearing(s) on their agency website; include information on how to request language translation for individuals with limited English proficiency. If agency protocol has not been established, please refer to MTC's Plan for Assisting Limited English Proficient Populations.
 - CMA staff will be expected to provide MTC with a link so the information can also be viewed on the website OneBayArea.org;
 - Hold public meetings in central locations that are accessible for people with people with disabilities and by public transit;

- Offer language translations and accommodations for people with disabilities, if requested at least three days in advance of the meeting.
- ***Document the outreach effort undertaken for the local call for projects.*** CMAs, as well as multi-county transit operators and Caltrans, are to provide MTC with:
 - A description of how the public was involved in the process for nominating and/or commenting on projects for inclusion in the RTP/SCS. Specify whether public input was gathered at forums held specifically for the RTP/SCS or as part of an outreach effort associated with, for example, an update to a countywide plan;
 - A description of how the public engagement process met the outreach requirements of MTC's Public Participation Plan, including how the CMA ensured full and fair participation by all potentially affected communities in the project submittal process.
 - A summary of comments received from the public and a description of how public comments informed the recommended list of projects submitted by the CMA. Conversely, rationale must be provided if comments or projects from the public were not able to be accommodated in the list of candidate projects and a description of how the CMA, in future project nomination processes, plans to address the comments or projects suggested by the public.

2. Agency Coordination

- ***Work closely with local jurisdictions, transit agencies, MTC, Caltrans, and stakeholders to identify projects for consideration in the RTP/SCS.*** CMAs will assist with agency coordination by:
 - Communicating this Call for Projects guidance to local jurisdictions, transit agencies, Caltrans, and stakeholders and coordinate with them on the online project application form by assigning passwords, fielding questions about the project application form, reviewing and verifying project information, and submitting projects as ready for review by MTC
 - Working with members of the public interested in advancing a project idea to find a public agency project sponsor, and assisting them with submitting the project to MTC;
 - Developing freeway operations and capacity enhancement projects in coordination with MTC and Caltrans staff.
 - Developing transit improvements in coordination with MTC and transit agency staff.

3. Title VI Responsibilities

- ***Ensure the public involvement process provides underserved communities access to the project submittal process as in compliance with Title VI of the Civil Rights Act of 1964.***
 - Assist community-based organizations, communities of concern, and any other underserved community interested in submitting projects;
 - Remove barriers for persons with limited English proficiency to have access to the project submittal process;
 - For additional Title IV outreach strategies, please refer to MTC's Public Participation Plan found at: http://www.onebayarea.org/get_involved.htm

4. County Target Budgets

- ***Ensure that the County project list fits within the target budget defined by MTC for the county.***
 - To establish the county target budgets, MTC used the discretionary funding amount (\$32 billion) from the Transportation 2035 Plan and assigned counties a target budget based on a population share formula with an additional 75% mark up. County target budgets can be seen below. This formula approach is consistent with the formula used in Transportation 2035 Plan.
 - County target budgets are intended as a starting point to guide each CMA in recommending a project list to MTC by providing an upper financial limit.
 - County target budgets are not intended as the financially constrained RTP/SCS budget. CMAs and MTC will continue to discuss further and select projects later in the process that fit the RTP/SCS financially constrained envelope.

County Target Budgets (in billions)

Alameda: \$11.76	San Mateo: \$5.60
Contra Costa: \$7.84	Santa Clara: \$14.0
Marin: \$2.24	Solano: \$3.36
Napa: \$1.12	Sonoma: \$3.92
San Francisco: \$6.16	

5. Cost Estimation Review

- ***Establish guidelines for estimating project costs.*** CMAs are to establish cost estimation guidelines for use by project sponsors. The guidelines may be developed by the CMAs or CMAs can elect to use other accepted guidelines produced by local, state or federal agencies. MTC has identified the following cost estimation guidelines available for use:
 - Federal: National Cooperative Highway Research Program's Guidance for Cost Estimation and Management for Highway Projects During Planning, Programming, and Preconstruction (http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_w98.pdf)
 - State: Caltrans' Project Development Procedures Manual Chapter 20, Project Development Cost Estimates (http://www.dot.ca.gov/hq/oppd/pdpm/chap_pdf/chapt20.pdf)
 - Local: Contra Costa Transportation Authority (CCTA) Cost Estimation Guide (http://ccta.net/assets/documents/Cost_Est_Guide_Documentation.pdf)
- ***Review and verify with MTC that each project has developed an appropriate cost estimate prior to submittal.***

