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Technical Advisory Committee (TAC)

AGENDA

Thursday, June 5, 2014
2:00 p.m.

625 Burnell Street
Napa CA 94559

General Information

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

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

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

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ITEMS

1. Call to Order
2. Introductions
3. Public Comments

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

- 4. TAC Member and Staff Comments
- 5. Standing:
 - 5.1 Congestion Management Agency (CMA) Report
 - 5.2 Project Monitoring Funding Programs (*Pages 4-19*)
 - 5.3 Transit Report (*VINE Ridership*)
 - 5.4 Vine Trail Report
- 6. Caltrans Report (*Pages 20-23*)

Note: Where times are indicated for agenda items they are approximate and intended as estimates only, and may be shorter or longer, as needed.

7. <u>CONSENT AGENDA ITEMS (7.1-7.2)</u>	<u>RECOMMENDATION</u>	<u>TIME</u>
7.1 Approval of Meeting Minutes of May 1, 2014 (Renee Kulick) (<i>Pages 24-27</i>)	APPROVE	2:20 PM
8. <u>REGULAR AGENDA ITEMS (8.1-8.6)</u>	<u>RECOMMENDATION</u>	<u>TIME</u>
8.1 Transportation for Clean Air (TFCA) Report (Danielle Schmitz) (<i>Pages 28-38</i>)	ACTION	2:30 PM
<p>TAC will review and recommend the TFCA FYE 2015 project list for approval by the NCTPA Board.</p>		
8.2 Countywide Pedestrian Master Plan Final Draft Scope of Work (Diana Meehan) (<i>Pages 39-43</i>)	ACTION	2:45 PM
<p>TAC will review and recommend the final draft Countywide Pedestrian Master Plan scope of work to the NCTPA Board for approval.</p>		
8.3 Napa Countywide Transportation Plan (CWP) Performance Measures (Danielle Schmitz) (<i>Pages 44-52</i>)	INFORMATION/ ACTION	3:00 PM
<p>TAC will review and comment on the on the Napa Countywide Transportation Plan (CWP) Draft Evaluation Criteria.</p>		

*Item will be available at the meeting.

8.4 Legislative Update and State Bill Matrix* (Kate Miller)	INFORMATION/ DISCUSSION	3:15 PM
a. Staff will provide TAC with the latest Federal and State legislative update presented to the NCTPA Board.*		
b. Staff will share position recommendations on bills that will be presented to the NCTPA Board for consideration at its June meeting.		
8.5 NCTPA Board of Directors Agenda for June 18, 2014* (Kate Miller)	INFORMATION	3:30 PM
TAC will review and comment on the CWP draft performance measures.		
8.6 Topics of Next Meeting	DISCUSSION	3:45 PM
Discussion of topics for next meeting by TAC members.		
9. <u>ADJOURNMENT</u>		
Approval of next Regular Meeting date of July 3, 2014 and Adjournment	<u>RECOMMENDATION</u>	<u>TIME</u>
	APPROVE	3:50 PM

*Item will be available at the meeting.

Inactive Obligations
 Local, State Administered/Locally Funded and Rail Projects

June 5, 2014
 TAC Agenda Item 5.2
 Continued From: NEW
 Action Requested: INFORMATION

Updated on
 05/27/2014

Project No (newly added projects highlighted in GREEN)	Status	Agency/District Action Required	State Project No	Prefix	District	County	Agency	RTPA	MPO
5061007	Inactive	Submit invoice to District by 05/20/2014	0413000375L	BRLO	04	NAP	Calistoga	Metropolitan Transportation Commission	Metropolitan Transportation Commission
5042038	Future	Submit invoice to District by 08/20/2014	04924015L	BRLS	04	NAP	Napa	Metropolitan Transportation Commission	Metropolitan Transportation Commission

Inactive Obligations
 Local, State Administered/Locally Funded and Rail Projects

June 5, 2014
 TAC Agenda Item 5.2
 Continued From: NEW
 Action Requested: INFORMATION

Updated on
 05/27/2014

Project No (newly added projects highlighted in GREEN)	Description	Latest Date	Authorization Date	Last Expenditure Date	Last Action Date	Program Codes	Total Cost	Federal Funds	Expenditure Amt	Unexpended Bal
5061007	BERRY ST. OVER NAPA RIVER, NEAR WASHINGTON ST., BRIDGE REPLACEMENT (TC)	5/28/2013	5/28/2013		5/28/2013	M233	\$319,000.00	\$319,000.00	\$0.00	\$319,000.00
5042038	FIRST ST OVER NAPA RIVER BRIDGE 21C-0095 . , BRDG REPLACEMENT	8/1/2013	12/13/2002	8/1/2013	8/1/2013	Q120 , Q100 , L1C0 , H1C0 , H120	\$15,244,910.00	\$13,340,362.00	\$13,026,357.10	\$314,004.90

FUNDING STATUS REPORT

TFCA Project Tracking Sheet - June 2014

TFCA Project #	Project Title	Project Sponsor	Initial TFCA Funds Awarded	Current TFCA Funds Awarded, if Different from Initial	TFCA\$ Paid Out To Date	Funds from CP/UB	TFCA\$ Reprgm to Project# or FY	% Cmpl per CMA Update	Project Cmpl Date per CMA Update	Upcoming Required Activity	Date Required	Comments
10NAP04	SNCI Commuter Incentives and Marketing Materials	Solano Napa Commuter Information	\$40,000.00		\$38,917.46			95%	06/30/13	final report form	05/23/14	closeout documents needed
10NAP05	Lincoln Signal Interconnect Project	City of Napa	\$177,693.43		\$177,693.43			85%	06/30/13	synchronize signals and final analysis - final report form	05/23/14	Need to synchronize signals and do final analysis
11NAP01	Bicycle Racks and Bicycle Locker	City of Napa	\$10,443.00		\$10,026.44	UB	\$416.56	75%	06/30/13	Final Report form and photos of bicycle racks	05/23/14	Invoice submitted - need final report
11NAP02	Lincoln Ave Class II bike lane between Jefferson St. and Railroad Crossing	City of Napa	\$148,100.00		\$71,547.74			95%	06/30/13	Final Report Form	05/23/14	Design work is 95% complete
12NAP01	California Bike Lane Gap Closure	City of Napa	\$112,600.00		\$1,427.06			20%	06/30/14	Status Report - extension request	05/23/14	
12NAP02	American Canyon Signal Interconnect	American Canyon	\$25,987.00		\$25,987.00			80%	06/30/14	Status Rport Form/Extension Request	05/23/14	This project may be canceled - working with AD
12NAP03	Light Duty Hybrid Vehicle Purchase	County of Napa	\$11,990.00		\$6,540.00			50%	06/30/14	Status Report Form/Extension Request	05/23/14	5 vehicles purchased
12NAP05	Saratoga Drive Class II Bike Lane	City of Napa	\$31,154.00		\$31,154.00			100%	06/30/14			received final report form
14NAP01	Napa Commute Challenge	SNCI	\$40,000		\$0			0%	7/1/2016	status report	5/23/2014	
14NAP02	Pope Street Class II Bike Lane	St. Helena	\$40,000		\$0			0%	7/1/2016	status report	5/23/2014	Agreement executed
14NAP03	City of American Canyon Park and Ride Lot and Signage	American Canyon	\$95,000		\$0			0%	7/1/2016	status report	5/23/2014	
14NAP04	City of Napa Electric Vehcile Charging Stations	City of Napa	\$14,140		\$0			0%	7/1/2016	Execute Agreement	5/1/2014	

Appendix B
Definitions of the Required Activities per Resolution 3606 (As revised July 23, 2008)

Index	Definition	Deadline
8a	Inactive Projects	
	Per MTC Resolution 3606-Revised, "Most projects can be completed well within the state's deadline for funding liquidation or FHWA's ten-year proceed-to-construction requirement. Yet it is viewed negatively by both FHWA and the California Department of Finance for projects to remain inactive for more than twelve months. It is expected that funds for completed phases will be invoiced immediately for the phase, and projects will be closed out within six months of the final project invoice. Funds that are not invoiced and reimbursed at least once every 12 months are subject to de-obligation by FHWA. There is no guarantee the funds will be available to the project once de-obligated."	Funds must be invoiced and reimbursed against once every 12 months to remain active.
9	Liquidate Funds	
	Per MTC Resolution 3606-Revised, "Funds must be liquidated (fully expended, invoiced and reimbursed) within six years of obligation. California Government Codes 16304.1 and 16304.3 places additional restrictions on the liquidation of federal funds. Generally, federal funds must be liquidated (fully expended, invoiced and reimbursed) within 6 state fiscal years following the fiscal year in which the funds were appropriated. Funds that miss the state's liquidation/ reimbursement deadline will lose State Budget Authority and will be de-obligated if not re-appropriated by the State Legislature, or extended (for one year) in a Cooperative Work Agreement (CWA) with the California Department of Finance. This requirement does not apply to FTA transfers."	Funds must be liquidated within six years of obligation.
10	Estimated Completion Date/Project Closeout	
	Per MTC Resolution 3606-Revised, "Implementing Agencies must fully expend federal funds on a phase one year prior to the estimated completion date provided to Caltrans. At the time of obligation, the implementing agency must provide Caltrans with an estimated completion date for that project phase. Any un-reimbursed federal funds remaining on the phase after the estimated completion date has passed, is subject to project funding adjustments by FHWA. Projects must be properly closed out within six months of final project invoice. Projects must proceed to construction within 10 years of federal authorization of the initial phase. Federal regulations require that federally funded projects proceed to construction within 10 years of initial federal authorization of any phase of the project. Furthermore, if a project is canceled, or fails to proceed to construction in 10 years, FHWA will de-obligate any remaining funds, and the agency is required to repay any reimbursed funds. If a project is canceled as a result of the environmental process, the agency does not have to repay reimbursed costs for the environmental activities. However, if a project is canceled after the environmental process is complete, or a project does not proceed to construction within 10 years, the agency is required to repay all reimbursed federal funds. Agencies with projects that have not been closed out within 6 months of final invoice will have future programming and OA restricted until the project is closed out or brought back to good standing by providing written explanation to Caltrans Local Assistance, the applicable CMA and MTC."	Est. Completion Date: For each phase, fully expend federal funds 1 year prior to date provided to Caltrans. Project Close-out: Within 6 months of final project invoice.