6. General Project Criteria

- ***Identify whether projects meet basic project parameters as outlined by MTC.*** CMAs will encourage project sponsors to submit projects which meet one or more of the general criteria listed below, keeping in consideration that projects should support SCS principals promulgated by SB 375:
 - Supports the goals and performance targets of the RTP/SCS (see **Attachment A.1**).
 - Serves as a regionally significant component of the regional transportation network. A regionally significant transportation project serves regional transportation needs (such as access to and from the area outside of the region, major activity centers in the region,

- major planned developments such as new retail malls, sports complexes, etc., or transportation terminals as well as most terminals themselves).
 - Supports focused growth by serving existing housing and employment centers FOCUS Priority Development Areas.
 - Derives from an adopted plan, corridor study, or project study report (e.g., community-based transportation plans, countywide transportation plan, regional bicycle plan, climate action plans, etc.).
- ***Assess how well the project meets basic criteria***
Project sponsors are welcome to use MTC's qualitative/quantitative approach or some hybrid thereof to develop and evaluate project priorities (See **Attachment A.3**). Sponsors may include qualitative discussion and/or quantitative data to demonstrate how proposed projects meet the RTP/SCS goals and targets, the magnitude of project impacts and cost effectiveness. MTC will provide a function in the on-line application for this information and may use it to inform the Goals Assessment portion of MTC's evaluation.

7. Programmatic Categories

- CMAs should group similar projects, which are exempt from regional air quality conformity that do not add capacity or expand the transportation network, into broader programmatic categories rather than submitting them as individual projects for consideration in the RTP/SCS. These individual projects may address a concern of the community (e.g., improved pedestrian ways to transit, curb bulb-outs to calm traffic, etc.), but do not have to be individually specified for the purposes of air quality conformity. See **Attachment A.2** for guidance on the programmatic categories.

Timeline

Task	Date
Issue Call for Projects Letter to CMAs, Caltrans, and Multi-County Transit Operators	February 10, 2011
Open Online Project Application Form for Use by CMAs/ Project Sponsors	March 1, 2011
Close of Project Submittal Period	April 29, 2011
MTC Conducts Project-Level Performance Assessment and Selection Process for Projects for Detailed SCS Scenarios	May – July 2011

J:\PROJECT\2013 RTP_SCS\Call for Projects\Final Version\Attachment A - Guidance.doc

NAPA COUNTY TRANSPORTATION AND PLANNING AGENCY

**NOTICE OF PUBLIC MEETING ON PROJECTS BEING CONSIDERED
FOR INCLUSION IN THE NEXT BAY AREA-WIDE
REGIONAL TRANSPORTATION PLAN**

NOTICE IS HEREBY GIVEN, Starting in April 2011, the Napa County Transportation and Planning Agency (NCTPA) will be holding a series of public information meetings about the Regional Transportation Plan (RTP) at which the public will be invited to propose projects and programs to be included into the plan.

Proposed projects and programs will undergo a performance evaluation by the Metropolitan Transportation Commission (MTC) starting in May 2011. The results of the project performance assessment will inform the upcoming detailed alternatives analysis and investment trade-off discussions, ultimately leading to a preferred RTP/SCS early next year with adoption occurring a year later.

The Dates and Locations for Each of the Public Meetings are:

Tuesday April 12 – in Napa at NVUSD Board Room located at 2425 Jefferson St.

Wednesday April 13 – in American Canyon at AC Middle School Cafeteria located at 300 Benton Way American Canyon.

Thursday April 14 – in Calistoga at Calistoga Community Center located at 1307 Washington St. Calistoga

For additional information about the meetings call Eliot Hurwitz at 707-259-8631 and for additional information about the Regional Transportation Plan see the MTC website at http://www.mtc.ca.gov/planning/plan_bay_area/.

DATED: March 28, 2011

NCTPA Project Selection Criteria

Review by TAC - April 7, 2011

1. Project fulfills an identified need including: <ul style="list-style-type: none">• Maintenance• Safety• Land Use• Support for Alternative Mode• Goods Movement	50 Points
2. Project is consistent with regional/ plans and meets MTC criteria.	40 Points
3. Adjoining Highway System	5 Points
4. Project is time sensitive?	5 Points

Jurisdictions with a "credit balance" in the countywide accounting will be credited with such a balance in the choice of projects.



April 7, 2011
TAC Agenda Item 9
Action Requested: ACTION

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

TO: Technical Advisory Committee (TAC)
FROM: Paul W. Price, Executive Director
REPORT BY: Paul W. Price, Executive Director
(707) 259-8634 / E-mail: pprice@nctpa.net
SUBJECT: Creation of a Standing Committee to Review Funding for Local Transportation Projects

RECOMMENDATION

That the TAC supports a recommendation:

1. That the Board creates a limited term, single purpose standing committee to advise the Board on a local transportation infrastructure plan. Working from the existing Program Environmental Impact Report and Expenditure Plan, this committee would advise the Board on the following issues :
 - a. How a local self-help measure would be distributed.
 - b. A list of proposed projects over the term of any self-help measure
 - c. The term of any self-help measure
 - d. The proper date to request a public vote if so recommended
2. That such a committee would be called the Infrastructure for Napa Action Committee.
3. That the committee be comprised of one (1) member from each of the following organizations (invited):
 - a. NCTPA Board Chair
 - b. Napa Chamber of Commerce
 - c. American Canyon Chamber of Commerce
 - d. One representative of Yountville, St. Helena, or Calistoga Chamber
 - e. Napa Tax Payers Association
 - f. Farm Bureau
 - g. Napa Valley Grape Growers
 - h. Sierra Club
 - i. Destination Council
 - j. Hispanic Network
 - k. A social service agency member

-
4. Staffing for the committee be comprised of the NCTPA and two members of the NCTPA Technical Advisory Committee (TAC) as selected by the TAC and approved by the NCTPA Board.

EXECUTIVE SUMMARY

Pursuant to Board direction, the constituents of the Napa region were solicited as to their views and support of a method to pay for certain transportation infrastructure investments. The polling showed a clear understanding of the need for some method to help support our deteriorating local streets, roads, and for some measure of congestion relief. Given the time necessary make the November 2012 ballot, we need to begin the process of working with our stakeholders to develop an expenditure plan, reach local consensus, develop ballot measure language, undertake an update of the Environmental Impact Report, and submit the request to the County Board of Supervisors by June of 2012. To further that potential goal, the Board, at its March 16, 2011 meeting, asked that a standing committee be organized to advise the Board on the several aspects that might lead to a potential ballot measure. Those items include:

1. How a local self-help measure would be funded.
2. A list of proposed projects over the term of any self-help measure.
3. The term of any self-help measure.
4. The proper date to request a public vote if so recommended.

FISCAL IMPACT

Is there a Fiscal Impact? Yes. Staffing and supporting the standing committee is expected to cost \$6,500 over FY 11/12 (8 hours per month staff time).

BACKGROUND AND DISCUSSION

As noted in prior Board meetings, there is a significant funding shortfall for transportation infrastructure in the Napa region. Within the Napa county area, broadly stated, the following revenues and transportation project needs have been identified over the next 25 years:

Transportation Mode	Revenues	Needs	Shortfall
Local Streets and Roads	\$295,000,000	\$965,000,000	\$670,000,000
Public Transit	\$220,000,000	\$310,000,000	\$ 90,000,000
Bicycle/Ped. Projects	\$ 27,500,000	\$140,000,000	\$112,500,000
Total	\$542,500,000	\$1,415,000,000	\$872,500,000

As identified above, the Napa region will receive enough funding to meet about 38% of its needs over the next 25 years. One major step in developing a revenue stream for local transportation infrastructure would be the extension of the current flood control infrastructure sales tax set to expire in 2018. The extension of this measure would generate approximately \$13 million dollars annually or \$325 million dollars over 25

years based on 2010 dollars. This would generate approximately 37% of our current shortfall. The sales tax consideration seems to rise above other funding alternatives as approximately 1/3 of our sale tax revenues within the county are generated from those visiting the county. Other taxing methods, such as property taxes and vehicle licensing fees only generate revenues from local residents and businesses and generate far lower yields with a reasonable fee consideration. Also considered was a gasoline tax increase. However, this consideration seems poorly suited to the long term solutions. As automobiles become more fuel efficient or begin to use alternative motive power (such as electric vehicles) the decline in gasoline tax revenues could be significant over time.