Notes:

- ¹ Approval in the TIP: For administrative/ minor TIP Amendments it is the date of Caltrans approval. For formal TIP Amendments, it is the date of FHWA approval.
- ² Per DOT letter from Caltrans Local Assistance to MPOs, regarding "Procedural Changes in Managing Obligations", dated 9/15/05.

Red Zone Projects

Index	TIP ID	Sponsor		Project Title			Date Req'd By	Zone	Notes	Prev Zone
		Source	Prog'd Amount (\$x 1,000)	Phase	FY	Req'd Activity				
1	NAP110007	American Canyon	Theresa Ave Sidewalk Phase III							
	CMAQ	\$200	CON	13/14	submit invoice	10/14/14	Y	E76 received - going out for bid	R	
2	NAP110006	American Canyon	American Canyon PDA Development Plan							
	STP	\$318	PE	13/14	Submit invoice to Caltrans	4/7/2014	R	Funds were re-obligated; invoice needs to be submitted	Y	
	PDA - STP	\$475	PE	13/14	Submit invoice to Caltrans	4/7/2014	R	Funds were re-obligated; invoice needs to be submitted	Y	

Yellow Zone Projects Continued

Index	TIP ID	Sponsor	Project Title	Phase	FY	Req'd Activity	Date Req'd By	Zone	Notes	Prev Zone
		Source	Prog'd Amount (\$x 1,000)							
3	NAP110013	Napa	North/South Bike Connection							
	CMAQ		\$300	CON	13/14	submit invoice	9/10/14	R	OA received; funds were de-obligated by Caltrans and working on re-obligation	R
	CMAQ		\$160	CON	13/14	submit invoice	9/10/14	R	OA received - funds were then deobligated by Caltrans and working on re-obligation	R
	CMAQ		\$40	PE	11/12	Invoice paid 7/23/12		G	NEPA clearance obtained; finishing up design work	
4	NAP130002	NCTPA	Napa County SRTS Program							
	CMAQ		\$420	PE	13/14	submit invoice	09/17/14	G	OA received	
5	NAP130001	City of Napa	PDA Planning Program Funds							
	STP		\$275	PE	13/14	submit invoice	08/20/14	G	Need Supplemental Agreement signed; OA received	
6	NAP110009	Napa County	Silverado Trail Paving Phase F							
	STP		\$526	Con	11/12	invoice to Caltrans		Y	closeout in process	
	STP-FAS		\$312	Con	11/12					

Yellow Zone Projects

Index	TIP ID	Sponsor		Project Title			Date Req'd By	Zone	Notes	Prev Zone
		Source	Prog'd Amount (\$x 1,000)	Phase	FY	Req'd Activity				
7	NAP110012	NCTPA	Napa County SRTS Program Expansion							
	CMAQ	\$315	CON	11/12	Invoice submitted	8/1/13	Y	Final invoice submitted in August - waiting for closeout	R	
8	NAP110019	Napa County	Napa County Road Rehab - Various							
	STP-FAS	\$1,114	Con	11/12	invoice to Caltrans		Y	closeout in process		
9	NAP110014	NCTPA	Napa Vine Trail Design and Construction - various locations							
	TCSP	\$800	PE	11/12	submit invoice	1/26/14	Y	Field Review signed off and complete		
	Other local	\$228	PE	13/14		9/30/13	Y	Admin modification to existing obligation		
	CMAQ	\$211	PE	11/12	submit invoice	1/26/14	Y			
	TCSP	\$120	ROW	13/14	request authorization	6/1/14	Y	obligate funds by September 2014	G	
	Other local	\$211	CON	13/14		2/1/14				
	TCSP	\$1,580	CON	13/14	Request Authorization	6/1/14	Y	obligate funds by September 2014	G	
	RTP-LRP	\$2,000	CON	15/16		2/1/16	G	programming placeholder		

Green Zone Projects

Inde	TIP ID	Sponsor	Project Title						
	Source	Prog'd Amount (\$x 1,000)	Phase	FY	Req'd Activity	Date Req'd By	Zone	Notes	Prev Zone
10	2130F	City of Napa	California Blvd. Roundabouts						
	CMAQ	\$1,740	CON	16/17	request obligation	11/1/16	G	Project also has STIP funds	
	CMAQ	\$723	ROW	14/15	request obligation	02/01/15	Y	project aslo has \$431 in STIP ROW funds	
	RIP-T4-FED	\$431	ROW	14/15	request obligation	02/01/15	Y	TAP funds programmed under OBAG but are STIP	
	RIP-T4-FED	\$1,070	CON	16/17	request obligation	11/01/16	G		

Notes:

Appendix A
Federal At Risk Report Zone Criteria
Required Activities per Resolution 3606 (Revised July 23, 2008)

Required Activities Monitored by CMA ¹	Criteria Timeframes for Required Activities		
	Red Zone	Yellow Zone	Green Zone
Request Project Field Review	Project in TIP for more than nine (9) months, or obligation deadline for Con funds within 15 months.	Project in TIP for less than nine (9) months, and obligation deadline for Con funds more than 15 months away.	All conditions other than Red or Yellow Zones
Submit Environmental Package	NA	NA	NA
Approved DBE Program and Methodology	NA	NA	NA
Submit Request for Authorization (PE)	within three (3) months	within three (3) to six (6) months	All conditions other than Red or Yellow Zones
Submit Request for Authorization (R/W)	within four (4) months	within four (4) to nine (9) months	All conditions other than Red or Yellow Zones
Submit Request for Authorization (Con)	within six (6) months	within six (6) to nine (9) months	All conditions other than Red or Yellow Zones
Obligation/ FTA Transfer	within two (2) months	within two (2) to four (4) months	All conditions other than Red or Yellow Zones
Advertise Construction	within four (4) months	within four (4) to six (6) months	All conditions other than Red or Yellow Zones
Award Contract	within six (6) months	within six (6) to nine (9) months	All conditions other than Red or Yellow Zones
Award into FTA Grant	within two (2) months	within two (2) to four (4) months	All conditions other than Red or Yellow Zones
Submit First Invoice	within two (2) months	within two (2) to four (4) months	All conditions other than Red or Yellow Zones
Liquidate Funds	within four (4) months	within four (4) to nine (9) months	All conditions other than Red or Yellow Zones Move to Appendix D
Project Closeout	within four (4) months	within four (4) to nine (9) months	All conditions other than Red or Yellow Zones

Other Zone Criteria

Red Zone	Projects with funds programmed in the same FY for both a project development phase (i.e. Env or PSE) and a capital phase (i.e. R/W or Con) without the project development phase(s) obligated.
Yellow Zone	Projects with an Amendment to the TIP pending.

Notes: ¹ See Appendix B for more information about the Required Activities and Resolution 3606.

Appendix B
Definitions of the Required Activities per Resolution 3606 (As revised July 23, 2008)

Index	Definition	Deadline
1	<p>Req Proj Field Rev</p> <p>Per MTC Resolution 3606-Revised, "Implementing agencies are required to request a field review from Caltrans Local Assistance within 12 months of approval of the project in the TIP¹, but no less than 12 months prior to the obligation deadline of construction funds. This policy also applies to federal-aid projects in the STIP. The requirement does not apply to projects for which a field review would not be applicable, such as FTA transfers, regional operations projects and planning activities. Failure for an implementing agency to make a good-faith effort in requesting and scheduling a field review from Caltrans Local Assistance within twelve months of programming into the TIP could result in the funding being reprogrammed and restrictions on future programming and obligations. Completed field review forms must be submitted to Caltrans in accordance with Caltrans Local Assistance procedures."</p>	<p>12 months from approval in the TIP¹, but no less than 12 months prior to the obligation deadline of construction funds.</p>
2	<p>Sub ENV package</p> <p>Per MTC Resolution 3606-Revised, "Implementing agencies are required to submit a complete environmental package to Caltrans for all projects (except those determined Programmatic Categorical Exclusion as determined by Caltrans at the field review), twelve months prior to the obligation deadline for right of way or construction funds. This policy creates a more realistic time frame for projects to progress from the field review through the environmental and design process, to the right of way and construction phase. If the environmental process, as determined at the field review, will take longer than 12 months before obligation, the implementing agency is responsible for delivering the complete environmental submittal in a timely manner. Failure to comply with this provision could result in the funding being reprogrammed. The requirement does not apply to FTA transfers, regional operations projects or planning activities."</p>	<p>12 months prior to the obligation deadline for RW or Con funds. (No change)</p>
3	<p>Approved DBE Prog</p> <p>Per MTC Resolution 3606-Revised, "Obligation of federal funds may not occur for contracted activities (any combination of environmental/ design/ construction/ procurement activities performed outside the agency) until and unless an agency has an approved DBE program and methodology for the current federal fiscal year. Therefore, agencies with federal funds programmed in the TIP must have a current approved DBE Program and annual methodology (if applicable) in place prior to the fiscal year the federal funds are programmed in the TIP. STP/CMAQ funding for agencies without approved DBE methodology for the current year are subject to redirection to other projects after March 1. Agencies should begin the DBE process no later than January 1 to meet the March 1 deadline. Projects advanced under the Expedited Project Selection Process (EPSP) must have an approved DBE program and annual methodology for the current year (if applicable) prior to the advancement of funds."</p>	<p>Approved program and methodology in place prior to the FFY the funds are programmed in the TIP.</p>
4	<p>Sub Req for Auth</p> <p>Per MTC Resolution 3606-Revised, "In order to ensure funds are obligated or transferred to FTA in a timely manner, the implementing agency is required to deliver a complete funding obligation / FTA Transfer request package to Caltrans Local Assistance by February 1 of the year the funds are listed in the TIP. Projects with complete packages delivered by February 1 of the programmed year will have priority for available OA, after ACA conversions that are included in the Obligation Plan. If the project is delivered after February 1 of the programmed year, the funds will not be the highest priority for obligation in the event of OA limitations, and will compete for limited OA with projects advanced from future years. Funding for which an obligation/ FTA transfer request is submitted after the February 1 deadline will lose its priority for OA, and be viewed as subject to reprogramming."</p>	<p>February 1 of FY in which funds are programmed in the TIP.</p>