SUPPORTING DOCUMENTS

None



April 7, 2011
TAC Agenda Item 10
Action Requested: ACTION

NAPA COUNTY TRANSPORTATION AND PLANNING AGENCY TAC Agenda Letter

TO: Technical Advisory Committee (TAC)
FROM: Paul W. Price, Executive Director
REPORT BY: Paul W. Price, Executive Director
(707) 259-8634 / E-mail: pprice@nctpa.net
SUBJECT: Technical Advisory Committee By-Laws

RECOMMENDATION

That the TAC either take action to amend its By-laws to be consistent with the JPA or request Board action to amend the JPA to take into account the current TAC By-laws.:

EXECUTIVE SUMMARY

As staff has undertaken a review of all of its committees, their By-laws, and the JPA, there have been identified various inconsistencies between the By-laws and the JPA. As to the TAC, there are some inconsistencies that have made their way into the organization and members of the TAC. Staff is recommending that the TAC take action to reconcile its By-laws with the JPA.

FISCAL IMPACT

Is there a Fiscal Impact? No.

BACKGROUND AND DISCUSSION

From the JPA

Technical Advisory Committee (TAC). A single Technical Advisory Committee (TAC) shall be appointed by the NCTPA Board to advise the NCTPA Board regarding transit and roadway issues, including planning, project, and policy aspects. The TAC members shall include the Executive Director of NCTPA, serving ex-officio; a member nominated by the PCC and appointed by the NCTPA Board; and two (2) members and two (2) alternate members from the technical staffs of each of the Member Jurisdictions, serving ex officio as designated by the chief administrative officers of the respective Member Jurisdictions.

From TAC By-laws

The Committee shall be composed of 12 members and their alternates, each of whom shall be a staff member from each Member Agency. Two (2) members and two (2) alternate shall be appointed by the chief administrative officer of each Member Agency and shall serve at the pleasure of the Member Agency. In addition, NCTPA, Paratransit Coordinating Council, the Metropolitan Transportation Commission, and the California Department of Transportation (Caltrans) may each appoint one ex-officio member and one alternate, who shall not be counted for purposes of establishing a quorum and who shall have no voting rights.

<u>Agency</u>	<u>Delegates (Alternates)</u>	
City of American Canyon	2	(2)
City of Calistoga	2	(2)
City of Napa	2	(2)
City of St. Helena	2	(2)
County of Napa County	2	(2)
Town of Yountville	2	(2)
 <u>Ad Hoc</u>		
Paratransit Coordinating Council	1	(1)
Metropolitan Transportation Commission	1	(1)
Caltrans	1	(1)

SUPPORTING DOCUMENTS

None



April 7, 2011
TAC Agenda Item 11
Continued From: New
Action Requested: APPROVE

NAPA COUNTY TRANSPORTATION AND PLANNING AGENCY TAC Agenda Letter

TO: Technical Advisory Committee (TAC)
FROM: Paul W. Price, Executive Director
REPORT BY: Deborah Brunner, Manager of Public Transit
(707) 259-8778 / E-mail: dbrunner@nctpa.net
SUBJECT: VINE and VINE Go Fare Increase in FY 2011/2012

RECOMMENDATION

TAC recommend that the NCTPA Board approve Fare Option 1 (see attached) to raise the VINE and VINE Go fares effective January 1, 2012, and instructs the Executive Director to conduct outreach and marketing with passengers and the general public.

EXECUTIVE SUMMARY

Transit agencies that receive operating funds from the Transportation Development Act (TDA) are required to maintain a minimum farebox return on operating costs. The YTD VINE farebox revenue is 5.4% below the required ratio of 16%. However, the actual year end farebox revenue may end up to be around 15% as more trips are typically taken in the sprint-summer months, which will generate increased revenue. For the VINE is 16 percent; this fiscal year the service is below the minimum ratio at 15%.

Similarly the VINE Go service is required to meet a 10% farebox recovery ratio. It usually only achieves about 6% of its operating costs from fares. NCTPA uses fares collected through the taxi scrip program to meet the 10% requirement.