Appendix B
Definitions of the Required Activities per Resolution 3606 (As revised July 23, 2008)

Index	Definition	Deadline
5	Obligate Funds/ Transfer to FTA	
	Per MTC Resolution 3606-Revised, "STP and CMAQ funds are subject to an obligation/FTA transfer deadline of April 30 of the fiscal year the funds are programmed in the TIP. Implementing agencies are required to submit the completed request for obligation or FTA transfer to Caltrans Local Assistance by February 1 of the fiscal year the funds are programmed in the TIP, and receive an obligation/ FTA transfer of the funds by April 30 of the fiscal year programmed in the TIP. For example, projects programmed in FY 2007-08 of the TIP have an obligation/FTA transfer request submittal deadline (to Caltrans) of February 1, 2008 and an obligation/FTA transfer deadline of April 30, 2008. Projects programmed in FY 2008-09 have an obligation request submittal deadline (to Caltrans) of February 1, 2009 and an obligation/FTA transfer deadline of April 30, 2009. No extensions will be granted to the obligation deadline."	April 30 of FY in which funds are programmed in the TIP.
6	Execute PSA	
	Per MTC Resolution 3606, "The implementing agency must execute and return the Program Supplement Agreement (PSA) to Caltrans in accordance with Caltrans Local Assistance procedures. The agency must contact Caltrans if the PSA is not received from Caltrans within 60 days of the obligation. This requirement does not apply to FTA transfers. Agencies that do not execute and return the PSA to Caltrans within the required Caltrans deadline will be unable to obtain future approvals for any projects, including obligation and payments, until all PSAs for that agency, regardless of fund source, meet the PSA execution requirement. Funds for projects that do not have an executed PSA within the required Caltrans deadline are subject to de-obligation by Caltrans."	Within 60 days of receipt of the PSA from Caltrans, and within six months from the actual obligation date. ²
7	Advertise Contract /Award Contract/Award into FTA Grant	
	Per MTC Resolution 3606-Revised, "For the Construction (CON) phase, the construction/equipment purchase contract must be advertised within 6 months of obligation and awarded within 9 months of obligation. However, regardless of the advertisement and award deadlines, agencies must still meet the invoicing deadline for construction funds. Failure to advertise and award a contract in a timely manner could result in missing the subsequent invoicing and reimbursement deadline, resulting in the loss of funding. Agencies must submit the notice of award to Caltrans in accordance with Caltrans Local Assistance procedures, with a copy also submitted to the applicable CMA. Agencies with projects that do not meet these award deadlines will have future programming and OA restricted until their projects are brought into compliance. For FTA projects, funds must be approved/ awarded in an FTA Grant within one federal fiscal year following the federal fiscal year in which the funds were transferred to FTA."	Advertised within 6 months of obligation and awarded within 9 months of obligation. FTA Grant Award: Within 1 year of transfer to FTA.
8	Submit First Invoice / Next Invoice Due	
	Per MTC Resolution 3606-Revised, "Funds for each federally funded (Environmental (ENV/ PA&ED), Preliminary Engineering (PE), Final Design (PS&E) and Right of Way (R/W) phase and for each federal program code within these phases, must be invoiced against at least once every six months following obligation. Funds that are not invoiced at least once every 12 months are subject to de-obligation. There is no guarantee that funds will be available to the project once de-obligated. Funds for the Construction (CON) phase, and for each federal program code within the construction phase, must be invoiced and reimbursed against at least once within 12 months of the obligation, and then invoiced at least once every 6-months there after. Funds that are not invoiced and reimbursed at least once every 12 months are subject to de-obligation by FHWA. There is no guarantee that funds will be available to the project once de-obligated. If a project does not have eligible expenses within a 6-month period, the agency must provide a written explanation to Caltrans Local Assistance for that six-month period and submit an invoice as soon as practicable to avoid missing the 12-month invoicing and reimbursement deadline. Agencies with projects that have not been invoiced against and reimbursed within a 12-month period, regardless of federal fund source, will have restrictions placed on future programming and OA until the project is properly invoiced. Funds that are not invoiced and reimbursed against at least once every 12 months are subject to de-obligation by FHWA."	For Con phase: Once within 12 months of Obligation and then once every 6 months thereafter, for each federal program code. For all other phases: Once within 6 months following Obligation and then once every 6 months thereafter, for each phase and federal program code.

Green Zone Projects

Index	PPNO	Source	Sponsor	Project Title			Date Req'd By	Zone	Notes	Prev Zone	
				Prog'd Amount (\$x 1,000)	Phase	FY					Req'd Activity
1	2130G		American Canyon	Napa Jct. Elementary School ped improvements (ext 6-12)							
	RTIP-TE			\$24	PSE	10/11	complete				
	RTIP-TE			\$14	CON	11/12	submit invoice to Caltrans or risk deobligation	8/20/14	G	Invoice past due was to be submitted 2/20/14 - contact DLA; next invoice due 8/20/14	R
	RTIP-TE			\$183	CON	11/12	submit invoice to Caltrans or risk deobligation	8/20/14	G	Invoice past due was to be submitted 2/20/14 - contact DLA; next invoice due 8/20/14	R
2	FMS 5932		American Canyon	Devlin Road and Vine Trail Extension							
				\$297	PE	15/16	Request obligation	11/1/15	G	state only funds	
	RIP - T4 -ST			\$1,665	CON	17/18	Request obligation	11/1/17	G	state only funds	
3	FMS 5725		American Canyon	Eucalyptus Drive Extension							
	RIP -T4-FED			\$1,154	CON	18/19	Request obligation	11/1/18	G		
4	2130F		City of Napa	California Roundabouts							
				\$431	ROW	14/15	Request obligation	2/1/15		project also has OBAG funds in ROW	
	RIP-T4-FED			\$1,070	CON	16/17	Request obligation	11/1/16	G	project also has OBAG funds in CON	
5	FMS 6013		Calistoga	Petrified Forest Road and SR 128 Intersection Improvements							
				\$105	PS&E	15/16	Request obligation	11/1/15	G		
	RIP-T4-FED			\$50	ROW	16/17	Request obligation	11/1/16	G		
				\$425	CON	17/18	Request obligation	11/1/17	G		
6	FMS 5942		Yountville	Hopper Creek Pedestrian Path							
				\$100	PS&E	16/17	Request obligation	11/1/16	G		
	RIP-T4-FED			\$400	CON	17/18	Request obligation	11/1/17	G		
8	FMS 5934		County of Napa	Airport Boulevard Rehab							
				\$57	PS&E	17/18	Request obligation	11/1/17	G		
				\$1,275	CON	18/19	Request obligation	11/1/18	G		
9			City of Napa	Silverado Five-Way Intersection Improvements							
				\$1,153	CON	17/18	Request obligation	11/1/17	G	Project likely to become a SHOPP project - not in the TIP yet needs to be amended once PID is complete	

Yellow Zone Projects

Index	PP No.	Sponsor	Project Title			Date Req'd By	Zone	Notes	Prev Zone		
			Source	Prog'd Amount (\$x 1,000)	Phase					FY	Req'd Activity
10	2130Q	St. Helena	Highway 29/ Grayson Ave Signal Construction			11/1/14	Y	State only funds	Y		
11	2130H	Yountville	North Yountville bike lanes & extend sidewalk (ext 6-12)								
			RTIP-TE	\$43	PSE	10/11	complete				
			RTIP-TE	\$86	CON	11/12	resubmit invoice	2/20/14	Y	Funds have been re-obligated; closeout in process	R

Notes:

Red Zone Projects

Index	PP No.	Sponsor	Project Title		Req'd Activity	Date	Zone	Notes	Prev
	Source		Prog'd Amount	Phase	FY	Req'd By			Zone
			(\$x 1,000)						

2010 STIP -Timely Use of Funds Provisions

The Timely Use of Funds and At Risk reports monitor the STIP Timely Use of Funds Provisions included in the current STIP Guidelines as adopted by the CTC. The current Timely Use of Funds Provisions are as follows:

Required Activity	Timely Use of Funds Provision
Allocation	For all phases, by the end (June 30th) of the fiscal year identified in the STIP.
Construction Contract Award ¹	Within six (6) months of allocation.
Accept Contract (Construction)	Within 36 months of contract award.
Complete Expenditures	For Env, PSE, & R/W funds, costs must be expended by the end of the second FY following the FY in which the funds were allocated.
Final Invoice/Project Completion (Final Report of Expenditures)	For Env, PSE, & R/W funds, within 180 days (6 months) after the end of the FY in which the final expenditure occurred. For Con funds, within 180 Days (6 months) of contract acceptance.

Zone Criteria

The Timely Use of Funds and At Risk reports utilize the deadlines associated with each required activity of the STIP Timely use of Funds Provisions to assign a zone of risk. The following zone criteria was developed for each of these risk zones (Red, Yellow, & Green). For the Final Invoice, this activity is tracked but no zone of risk is assigned.