Failure to maintain the required ratio results in the reduction of the next TDA claim by the amount of the ratio shortfall.

Board approved fare increases were approved in September 2008. VINE fares were increased effective January 1, 2009 to the current fare structure. Previously, the VINE Routes 1-7 fares were increased in 1995, and the VINE Route 10 fares had not been raised since its inception in 1991/1992.

The VINE Go fares were also increased with a 2-phase approach which took effect January 1, 2009 and January 1, 2010. The VINE Go fares had not increased since VINE Route 10 was established in 1991/1992. The Board chose to increase the VINE Go fares in two phases to not create a financial hardship for passengers. The Board also directed staff to review and consider the fare structure every couple years to monitor the revenue to expenses ratio's for equity, subsidy levels and consideration of fare increases.

FISCAL IMPACT

Is there a Fiscal Impact? Yes. The potential VINE fare increase is projected to realize a 2.5% to 3% overall increase which is estimated to bring the farebox ratio to 17% to 18%, above the TDA requirement of 16%. The VINE Go fare increase is projected to attain a 2.5% to 3% change, placing the farebox ratio closer 8% to 9%. The VINE Go TDA farebox requirement is 10%. NCTPA makes up VINE Go farebox shortfalls with Taxi Scrip revenue.

BACKGROUND AND DISCUSSION

Short Range Transit Plan Farebox Requirement

As part of the Short Range Transit Plan (SRTP) the Board establishes productivity requirements. The farebox is an indication of the overall productivity.

The standard for VINE Go and Community Shuttles is 10%, the same as the TDA requirement for most of these services. The community shuttles reach the Short Range Transit Plan goal through contributions from each of the Cities. Independently, last fiscal year the VINE Go was only able to achieve a 6% farebox recovery ratio; it is not meeting the SRTP goal.

The standards for farebox recovery for the VINE service in the short range transit plan have been set at 20%. This standard is higher than the minimum requirement placed on the agency by the state and federal funding requirements as historically the VINE service has made a farebox of around 20%. NCTPA has scheduled to begin a new SRTP in May 2011. As a function of the SRTP, the farebox recovery ratio standard will be reviewed and consideration given to dropping the self imposed farebox ratio of 20% to a realistic goal in the range of 16% to 18%.

VINE

In FY 09-10 the VINE achieved a 14.3% farebox recovery ratio. Although a fare increase occurred during this period, the declining ridership and raise in fuel costs have contributed to lower farebox figures. A base fare of \$1.50 is projected to increase the farebox recovery ration to 17% or better. NCTPA is currently conducting a City of Napa transit study which will likely reintroduce a pulse system, new alignments, new routes, streamlined Route 10 service through Napa and timed pulse points at northern and

southern transit hubs. The purpose of these service improvements is to provide better routing and more reliable connections between local and regional routes, resulting in an increase in ridership by those already using the VINE and by attracting new riders.

The current fare structure and fare zone system was implemented January 1, 2009. Prior to 2009 the VINE multi-zone fares was based upon a 4-zone system. In January 2009 the number of zones was reduced to three zones.

Proposed VINE fare changes can be found in the attachment.

VINE Go

VINE Go is the complimentary ADA service for the VINE in Napa County. A 2-phase fare increase was implemented on January 1, 2009 and on January 1, 2010. Since the fares hadn't been raised since the early 1990's, the Board split the increase over a 2 year period. The farebox recovery has improved over the past two years. However, Taxi Scrip revenue was used to make up the farebox shortfall in 2009 and 2010. This year the farebox is projected to attain 7% to 8% in farebox.

Proposed VINE Go fare changes can be found in the attachment.

SUPPORTING DOCUMENTS

Attachments: (1) Proposed VINE and VINE Go Fare Changes

PROPOSED VINE AND VINE GO FARE INCREASE SCHEDULE

ATTACHMENT 1
TAC Agenda Item 11
April 7, 2011

VINE - Single Zone Cash Fare			
OPTION 1		OPTION 2	
	Current	Proposed	Increase
Adult	\$ 1.35	\$ 1.50	\$ 0.15
Youth	\$ 1.10	\$ 1.00	\$ 0.10
Reduced	\$ 0.65	\$ 0.75	\$ 0.10

OPTION 3			
	Current	Proposed	Increase
Adult	\$ 1.35	\$ 1.45	\$ 0.10
Youth	\$ 1.10	\$ 1.20	\$ 0.10
Reduced	\$ 0.65	\$ 0.75	\$ 0.10

VINE - Multi Zone Cash Fare				
EXISTING				
	Zone 1 Calistoga, St Helena, Deer Park, Oakville	Zone 2 Napa, Yountville	Zone 3 American Canyon, Vallejo	Z2 Increase
Zone 1				
Adult	\$ 1.35	\$ 2.15	\$ 2.90	\$ 0.80
Youth	\$ 1.10	\$ 1.60	\$ 2.00	\$ 0.50
Reduced	\$ 0.65	\$ 1.00	\$ 1.25	\$ 0.35
Zone 2				
Adult	\$ 2.15	\$ 1.35	\$ 2.15	
Youth	\$ 1.60	\$ 1.10	\$ 1.60	
Reduced	\$ 1.00	\$ 0.65	\$ 1.00	
Zone 3				
Adult	\$ 2.90	\$ 2.15	\$ 1.45	
Youth	\$ 2.00	\$ 1.60	\$ 1.20	
Reduced	\$ 1.25	\$ 1.00	\$ 0.70	

OPTION 1					
	Zone 1 Calistoga, St Helena, Deer Park, Oakville	Zone 2 Napa, Yountville	Zone 3 American Canyon, Vallejo	Z2 Increase	Z3 Increase
Zone 1	Adult	\$ 1.50	\$ 2.30	\$ 0.80	\$ 0.70
	Youth	\$ 1.00	\$ 1.80	\$ 0.55	\$ 0.40
	Reduced	\$ 0.75	\$ 1.10	\$ 0.35	\$ 0.25
Zone 2	Adult	\$ 2.30	\$ 1.50		
	Youth	\$ 1.80	\$ 1.00		
	Reduced	\$ 1.10	\$ 0.75		
Zone 3	Adult	\$ 3.00	\$ 2.30		
	Youth	\$ 2.20	\$ 1.80		
	Reduced	\$ 1.35	\$ 1.10		

OPTION 2					
	Zone 1 Calistoga, St Helena, Deer Park, Oakville	Zone 2 Napa, Yountville	Zone 3 American Canyon, Vallejo	Z2 Increase	Z3 Increase
Zone 1	Adult	\$ 1.40	\$ 2.20	\$ 0.80	\$ 0.80
	Youth	\$ 1.15	\$ 1.70	\$ 0.55	\$ 0.40
	Reduced	\$ 0.70	\$ 1.05	\$ 0.35	\$ 0.25
Zone 2	Adult	\$ 2.20	\$ 1.40		
	Youth	\$ 1.70	\$ 1.15		
	Reduced	\$ 1.05	\$ 0.70		
Zone 3	Adult	\$ 3.00	\$ 2.20		
	Youth	\$ 2.10	\$ 1.70		
	Reduced	\$ 1.30	\$ 1.05		

OPTION 3					
		Zone 1 Calistoga, St Helena, Deer Park, Oakville	Zone 2 Napa, Yountville	Zone 3 American Canyon, Vallejo	Z2 Increase Z3 Increase
Zone 1	Adult	\$ 1.45	\$ 2.25	\$ 3.00	\$ 0.80 \$ 0.75
	Youth	\$ 1.20	\$ 1.75	\$ 2.15	\$ 0.55 \$ 0.40
	Reduced	\$ 0.75	\$ 1.10	\$ 1.35	\$ 0.35 \$ 0.25
Zone 2	Adult	\$ 2.25	\$ 1.45	\$ 2.25	
	Youth	\$ 1.75	\$ 1.20	\$ 1.75	
	Reduced	\$ 1.10	\$ 0.75	\$ 1.10	
Zone 3	Adult	\$ 3.05	\$ 2.25	\$ 1.45	
	Youth	\$ 2.20	\$ 1.75	\$ 1.20	
	Reduced	\$ 1.35	\$ 1.10	\$ 0.75	

VINE - Punch Pass				
	Existing	Option 1	Option 2	Option 3
Adult	\$ 25.00	\$ 27.50	\$ 26.00	\$ 27.00
Youth	\$ 20.00	\$ 20.00	\$ 22.00	\$ 23.00
Reduced	\$ 12.00	\$ 13.00	\$ 13.00	\$ 13.50