Required Activity	Criteria Timeframes for Required Activities		
	Red Zone	Yellow Zone	Green Zone
Allocation -Env Phase	within four months	within four to eight months	All conditions other than Red or Yellow Zones
Allocation -PS&E Phase	within six months	within six to ten months	All conditions other than Red or Yellow Zones
Allocation -Right of Way Phase	within eight months	within eight to twelve months	All conditions other than Red or Yellow Zones
Allocation -Construction Phase	within eight months	within eight to twelve months	All conditions other than Red or Yellow Zones
Construction Contract Award	within six months	within six to eight months	All conditions other than Red or Yellow Zones
Accept Contract	within six months	within six to twelve months	All conditions other than Red or Yellow Zones
Complete Expenditures	within eight months	within eight to twelve months	All conditions other than Red or Yellow Zones
Final Invoice/Project Completion (Final Report of Expenditures)	NA	NA	NA

Other Zone Criteria

Yellow Zone	STIP /TIP Amendment pending
Red Zone	Extension Request pending

Notes:

1. Statute requires encumbrance by award of a contract for construction capital and equipment purchase within twelve months of allocation. CTC Policy is six months.

TDA 3 Project List - June 2014

Index	TIP ID	Sponsor	Project Title	Source	Prog'd Amount (\$x 1,000)	Phase	FY	Req'd Activity	Date Req'd By	Zone	Notes	Prev Zone
1	TDA 3	City of Napa	SR29 Undercrossing		\$72	PE	12/13				20% complete	
2	TDA 3	American Canyo Broadway Bike/Pedestrian Improvements			\$190	CON	10/11	close out needed		G	funds invoiced and received	Y
3	TDA 3	City of Napa	Tulocay Creek Bridge and Trail Completion		\$163	CON	13/14	recently approved by NCTPA Board			Awaiting MTC approval	

Draft
NCTPA - Caltrans Report

PROJECT INITIATION DOCUMENT

EA4G210

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

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

EA4G920

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

Scope: Bridge Repair

EA 3G140 Programmed in 2014 SHOPP

ADA Curb Ramps; NAPA 29 and 128; In County of Napa

Scope: Upgrade and construct curb ramps at various locations.

EA4G840 Programmed in 2014 SHOPP

Capell Creek Bridge; NAPA 128-PM 20.2; In County of Napa

Scope: Bridge Repair/Replacement

EA4G490 Programmed in 2014 SHOPP

Concrete Barrier at Solano Ave. Southbound Onramp; NAPA 29 PM 11.9; In City of Napa

Scope: Install Concrete Barrier (Type 60)

EA4G540 Programmed in 2014 SHOPP

Signals at First Street Off Ramp; NAPA 29-PM 11.4; In City of Napa

Scope: Install new traffic signal

EA 4H200 Programmed in 2014 SHOPP

Pavement Preservation from 0.4 mile north of Trancas St. to Mee Ln.; NAPA 29-PM 13.5/25.5; In County of Napa

Scope: Resurface the existing pavement

ENVIRONMENTAL

EA 28120

Soscol Junction; NAPA 221 PM 0.0/0.7 NAPA 29 PM 5.0/7.1; In Napa County

Scope: Construct Flyover Structure at SR 221/29/12

Cost Estimate: \$35M Construction Capital

Schedule DED: 6/2014 PAED: 7/2015

EA 1G430

Conn Creek Bridge Scour Mitigation; NAPA 128 PM R7.4; In Napa County

Scope: Replace bridge at Conn Creek

Cost Estimate: \$7.1M Construction Capital

Schedule: PAED: 7/2015 PSE: 12/2016 RWC: 4/2017 RTL: 4/2017 CCA: 1/2020

EA 3G640

Napa River Bridge Scour Mitigation; NAPA 29 PM 37.0; In City of Calistoga

Scope: Reconstruct bridge at Napa River Bridge

Cost Estimate: \$9.2M Construction Capital

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

YELLOW = Denotes changes from previous report.

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 2G940

West. of Knoxville Road Storm Damage; NAPA 128 PM 17.9; Near Rutherford

Scope: Construct Roadway Retaining System

Cost Estimate: \$1.6M Construction Capital

Schedule: PAED: 5/2014 PSE: 8/2015 RWC: 11/2015 RTL: 11/2015 CCA: 11/2020

DESIGN

EA 25941

Channelization; NAPA 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: \$19M Construction Capital

Schedule: PAED: 6/29/07 PSE: 3/21/14 RWC: 5/2014 RTL: 5/2014 CCA: 8/2017

EA 4A090

Troutdale Creek Bridge Replacement; NAPA 29 PM 47.0/47.2; In Napa County

Scope: Bridge replacement at Troutdale Creek

Cost Estimate: \$15M Construction Capital

Schedule: PAED: 6/28/13 PSE: 4/2014 RWC: 6/2014 RTL: 6/2014 CCA: 12/2016

EA 3G760

Capell Creek Horizontal Drain; NAPA 128 PM 20.2; In Napa County

Scope: Install slope inclinometer. Clean and install horizontal drains.

Cost Estimate: \$540K Construction Capital

Schedule: PAED: 5/30/2013 PSE: 3/10/14 RWC: 6/2014 RTL: 6/2014 CCA: 12/2015

EA 3E270

Rubberized Hot Mix Asphalt Pavement Overlay; NAPA 29 PM 29.3/36.9; In Napa County

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

Cost Estimate: \$2.5M Construction Capital

Schedule: PSE: 6/2014 RTL: 6/2014 CCA: 12/2015

EA 2A320

Sarco Creek Bridge Replacement; NAPA 121 PM 9.3/9.5; In Napa County Near City of Napa

Scope: Bridge replacement at Sarco Creek

Cost Estimate: \$9.7M Construction Capital

Schedule: PAED: 6/28/12 PSE: 12/2015 RWC: 4/2016 RTL: 4/2016 CCA: 12/2020

EA 2G950

East of Wragg Canyon Road Storm Damage; NAPA 128 PM 29.7; Near Rutherford

Scope: Construct Roadway Retaining System

Cost Estimate: \$2.1 M Construction Capital

Schedule: PAED: 12/6/12 PSE: 10/2014 RWC: 2/2015 RTL: 2/2015 CCA: 4/2019

CONSTRUCTION

EA 4442A

Duhig Project Landscaping; NAPA 12/121 PM 0.3/2.0; in Napa County

Scope: Highway Planting from 0.3 mile North of Sonoma County line to Duhig Road

Cost Estimate: \$920K Construction Capital

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

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

Jameson Canyon; NAPA 12 PM 0.2/3.3; In Napa County

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

Cost Estimate: \$29M

Schedule: PAED: 1/31/08 RTL: 11/19/10 AWD: 1/26/12 (Ghilotti Bros.) CCA: 12/2015

EA 26414

Jameson Canyon; SOLANO 12 PM 0.0/2.6; In Solano County

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

Cost Estimate: \$52M

Schedule: PAED: 1/31/08 RTL: 12/1/10 AWD: 1/11/12 (Ghilloti Const.) CCA: 12/2015

EA 4S030

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

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

Cost Estimate: \$1.3M Construction Capital

Schedule: PAED: 8/2/10 RTL: 5/1/12 AWD: 11/16/2012 (Gordon Ball) CCA: 10/2017

EA 2A110

Capell Creek Bridge Replacement; NAPA 121 PM 20.2/20.4; In Napa County

Scope: Bridge replacement at Capell Creek

Cost Estimate: \$3.4M Construction Capital

Schedule: PAED: 6/22/11 RTL: 3/14/13 AWD: 10/24/13 (Gordon Ball) CCA: 8/2015

EA 3E520

Hopper Slough Bridge; NAPA 128 PM 5.1; In Napa County

Scope: Repair Abutment

Cost Estimate: \$500K Construction Capital

Schedule: Director's Order Project – Completed 5/15/14

EA 3E220

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

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

Cost Estimate: \$1.1M Construction Capital

Schedule: PAED: 7/2012 RTL: 11/26/13 AWD: 3/24/14 (MCK) CCA 12/2014

EA 3E400

Rubberized Bonded Wearing Course Seal Coat; NAPA 128 PM 19.0/34.2; In Napa County

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

Cost Estimate: \$3.4M Construction Capital

Schedule: PAED: 4/16/12 RTL: 11/15/13 AWD: 3/26/14 (Chester Bros. Const.) CCA: 12/2014

EA 3E370

Pavement Digouts; NAPA 29 PM 0.0/5.1; In and Near City of American Canyon

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

Cost Estimate: \$800K Construction Capital

Schedule: PAED: 11/8/12 RTL: 11/15/13 AWD: 5/12/14 (OC Jones & Son) CCA: 12/2014

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

Hopper Slough Bridge: construction status – completed 5/15/14

Request for pavement repair at SR 29 and Oak Knoll Ave. – due to differential in profile, only limited repair was done by CT maintenance.

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)

**Technical Advisory Committee
(TAC)**

MINUTES

Thursday, May 1, 2014

ITEMS

1. Call to Order

Vice Chair Whan called the meeting to order at 2:05 PM (local).

Jason Holley, Chair	City of American Canyon
Mike Kirn	City of Calistoga
Eric Whan, Vice Chair	City of Napa
Debra Hight	City of St. Helena
Graham Wadsworth	Town of Yountville
Nathan Steele	Town of Yountville
Rick Marshall	County of Napa
Doug Weir	PCC
Ahmad Rahimi	CalTrans
Ursula Vogler	MTC

2. Introductions

Nathan Steele, Management Analyst, Planning Development and Public Works Department, Town of Yountville.

3. Public Comments

None

4. TAC Member and Staff Comments

Town of Yountville – Member Wadsworth informed TAC of the

- Revamping/refurbishing of Town's street name signs
- Yountville Traffic Circular Element
- Tour de Cure Bicycle Event on May 4, 2014

County of Napa – Member Marshall encouraged members to sign-up with the County's emergency notification system "Nixle" which announces traffic and road conditions within the County as the peak of bike events are approaching.

City of Napa – Vice Chair Whan updated members on the following projects

- First Street awaiting tree removal.

Action Requested: APPROVE

- Two-way street conversion work on First/Main ahead of schedule with possible completion in June.
- Two (2) field reviews for the traffic roundabout and intercrossing projects

St. Helena – Member Hight announced the following

- City Manager Gary Broad to retire June 1, 2014, with Tobi Ross, RGS, will serve as an interim for 6 months
- Recruitment actions to fill positions for City Manager, Public Works Director, Finance Director, and City Clerk.
- Phase I water restriction lifted.