VINE - Route 29				
	Current	Option 1	Option 2	
Vallejo	\$ 3.00	\$ 3.25	\$ 3.50	
BART	\$ 5.00	\$ 5.50	\$ 6.00	

VINE - Monthly Pass				
	Existing	Option 1	Option 2	Option 3
Adult	\$ 43.00	\$ 48.00	\$ 46.00	\$ 48.00
Youth	\$ 33.00	\$ 33.00	\$ 34.00	\$ 36.00
Reduced	\$ 22.00	\$ 24.00	\$ 23.00	\$ 24.00

VINE - Day Pass				
	Existing	Option 1	Option 2	Option 3
Adult	\$ 4.00	\$ 5.00	\$ 4.50	\$ 5.00
Youth	\$ 3.00	\$ 3.00	\$ 3.50	\$ 4.00
Reduced	\$ 2.00	\$ 2.50	\$ 2.25	\$ 2.50

VINE Go - Mult-Zone Cash Fares			
EXISTING			
	Zone 1 Calistoga, St Helena, Deer Park, Oakville	Zone 2 Napa, Yountville	Zone 3 American Canyon, Vallejo
Zone 1	\$ 2.50	\$ 4.00	\$ 5.50
Zone 2	\$ 4.00	\$ 2.50	\$ 4.00
Zone 3	\$ 5.50	\$ 4.00	\$ 2.50

OPTION 2			
	Zone 1 Calistoga, St Helena, Deer Park, Oakville	Zone 2 Napa, Yountville	Zone 3 American Canyon, Vallejo
Zone 1	\$ 2.80	\$ 4.40	\$ 6.00
Zone 2	\$ 4.40	\$ 2.80	\$ 4.40
Zone 3	\$ 6.00	\$ 4.40	\$ 2.80

OPTION 1			
	Zone 1 Calistoga, St Helena, Deer Park, Oakville	Zone 2 Napa, Yountville	Zone 3 American Canyon, Vallejo
Zone 1	\$ 3.00	\$ 4.60	\$ 6.00
Zone 2	\$ 4.60	\$ 3.00	\$ 4.60
Zone 3	\$ 6.00	\$ 4.60	\$ 3.00

OPTION 3			
	Zone 1 Calistoga, St Helena, Deer Park, Oakville	Zone 2 Napa, Yountville	Zone 3 American Canyon, Vallejo
Zone 1	\$ 2.90	\$ 4.50	\$ 6.00
Zone 2	\$ 4.50	\$ 2.90	\$ 4.50
Zone 3	\$ 6.00	\$ 4.50	\$ 2.90

Napa County Transportation and Planning Agency (NCTPA)

Board of Directors

AGENDA
Wednesday, April 20, 2011
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.

This Agenda may also be viewed online by visiting the NCTPA website at www.nctpa.net, click on Minutes and Agendas – NCTPA Board or go to www.nctpa.net/bod-c/bod/curr-am.html

ITEMS

1. Call to Order – Chair Jim Krider

Action Requested: INFORMATION

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
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) /Association of Bay Area Governments (ABAG) on the Sustainable Communities Strategy Initial Vision Scenario.

8.2 Presentation by Susanne Smith, Executive Director, Sonoma County Transportation Authority (STA).

9. **CONSENT ITEMS (9.1 – 9.7)**

- 9.1 Legislative Report March 2011 (*Pages x-xx*)
- 9.2 Approval of Meeting Minutes of February 16, 2011 and March 16, 2011 (Karrie Sanderlin) (*Pages xx-xx*)

RECOMMENDATION

INFORMATION

APPROVE

Action Requested: INFORMATION

- 9.3 Approval of Resolution of Intention to Approve an Amendment to Contract between the Board of Administration California Public Employees' Retirement System and the Board of Directors Napa County Transportation and Planning Agency (Karrie Sanderlin) *(Pages xx-xx)* APPROVE

Board action will Resolution of Intention to Approve Contract between the Board of Administration California Public Employees' Retirement System and the Board of Directors Napa County Transportation and Planning Agency to provide Section 20475 (Different Level of Benefits), Section 21353 (2% @ 60 Full formula)