City of Calistoga – Member Kirn thanked NCTPA staff for displaying water conservation awareness on VINE bus digital displays.

CalTrans – Representative Rahimi will address project updates in item 6.

MTC – Representative Vogler informed TAC of the following:

- Countywide Plan Update – Two (2) Public Workshops scheduled
- Regional Goods Movement Study
- FYE 2014 EV Grants/Incentives

NCTPA - Staff provided TAC with the following information and handouts

- Countywide Transportation Plan – 1st CAC meeting and three (3) public meetings were held in late April 2014. Survey with mapping tools is available on the NCTPA website.

5. Standing

5.1 Congestion Management Agency (CMA) Report Staff provided information on the latest meeting topics and/or discussions to TAC:

- CMA Transportation Plan Guidelines require update on SB 375. NCTPA will be participating on the committee.
- Letter to MTC/ABAG to be sent identifying Napa Valley with three (3) Communities of Concern (COC).

5.2 Project Monitoring Funding Programs Staff provided TAC with the latest project reporting data and deadlines. TAC encouraged to review and submit any irregularities in the list to NCTPA for correction and/or further inquiry.

5.3 Transit Report (VINE Ridership) Staff provided TAC with a new quarterly ridership report. VINE buses have been outfitted with newly acquired automatic passenger counters and Clipper card readers. Clipper is scheduled for activation in Fall 2014. On May 22, 2014, VINE will appreciate its youth riders with a Youth Appreciation Day in which qualifying riders (Grades 6-12) will be given free two (2) Summer Youth Passes. The idea is to encourage riders to invite a friend to use public transportation.

5.4 Vine Trail Report
No report provided

6. **Caltrans Report. Representative Rahimi presented** TAC with the latest project report updates and information available. Hopper Slough Bridge is scheduled for a two (2) week repair closure starting May 5, 2014. Every effort will be made to provide sufficient signage and coordination with the jurisdictions affected by the closure. Member Wadsworth requested further information on the delay of project 3E220 to 2015, and requested additional signage during ramp closure(s) as the current method of placing cones are not sufficient. Chair Holley requested information for a CalTrans point of contact for maintenance and design coordination.

7. **CONSENT AGENDA ITEMS (7.1)**

7.1 Approval of Meeting Minutes

Meeting minutes for April 3, 2014, was motioned for approval and amended to correct table, item 9, TDA-3 Project Review, to read:

	Short Title Description of Project	TDA Article 3 Amount
1.	City of American Canyon-Rio Del Mar/Los Altos/Theresa Pedestrian Project	\$ 47,855
2.	City of St. Helena- Mitchell Drive Sidewalk Project	\$107,278
3.	City of Calistoga-Riverside Pedestrian Project	\$106,427
4.	Town of Yountville-Washington St. Sidewalk Project	\$ 51,086
	Totals	\$312,646

MSC* WHAN / HIGHT for **APPROVAL** and unanimously carried

8. **REGULAR AGENDA ITEMS (8.1-8.6)**

8.1 Napa County Travel Behavior Study Draft Report

Staff presented TAC with the Travel Behavior Study Draft Report conducted by consultant Fehr & Peers. TAC comments are requested and the report will be placed in a "drop box" for access. Final report is scheduled to be presented to the NCTPA Board in June 2015.

8.2 Countywide Pedestrian Master Plan Draft Scope of Work

Action Requested: APPROVE

Staff presented TAC with the first draft scope of work for the Countywide Pedestrian Master Plan for review and comment. Comments for consideration by the Active Transportation Advisory Committee (ATAC) were made available to TAC by handout. Item to be revisited at next TAC meeting in June with written comments requested to NCTPA by May 15th.

8.3 Napa Countywide Transportation Plan (CWP) Performance Measures

Staff presented TAC with a draft performance measure matrix encompassing the goals and objectives of the Napa Countywide Transportation Plan (CWP). Written comments by TAC requested by May 22. Item to be re-visited at the next TAC meeting in June 2014.

8.4 Legislative Update and State Bill Matrix

Staff provided TAC with the latest Federal and State legislative update to be presented to the NCTPA Board at their May 21, 2014 for their approval. Bills considered for support by the Board: AB 2119, AB 2174, and AB 2651, and AB 2652 for watch.

MSC* MARSHALL / KIRN for APPROVAL and unanimously carried

8.5 NCTPA Board of Directors Agenda for May 21, 2014

TAC reviewed the draft NCTPA Board of Directors Agenda for their next meeting on May 21, 2014.

8.6 Topics of Next Meeting

- Transportation for Clean Air (TFCA)
- Countywide Pedestrian Plan (CWP)

9. ADJOURNMENT

Next regular meeting date of June 5 1, 2014, was approved and meeting was adjourned at 4:07 PM.



June 5, 2014
TAC Agenda Item 8.1
Continued From: NEW
Action Requested: ACTION

NAPA COUNTY TRANSPORTATION AND PLANNING AGENCY TAC Agenda Letter

TO: Technical Advisory Committee (TAC)
FROM: Kate Miller, Executive Director
REPORT BY: Danielle Schmitz, Senior Planner
(707) 259-5968 / Email: dschmitz@nctpa.net
SUBJECT: Transportation for Clean Air (TFCA) - FYE 2015 Project List

RECOMMENDATION

That the TAC recommend to the NCTPA Board the approval of the TFCA FYE 2015 project list.

EXECUTIVE SUMMARY

Annually the NCTPA adopts a list of projects for the TFCA Program Manager funds generated under AB 434. The funds come from a four-dollar vehicle license fee imposed by the Bay Area Air Quality Management District (BAAQMD) and are known as Transportation Fund for Clean Air (TFCA). Forty percent of these funds are returned to the NCTPA for distribution to local projects. Projects must have an air quality benefit and be cost effective. The remaining sixty percent is allocated by the BAAQMD on an area-wide competitive basis. Generally, the BAAQMD rules and statutes only allow funds to be retained for two years unless an extension is requested.

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

FISCAL IMPACT

Is there a Fiscal Impact? Yes. TFCA funds for FYE 2015 - \$245,442

BACKGROUND AND DISCUSSION

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

Annually the NCTPA adopts a list of projects for the TFCA Program Manager funds. Napa County has approximately \$255,200 in Program Manager Funds for FYE 2015. This amount includes \$9,758 set aside for Administration costs for NCTPA in the FYE 2015 Expenditure Plan, leaving \$245,442 for eligible projects.

On February 19, 2014 the NCTPA Board opened a call for projects for the TFCA Program Manager Funds which closed on April 7th. NCTPA received two projects, one from City of Calistoga and one from City of American Canyon. Both projects are eligible and absorb the total amount of FYE 2015 funds available.

The proposed final list of projects for FYE 2015 is shown in Table 1 below. All projects have undergone a cost effective analysis and are eligible to receive funds. Approved projects will be submitted to the BAAQMD.

Table 1: Proposed FYE 2015 TFCA Program Manager Projects

FYE 2015 TFCA Expenditures	Amount
Administration Costs for FYE 2014	\$9,758
City of Calistoga Riverside Class I Path	\$20,000
American Canyon SR 29 Signal Interconnect	\$225,442
TOTAL	\$255,200

SUPPORTING DOCUMENTS

Attachments: (1) TFCA Final Project Applications for FYE 2015

PROJECT INFORMATION

- A. **Project Number:** 15NAP01
- B. **Project Title:** Riverside Class I Path
- C. **TFCA Program Manager Funds Allocated:** \$20,000
- D. **TFCA Regional Funds Awarded (if applicable):** \$ 0
- E. **Total TFCA Funds Allocated (sum of C and D):** \$20,000
- F. **Total Project Cost:** \$880,000
- G. **Project Description:**

Project sponsor will use TFCA funds to fill a shortfall in funding for the Riverside Path project. The total project cost is estimated to be \$125,000. The City of Calistoga will receive approximately \$105,000 in TDA-3 funding leaving approximately \$20,000 of the total project cost unfunded.

In summer 2014, AT&T will be expending approximately \$880,000 to stabilize their building and the riverbank along the Napa River by installing helical anchors (tiebacks) and constructing a grade/beam retaining wall along the south side of the building. Once this foundation repair and bank support is complete, AT&T has agreed to deed to the City of Calistoga land to facilitate the installation of a class I path by generally affixing decking to the grade beam and retaining wall system. The path will include a 6-foot security fence along the AT&T building and a guard rail along the Napa River side of the path.

The proposed path will provide pedestrian and bicycle connectivity from Lincoln Avenue (State Route 29) to the east side public parking area. This connectivity effectively provides pedestrian and bicycle access from Lincoln Avenue to Washington Street both which have Class III facilities.

Once completed, signage will be posted on the path providing recognition to Air District funding.

- H. **Final Report Content: Form 3**
- I. **Cost-effectiveness Worksheet:** Cost-effectiveness worksheet and any other information used to evaluate the proposed project is attached.
- J. **Comments (if any):**

No additional comments necessary.

**RIDESHARING, BICYCLE, SHUTTLE, AND SMART GROWTH PROJECTS
 FYE 2015 TFCA Progam Manager Fund Worksheet**

Version 1.0, updated 11/25/13

General Information Tab: Complete areas shaded in yellow.

Project Number (14XXYY)	15NAP01
Project Title	Riverside Class I Path
Project Type Code (e.g., 7a)	7a
County (2-3 character abbreviation)	NAP
Worksheet Calculated By	Erik V. Lundquist
Date of Submission	4/7/2014
Project Sponsor	
Project Sponsor Organization	City of Calistoga
Public Agency? (Y or N)	Y
Contact Name	Erik V. Lundquist
Email Address	elundquist@ci.calistoga.ca.us
Phone Number	707-942-2830
Mailing Address	1232 Washington Street
City	Calistoga
State	CA
Zip	94515
Project Schedule	
Project Start Date	July 1, 2014
Project Completion Date	7/1/2016
Final Report to CMA	10/31/2016

RIDESHARING, BICYCLE, SHUTTLE, AND SMART GROWTH PROJECTS

FYE 2015 TFCA Program Manager Fund Worksheet

Version 1.0, updated 11/25/13

Calculations Tab: Complete areas shaded in yellow only.

SAMPLE ENTRIES ARE SHOWN IN LIGHT BLUE

Cost Effectiveness Inputs	
# Years Effectiveness:	20
Total Project Cost:	\$880,000
TFCA Cost 40%:	
TFCA Cost 60%:	\$20,000
Total TFCA Cost:	\$20,000

Regional Fund Proj. #:	15NAP
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Emission Reduction Calculations

Step 1 - Emissions for Eliminated Trips

A	B	C	D	E	F	G	H	I
# Trips/Day (1-way)	Days/Yr	Trip Length (1-way)	VMT	ROG Emissions (gr/yr)	NOx Emissions (gr/yr)	Exhaust & Trip End PM10 Emissions (gr/yr) *	Other PM10 Emissions (gr/yr) *	CO2 Emissions (gr/yr)
100	250	16	400,000	59,150	56,050	7,225	81,600	135,806,658
46	240	3	33,120	9,042	6,094	751	6,756	11,244,791
			0	0	0	0	0	0
		Total	33,120	9,042	6,094	751	6,756	11,244,791

Step 2 - Emissions for New Trips to Access Transit/Ridesharing

50	250	3	37,500	10,238	6,900	850	7,650	12,731,874
			0	0	0	0	0	0
			0	0	0	0	0	0
		Total	0	0	0	0	0	0

Step 3A - Emissions for Shuttle/Vanpool Vehicles up to GVW of 14,000 lbs.

A	B	C	D	E	F	G	H	I	J	K	L	M	N
See Emission Factor Tab, ARB Table 2 or 7													
# Vehicles, Model Year	Emission Std.	Vehicle GVW	ROG Factor (gr/mi)	NOx Factor (g/mi)	Exhaust PM10 Factor (g/mi)	Total PM10 Factor (g/mi)	CO2 Factor (g/mi) (See CO2 Table for LD and LHD)	Total Annual VMT (sum all vehicles)	ROG Emissions (gr/yr)	NOx Emissions (gr/yr)	Exhaust PM10 Emissions (gr/yr)	Other PM10 Emissions (gr/yr)	CO2 Emissions (gr/yr)
2, 2005	LEV	10,001-14,000	0.23	0.40	0.12	0.33	860	8000	1,840	3,200	960	1,680	6,880,000
									0	0	0	0	0
									0	0	0	0	0
							Total	0	0	0	0	0	0

Step 3B - Emissions for Buses

A	B	C	D	E	F	G	H	I	J	K	L	M	N
See Emission Factors Tab, Emissions for Buses Table													
# Vehicles	Engine Year, Make, & Model	Retrofit Device Name	ROG Factor (gr/mi)	NOx Factor (g/mi)	Exhaust PM10 Factor (g/mi)	Other PM10 Factor (g/mi)	CO2 Factor (g/mi)	Total Annual VMT (sum all vehicles)	ROG Emissions (gr/yr)	NOx Emissions (gr/yr)	Exhaust PM10 Emissions (gr/yr)	Other PM10 Emissions (gr/yr)	CO2 Emissions (gr/yr)
									0	0	0	0	0
									0	0	0	0	0
							Total	0	0	0	0	0	0

Cost Effectiveness Results

	Annual	Lifetime	
1. VMT Reduced	33,120	662,400	Miles
2. Trips Reduced	11,040	220,800	Trips
3. ROG Emissions Reduced	0.01	0.20	Tons
4. NOx Emissions Reduced	0.01	0.13	Tons
5. PM Emissions Reduced	0.01	0.17	Tons
6. PM Weighted Emissions Reduced	0.02	0.48	Tons
7. CO2 Emissions Reduced	12.4	247.9	Tons
8. Emission Reductions (ROG, NOx & PM)	0.02	0.50	Tons
9. TFCA Project Cost - Cost Effectiveness (ROG, Nox & PM)		\$40,065	/Ton
10. TFCA Project Cost - Cost Effectiveness (ROG, NOx & Weighted PM). THIS VALUE MUST MEET POLICY REQUIREMENTS.		\$24,581	/Ton

Notes & Assumptions

Provide all assumptions, rationales, and references for figures used in calculations.

The Calistoga General Plan indicates that Lincoln Avenue (SR 29) between Foothill Boulevard (SR 128) and Washington Street has an ADT of 11,600. Caltrans 2012 Traffic Volume Book indicates Foothill Boulevard, east of the Lincoln Avenue intersection, has an ADT of 12,400 trips.

AD default of 240 days

Trip Length: Default 3 miles was used

Parallel Route - Washington Street at 11,600 ADT

path \leq 1 mile and ADT \leq 12,000 use $.4\%(\text{ADT}) = 46.4$ trips

PROJECT INFORMATION

- A. Project Number:** 15NAP02
- B. Project Title:** SR29 Signal Interconnect Project
- C. TFCA Program Manager Funds Allocated:** \$225,442
- D. TFCA Regional Funds Awarded (if applicable):** \$ 0
- E. Total TFCA Funds Allocated (sum of C and D):** \$225,442
- F. Total Project Cost:** \$327,327

Contact: Jason Holley, Public Works Director

Project Description:

The City is currently completing the SR29 Traffic Synchronization project which will synchronize traffic signals to reduce peak hour congestion along SR29 between American Canyon Road and South Kelly Road. The project will also synchronize the signal at American Canyon Road and Silver Oak Trail. The project goal is to reduce congestion and improve air quality with the development and implementation of new signal timing plans.

Because the SR29 Traffic Synchronization project is based upon a limited, one-time data set it is not adaptable as conditions change. In addition, the controllers lack continuity and redundancy and can become uncoordinated over time – this is simply the nature of passive signal coordination efforts. The City proposes to build onto the SR29 Traffic Synchronization project by using the TFCA funds to provide the necessary infrastructure to continuously (actively) monitor traffic conditions. This will allow the City to modify timing plans as patterns change in order to reduce congestion on an on-going basis. This project can be seen as a precursor to an intelligent (adaptive) transportation system for the SR29 Corridor.

The project consists of installing Camera Video Detection Systems at the five intersections; signal interconnect cable (SIC) along SR29 from Donaldson Way to Eucalyptus and from Napa Junction Road to City Hall; and a Traffic Operations Center at City Hall. Project cost is estimated at \$327,000.

Project Cost:

Item of Work	Estimated Cost
Camera Video Detection Systems	\$97,570
SIC	\$100,000
Traffic Operations Center	\$100,000
10% Contingency	\$29,575
TOTAL	\$327,327

Project Schedule:

Task	Time
Design Consultant selection	6 weeks
Award Contract/Issue NTP	1 month
PSE	3 months
Caltrans Coordination	concurrent
Bid Process/Notice to Proceed	2 months
Construction	2 months
Acceptance/Issue Notice of Completion	1 month
Project Close-out	1 month
Total Time	

Project Benefits: Benefits of the proposed project include reducing air pollution by reducing idling time and reducing traffic congestion.

ARTERIAL MANAGEMENT PROJECTS

FYE 2015 TFCA County Program Manager Fund Worksheet

Version 1.0, updated 11/21/13

General Information Tab: Complete areas shaded in yellow.

Project Number (15XXXXYY)	15NAP02
Project Title	SR29 Traffic Signal Interconnect Project
Project Type Code (e.g., 7a)	8a
County (2-3 character abbreviation)	NAP
Worksheet Calculated By	Cheryl Braulik
Date of Submission	4/7/2014
Project Sponsor	
Project Sponsor Organization	City of American Canyon
Public Agency? (Y or N)	Y
Contact Name	Jason Holley
Email Address	jholley@cityofamericancanyon
Phone Number	707-647-4558
Mailing Address	4381 Broadway, Suite 201
City	American Canyon
State	CA
Zip	94503
Project Schedule	
Project Start Date	7/1/2014
Project Completion Date	7/1/2016
Final Report to CMA	5/31/2016

ARTERIAL MANAGEMENT PROJECTS

FYE 2015 TFCA County Program Manager Fund Worksheet

Version 1.0, updated 11/21/13

Calculations Tab: Complete areas shaded in yellow.

Cost Effectiveness Inputs	
# Years Effectiveness:	2
Total Project Cost:	\$327,327
TFCA Cost 40%:	\$225,442
TFCA Cost 60%:	
Total TFCA Cost:	\$225,442

TFCA Regional Fund Proj. #: (If applicable)

Emission Reduction Calculations											
A	B	C	D	E	F	G	H	I	J	K	L
Name of Arterial, Direction	Segment Length (miles)	Days/Yr.	Time Period	Traffic Volume During Time Period	Travel Speed w/o Project	Travel Speed w/ Project	Percent Speed Increase	ROG Emission Reductions (lbs/yr)	NOx Emission Reductions (lbs/yr)	PM Emission Reductions (lbs/yr)	CO2 Emission Reductions (lbs/yr)
<i>SAMPLE--San Pablo, Northbound</i>	4.5	250	7AM - 9AM	7,000	21.5	25.0	16.3%	130.09	130.09	71.55	564606
SR 29 between South Kelly Rd and American Canyon Rd.	2.9	250	7AM - 9AM	6,000	15.2	20.0	31.6%	229.96	134.14	107.50	625480
SR 29 between South Kelly Rd. and American Canyon Rd.	2.9	250	4PM - 6PM	6,000	23.2	30.4	31.0%	249.12	153.30	67.45	534648
American Canyon Road between SR 29 and Silver Oak Trail	0.13	250	7AM - 9AM	2,913	6.1	15.0	145.9%	24.61	13.45	10.51	55684
American Canyon Road between SR29 and Silver Oak Trail	0.13	250	4PM - 6PM	3,649	36.7	40.0	9.0%	0.00	0.00	0.26	2155
					5.0	5.0	0.0%	0.00	0.00	0.00	0
					5.0	5.0	0.0%	0.00	0.00	0.00	0
					5.0	5.0	0.0%	0.00	0.00	0.00	0
					5.0	5.0	0.0%	0.00	0.00	0.00	0
					5.0	5.0	0.0%	0.00	0.00	0.00	0
					5.0	5.0	0.0%	0.00	0.00	0.00	0
					5.0	5.0	0.0%	0.00	0.00	0.00	0
					5.0	5.0	0.0%	0.00	0.00	0.00	0
Total Emission Reductions								503.68	300.90	185.73	1217966

Cost Effectiveness Results	Annual	Lifetime	
1. ROG Emissions	0.25	0.50	Tons
2. NOx Emissions	0.15	0.30	Tons
3. PM Emissions	0.09	0.19	Tons
4. Weighted PM Emissions	1.86	3.71	Tons
5. CO2 Emissions Reduced	608.98	1217.97	Tons
6. Emission Reductions (ROG, NOx & PM)	0.50	0.99	Tons
7. TFCA Project Cost - Cost Effectiveness (ROG, NOx & PM)		\$227,649	/Ton
8. TFCA Project Cost - Cost Effectiveness (ROG, NOx & Weighted PM). THIS VALUE MUST MEET POLICY REQUIREMENTS.		\$49,885	/Ton

Notes & Assumptions

Provide all assumptions, rationales, and references for figures used in calculations.