- 9.4 Approval of Amendment # X to Professional Service Agreement No. 10.16 with W-Trans. (Eliot Hurwitz) *(Pages xx-xx)* APPROVE

Board action will approve a contract amendment with W-Trans for xxxxxxxxx

- 9.5 Approval of Amendment # 1 to NCTPA Agreement # 1-07 PARC Services, Inc. Contract Amendment #1 and Change Orders # 1 and 2 (Transit Center Demolition) *(Pages xx-xx)* APPROVE

Board action ratifies staff action to (1) Amend the contract between PARC Services, Inc. and the NCTPA to delete 2500 cubic yards of fill at the transit center site at a savings of \$40,275, (2) Approve Change Order #1 to add \$5,500 to compensate for the removal of value items that were tenant owned and removed prior to demolition, and (3) Approve Change Order #2 to add \$13,342,25 for addition hazardous material removal that was found in the units.

- 9.6 Request to Support AB 1308, Highway Users Tax Account, Appropriation of Funds (Paul W. Price) *(Pages xx-xx)* APPROVE

Board action will approve a letter of support for AB 1308 which would make certain changes in appropriating funding from the Highway Users Tax fund (account).

Action Requested: INFORMATION
INFORMATION

- 9.7 Final Draft VINE Riders Guide (Deborah Brunner) (*Pages xx-xx*)

Provided for Board information is the Draft VINE Riders Guide.

- 9.8 VINE Transit Services Ridership Report (Deborah Brunner) (*Pages xx-xx*)

INFORMATION

Staff will provide the board with transit services ridership date.

10. **REGULAR AGENDA ITEMS**

RECOMMENDATION

PUBLIC HEARING

TIME CERTAIN 1:40 PM

- 10.1 Public Notice on the Proposed NCTPA FY 11/12 Budget and Fare Increase for the VINE and VINE Go Transit Services (Deborah Brunner) (*Pages xx-xx*)

APPROVE

The Board will hold a Public Hearing and accept public comment regarding the proposed budget and fare increase for the VINE and VINE Go transit services.

- 10.2 Public Hearing on the Regional Transportation Plan (RTP) – Plan Bay Area Call for Projects (Eliot Hurwitz) (*Pages xx-xx*)

APPROVE

The Board will hold a Public Hearing and accept public comment regarding the Plan Bay Area call for projects.

- 10.3 Report on Transit Service by a Private Citizen, Norm Manzer (Paul W. Price) (*Pages xx-xx*)

INFORMATION

Mr. Manzer will provide a slide show presentation and his personal observations to the Board for their comments on service changes now being developed within the region.

- 10.4 NCTPA FY 11/12 Budget (Antonio Onorato) (*Pages xx-xx*)

INFORMATION

The Draft NCTPA FY 11/12 Budget will be presented for Board review and comment.

Action Requested: INFORMATION

- 10.5 Creation of a Standing Committee to Review Funding for Local Transportation Projects (Paul W. Price) (*Pages xx-xx*)

APPROVE

Board action will create a limited term, single purpose standing committee to advise the Board on a local transportation infrastructure plan. Working from the existing Program Environmental Impact Report and Expenditure Plan, this committee would advise the Board on the following issues : (a) How a local self help measure would be distributed, (b) A list of proposed projects over the term of any self-help measure, (c) The term of any self-help measure, and (d) The proper date to request a public vote if so recommended

11. **INTERJURISDICTIONAL ISSUES FORUM**

RECOMMENDATION

- 11.1 Napa County Commission for Arts and Culture Report (NCCAC)

INFORMATION

The NCCAC will provide an update of activities to date.

- 11.2 Interjurisdictional Issues Discussion Forum and Information Exchange

INFORMATION

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

12. **CLOSED SESSION**

- 12.1 **Public Employees Performance Evaluation**
(Government Code Section 54957(b)(1))

Title: Executive Director

- 12.2 **Conference with labor Negotiator**
(Government Code Section 54957.6)

Agency Designated Representative: James Krider, Chair

Unrepresented Employee: Executive Director

13. **ADJOURNMENT**

RECOMMENDATION

13.1 Approval of Meeting Date of May 18, 2011 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, April 15, 2011.

Karalyn E. Sanderlin, NCTPA Board Secretary