1. SR29 corridor between American Canyon Road and Sputh Kelly Road is 2.92 miles. There are 5 signals between these two intersections being synchronized.
2. American Canyon Road from Silver Oak Trail to SR29 is .13 miles. There is one traffic signal being synchronized.
3. Traffic Data is from traffic counts taken in 2013 by GHD.
4. Cost estimate based on actual proposal (camera) and similar projects:
5. Cost Estimate
Camera Video Detection System - \$97,570
SIC = \$100,000
Traffic Operations Center - \$100,000
10% contingency - \$29,757
Total - \$327,327
6. ADT -
ADT for American Canyon Road - 23,000
ADT for SR 29 - 55,000



June 5, 2014
TAC Agenda Item 8.2
Continued From: May 1, 2014
Action Requested: ACTION

NAPA COUNTY TRANSPORTATION AND PLANNING AGENCY TAC Agenda Letter

TO: Technical Advisory Committee (TAC)
REPORT BY: Diana Meehan, Assistant Program Planner/Administrator
(707) 259-8327 / Email: dmeehan@nctpa.net
SUBJECT: Countywide Pedestrian Master Plan Scope of Work – Final Draft

RECOMMENDATION

That the TAC review and recommend approval of the Countywide Pedestrian Master Plan final draft scope of work to the NCTPA Board.

EXECUTIVE SUMMARY

To identify and prioritize pedestrian projects, programs and planning efforts of countywide significance, NCTPA will coordinate the effort to create a Countywide Pedestrian Master Plan. The Plan will provide the background, direction, and tools needed to encourage pedestrian/walking trips in Napa County and improve pedestrian safety for all users.

FISCAL IMPACT

None.

BACKGROUND AND DISCUSSION

To maintain consistency throughout the County and to better assist jurisdictions with improvements to their pedestrian systems and to take advantage of new funding sources NCTPA has identified the need to create a Countywide Pedestrian Master Plan. The plan will be an important component for the coordination of planning and programming pedestrian projects throughout all Napa County jurisdictions. The plan will be similar to the countywide bicycle plan which was completed in 2011, but with specific focus on pedestrians. Once complete, both the Countywide Bicycle Plan and Pedestrian Master Plan could be combined to form a complete active transportation plan for Napa County.

With funding programs such as the Active Transportation Program (ATP) looking at communities with a particular level of plan consistency for their projects and programs, having a Pedestrian Master Plan should improve the efforts towards funding projects throughout the County.

SUPPORTING DOCUMENTS

Attachments: (1) Countywide Pedestrian Master Plan Scope of Work

**SCOPE OF WORK
NAPA COUNTYWIDE PEDESTRIAN PLAN
INCLUDING PLANS FOR THE
CITIES OF NAPA, AMERICAN CANYON, ST. HELENA, CALISTOGA AND THE
TOWN OF YOUNTVILLE**

Task 1: Evaluate Existing Conditions

- a. Review existing plans in Napa County, Cities and Town; analyze adequacy of existing plans especially relative to regional plans and state/federal funding opportunities including requirements of the Active Transportation Program, ADA guidelines and the Complete Streets Act of 2008.
- b. In particular review all current General Plans, Specific Plans, Circulation elements and existing pedestrian plans and policies.
- c. Inventory of major pedestrian facilities
 - 1) Status of existing pedestrian facilities, paths, and trails
 - i. Location
 - ii. Condition
 - iii. Create GIS
 - 2) Inventory pedestrian programs and policies including school programs, local clubs, government programs and school-based programs (especially "Safe Routes to School")

- Deliverables:*
1. Provide existing conditions report, including inventory and description of major pedestrian infrastructure and current conditions.
 2. Provide GIS layer of all current and currently planned facilities keyed to Napa County and Cities' base maps, including attributes describing, status of un-built segments (in existing plans, funded, under construction) condition and associated image files, integrated with MTC GIS system if available.
 3. Procedure manual for NCTPA update of GIS system
 4. Summary document citing existing pedestrian policies and plans within each jurisdiction.

Task 2: Project future demand for pedestrian facilities and programs including

- a. resident, employee and tourist use

- Deliverables:*
1. Provide a report outlining expected future demand for pedestrian facilities
 2. Provide assumptions for pedestrian travel demand based on land use and any other factors as appropriate

Task 3: Standards

- a. Identify best practices and standards for all pedestrian facilities using ADA Guidelines and Complete Streets Criteria

- b. Describe urban/rural variation

Task 4: Meetings, Workshops, Presentations

- a. Attend TAC and ATAC meetings (3-6 meetings) to plan for individual jurisdictional plan needs
- b. Meet with technical staff to review localized needs in each jurisdiction (6 meetings)

Public- 5 public meetings: one in each jurisdiction-Include portions of unincorporated areas within each jurisdiction.

Deliverables: 1. Agendas, attendance lists, and summary minutes of meetings

Task 5: Pedestrian Master Plan incorporating plans for County, and all Cities

- a. Identify significant pedestrian origins and destinations, including number of employees by location. Identify proposed corridors of connection and evaluate current status and future opportunities/ challenges to development of workable corridors
- b. Data collection for existing pedestrian trips and estimated increase in number of trips on major pedestrian facilities
- c. Provide rough cost estimates for construction of priority projects identified by the local jurisdictions
- d. Describe relationships with relevant regional plans, such as the Bay Trail and Bay Area Ridge Trail including links to Solano and Sonoma Counties
- e. Create new set of GIS-based maps
- f. Work specifically with jurisdictions requiring ADA transition plans including City of St. Helena and County of Napa. For smaller jurisdictions, this may involve some site visitations and manual inventory methods and assistance with ADA transition planning.
- g. Propose objectives and key policies in support of the system to be adopted by Cities/County
- h. Design a promotional/educational plan to increase pedestrian safety and mode share for all short trips countywide to be administered by NCTPA.

Deliverables:

1. Pedestrian Master Plan for Napa County should include:
 - major countywide north-south spine multi-use trail (Vine Trail) connecting the five Cities/Town from Calistoga to the City of American Canyon, showing links to regional trail systems: Bay Trail, Ridge Trail.
 - New comprehensive plans in all Napa County jurisdictions.
2. GIS layers of system components
3. New user-friendly pedestrian map including all currently built or in-active-development system segments in two scales(including major pedestrian origin/destination locations):
 - a) countywide and b) detailed segments for 5 Cities/Town

4. List of potential City/County objectives and policies that will support the implementation of the plan.

Task 6: Planning Process, Prioritization and Financial Plan

- a. Outline of available fund sources to finance construction of proposed system segments and of system maintenance
- b. Create a template with guidelines for updating city pedestrian plans to remain consistent with the countywide plan

- Deliverables:*
1. Provide a report describing funding sources available for construction of proposed segments of the system and for maintenance of the system as a whole.
 2. Provide a countywide list of priority projects and programs
 3. Provide an outline of project approval process

Task 7: Create necessary documents for formal approvals and assist in adoption by Councils

- a. CEQA analysis
- b. Napa, American Canyon, Calistoga, Town of Yountville and St. Helena City Councils and Napa County Board of Supervisors
- c. NCTPA Board of Directors
- d. MTC – amendment
- e. Active Transportation Plan-Umbrella Document

- Deliverables:*
1. Draft staff reports, council resolutions as necessary
 2. Present plan to:
 - a. NCTPA Board
 - b. Napa County Board of Supervisors
 - c. Napa City Council
 - d. American Canyon City Council
 - e. St. Helena City Council
 - f. Calistoga City Council
 - g. Town of Yountville Council
 2. CEQA analysis
 3. Draft application to Caltrans for approval of the plan as an “Active Transportation Plan”



June 5, 2014
TAC Agenda Item 8.3
Continued From: May 1, 2014
Action Requested: INFORMATION/ACTION

NAPA COUNTY TRANSPORTATION AND PLANNING AGENCY TAC Agenda Letter

TO: Technical Advisory Committee (TAC)
FROM: Kate Miller, Executive Director
REPORT BY: Danielle Schmitz, Senior Planner
(707) 259-5968 / Email: dschmitz@nctpa.net
SUBJECT: Napa Countywide Transportation Plan (CWP) Evaluation Criteria

RECOMMENDATION

That the TAC review the Napa Countywide Transportation Plan (CWP) Draft Evaluation Criteria and provide comment.

EXECUTIVE SUMMARY

As part of NCTPA's responsibilities under the interagency agreement with the Metropolitan Transportation Commission (MTC), the agency is tasked with developing long-range countywide transportation priorities to support regional planning and programming efforts. This work assists regional agencies with development of the Regional Transportation Plan and the Sustainable Communities Strategy (RTP/SCS) which is updated every four years. NCTPA last updated the countywide transportation plan in 2009.

NCTPA staff and its consulting team developed a new set of goals and objectives based upon the NCTPA Board feedback at its January 15, 2014 CWTP kickoff retreat. The new goals and objectives were approved at the March 19, 2014 Board Meeting. As part of an effort to make a meaningful plan the Board asked staff to create performance measures to go along with the goals and objectives and provide an annual progress report to the Board. In an effort to ensure projects and programs included in the plan are consistent with the goals and objectives, staff has created a draft set of evaluation criteria.

At the May 1, 2014, TAC meeting TAC received a draft of the evaluation criteria and was asked to provide comments back to NCTPA.

FISCAL IMPACT

Is there a Fiscal Impact? None.

BACKGROUND AND DISCUSSION

At the January 15, 2014 Board retreat, the Board asked staff to create performance measures to supplement the Plan's Goals and Objectives. A draft list of evaluation criteria is attached to this report for TAC's consideration. There are three categories identified:

- 1) Project Screening Criteria
- 2) Policy and Planning Considerations
- 3) Combination Project and Planning Criteria

TAC will use the evaluation criteria to self-evaluate their transportation projects and programs. Currently jurisdictions are working on compiling their project inventory list to include in the Countywide Plan. Once projects are submitted, jurisdictions can go through a self-evaluating processing using the evaluation criteria to select their project priorities. Staff is suggesting the scoring process be a simple one (1) point for every objective met – there are 27 objectives in all. NCTPA will also use the evaluation criteria to assess transportation policies and programs that the agency administers as well as transit projects and programs.

At the May 1, 2014, TAC meeting staff asked the jurisdictions to provide comments. The evaluation criteria attached to this report incorporates comments received.

SUPPORTING DOCUMENTS

Attachments: (1) CWP Evaluation Criteria
(2) CWP Goals and Objectives

				Objective 5: Prioritize projects that expand travel options for cyclists and pedestrians as well as those projects that improve operation and safety for vehicles, pedestrians, and cyclists				Objective 5: Explore new transportation funding sources, including fees associated with new development.								Objective 5: Invest in improvements to the transportation network that serve land use, consistent with SB 375.[2]								
				G205P1: Implement complete streets	G205P2: Implement technologies that improve the operation of the road for all users	G205P3: Close gaps on existing Class 1 path network (priority along Class 1 facility improves affordable access. Could expand to include other bike/ped facilities identified in bike/ped plans)	G205P4: Expand or enhance transit	G305P1: Identify and prioritize projects that significantly improve the network and encourage community support	G305P2: Implement working group to evaluate potential revenue sources	G305P3: Use polling techniques to engage the public								G505P1: Invest in priority development areas that encourage non-auto use	G505P2: Encourage mixed use development	G505P3: Improve coordination between employment locations and housing				
								Objective 6: Develop partnerships with Caltrans, California Transportation Commission (CTC), Metropolitan Transportation Commission (MTC) and Napa's state legislators to support expanded transportation funding for local mobility needs and to accommodate demand from regional traffic that travels through Napa County									Objective 6: Identify revenues that support investments in Priority Development Areas (PDAs).							
								G306P1: Promote Napa's projects and unique characteristics within Bay Area and the State	G306P2: Work collaboratively with regional, federal, and state partners to fund large infrastructure improvements	G306P3: Advocate and work with north bay county-partners on common issues							G506P1: Evaluate local opportunities to increase revenues	G506P2: Develop educational materials to inform the public	G506P3: Partner with other organizations and collaborate on policy and messaging					

Key:
G=Goal
O = Objective
P = Performance Measure
Number Corresponds to the Goal, Objective, or Performance Measure Number (e.g. G205P2 = Goal 2, Objective 5, Performance Measure 2)
Colors:
Blue - Applies exclusively to project screening criteria.
Yellow - Applies exclusively to policy and planning considerations.
Green - Applies to both project screening criteria and policy/planning considerations.

Goal 1

Serve the transportation needs of the entire community regardless of age, income or physical ability.

- G101P1
- G101P2
- G101P3
- G102P1
- G102P2
- G102P3
- G103P1
- G103P2
- G103P3
- G103P4
- G104P1
- G104P2
- G104P3

Goal 2

Improve system safety in order to support all modes and serve all users.

- G201P1
- G201P2
- G201P3
- G201P4
- G202P1
- G202P2
- G202P3
- G203P1
- G203P2
- G204P1
- G204P2
- G205P1
- G205P2
- G205P3
- G205P4

Goal 3

Use taxpayer dollars efficiently.

- G301P1
- G301P2
- G302P1
- G302P2
- G302P3
- G303P1
- G303P2
- G303P3
- G303P4
- G304P1

- G304P2
- G304P3
- G305P1
- G305P2
- G305P3
- G306P1
- G306P2
- G306P3

Goal 4

Support Napa County's economic vitality.

- G401P1
- G401P2
- G401P3
- G401P4
- G402P1
- G402P2
- G402P3
- G402P4
- G403P1
- G403P2
- G403P3
- G403P4
- G403P5
- G404P1
- G404P2
- G404P3
- G404P4
- G404P5

Goal 5

Minimize the energy and other resources required to move people and goods.

- G501P1
- G501P2
- G501P3
- G501P4
- G501P5
- G501P6
- G502P1
- G502P2
- G502P3
- G502P4
- G502P5
- G503P1
- G502P2
- G503P3
- G503P4

- G503P5
- G504P1
- G504P2
- G505P1
- G505P2
- G505P3
- G506P1
- G506P2
- G506P3

Goal 6

Prioritize the maintenance and rehabilitation of the existing system

- G601P1
- G601P2
- G601P3
- G602P1
- G602P2

Goals and Objectives for 2015 CWTP

Preamble:

The goals and objects for the 2015 Napa Countywide Transportation Plan are based on the following key facts.

- Napa County has a number of constraints that prevent and/or limit expanding the highway and road system as a means to eliminate congestion.
- Peak travel in Napa County is often associated with visitors and commuters traveling through Napa to/from adjacent counties, rather than employees or residents,
- The County's senior population is expected to double over the next 30 years.
- In 2010, approximately 1% of Napa County commuters biked to work, and approximately 4% walked to work, while 76% drove alone.¹
- Housing costs in Napa make it a challenge to provide sufficient housing stock for its growing work force.
- The issues and challenges are many and the solutions must be balanced; therefore the established goals are considered of equal importance.

Goal 1: Serve the transportation needs of the entire community regardless of age, income or physical ability.

Objectives:

1. Provide safe access to jobs, schools, recreation and other daily needs for Napa's residents and visitors.
2. Endeavor to serve the special transportation needs of seniors, children and the disabled.
3. Coordinate transportation services for disabled persons, seniors, children and other groups so each serves as many people as possible.
4. Provide affordable transportation solutions to ensure access to jobs, education, goods, and services for all members of the community.

Goal 2: Improve system safety in order to support all modes and serve all users.

Objectives:

1. Design roadways and other transportation facilities to enhance coexistence of users of all modes.
2. Educate all roadway users so they may safely coexist.
3. Work with Napa jurisdictions to adopt complete streets policies to meet the Metropolitan Transportation Commission's funding eligibility requirements.²
4. Ensure Measure T roadway funds are maximized to improve infrastructure, as allowed under the Ordinance, to benefit all transportation modes.
5. Prioritize projects that expand travel options for cyclists and pedestrians as well as those projects that improve operation and safety for vehicles, pedestrians, and cyclists

¹ U.S. Census Bureau, 2010-2012 American Community Survey.

² MTC requires that jurisdictions adopt a complete streets policy and update their general plans to be consistent with the Complete Streets Act of 2008 in order to receive funding after FY 2015-16 OBAG programming cycle.

Goal 3: Use taxpayer dollars efficiently.

Objectives:

1. Continue to prioritize local streets and road maintenance, consistent with Measure T.
2. Invest in fast and reliable bus service and infrastructure, so public transit is an attractive alternative to driving alone.
3. Identify alternative solutions that minimize costs and maximize system performance.
4. Provide real-time traffic and transportation information via MTC's 511 or similar system by 2017.
5. Explore new transportation funding sources, including fees associated with new development.
6. Develop partnerships with Caltrans, California Transportation Commission (CTC), Metropolitan Transportation Commission (MTC) and Napa's state legislators to support expanded transportation funding for local mobility needs and to accommodate demand from regional traffic that travels through Napa County

Goal 4: Support Napa County's economic vitality.

Objectives:

1. Identify and improve key goods movement routes.
2. Work with employers to improve access to employment centers, as well as dispersed agricultural employment sites.
3. Improve transportation services aimed at visitors, including alternatives to driving.
4. Use transportation demand management techniques to shift travel from peak to non-peak times.

Goal 5: Minimize the energy and other resources required to move people and goods.

Objectives:

1. Prioritize projects that reduce greenhouse gases.
2. Increase mode share for transit, walking, and bicycling to 10% by 2035.³
3. Reduce the growth of automobile vehicle miles traveled (VMT) by shifting trips to other modes.
4. Encourage the provision of alternative fuel infrastructure.
5. Invest in improvements to the transportation network that serve land use, consistent with SB 375.⁴
6. Identify revenues that support investments in Priority Development Areas (PDAs).

Goal 6: Prioritize the maintenance and rehabilitation of the existing system

Objectives:

1. Deliver Measure T projects effectively.
2. Focus funding on maintenance priorities.

³ Based on Plan Bay Area target. <http://onebayarea.org/plan-bay-area/targets.html>, accessed on 2/10/14. Compared to 2008 mode share.

⁴ SB 375 requires California's 18 metro areas to integrate transportation, land-use and housing as part of an SCS to reduce greenhouse gas emissions from cars and light-duty trucks. Source: <http://onebayarea.org/about/faq.html>, accessed on 2/21/14.