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Technical Advisory Committee (TAC)

AGENDA

Thursday, May 2, 2013
2:00 p.m.

625 Burnell Street
Napa CA 94559

General Information

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

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

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

This Agenda may also be viewed online by visiting the NCTPA website at www.nctpa.net, click on Minutes and Agendas – TAC or go to <http://www.nctpa.net/technical-advisory-committee-tac>.

ITEMS

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

- Legislative Report
- Project Monitoring Funding Programs
- SR29 Improvement Plan Study Update
- Transit Dashboard (*Attachment 1*)
- Vine Trail Report
- Caltrans Report (*Attachment 2*)

<u>REGULAR AGENDA ITEMS</u>	<u>RECOMMENDATION</u>	<u>TIME</u>
8. Overview of the Draft Plan Bay Area (Eliot Hurwitz) (<i>Pages 7-10</i>) TAC will receive an overview of the draft Play Ban Area and a letter in support of Alternative 2 to be sent jointly with other Bay Area Congestion Management Agencies (CMAs) in support thereof.	INFORMATION	2:25 PM
9. Draft Call for Measure T Projects and Maintenance of Effort Compliance Requirements (Kate Miller) (<i>Pages 11-13</i>) TAC will review the draft call for projects and maintenance of effort compliance criteria and recommend Board approval.	ACTION	2:40 PM
10. NCTPA Board of Directors Agenda for May 15, 2013 (Draft)** (Kate Miller) Preview draft version of the NCTPA Board of Directors Agenda for May 15, 2013.**	INFORMATION	3:00 PM
11. Topics for Next Meeting <ul style="list-style-type: none"> ○ Discussion of topics for next meeting by TAC members 	DISCUSSION	3:05 PM
12. Approval of Next Regular Meeting Date of June 6 , 2013 and Adjournment	APPROVE	3:10 PM

***Item will be made available at the meeting.*

VINE Transit Services Ridership Report

March 2013

ATTACHMENT 1
TAC Agenda Item 7
May 2, 2013

System Wide

	Mar 2012	Mar 2013	Change
Passenger Trips	45,828	61,723	+34.7%

VINE Routes 1 - 8, 10 and 11

In December 2012, local City of Napa routes 1-6 became 1-8, 10 and 11. The new system provides greater frequency, more direct connections and shorter travel times for most trips. The new, overlapping, Routes 10 and 11 are now the backbone of the City of Napa bus system creating a Rapid Transit Corridor for residents within the City of Napa while also improving county-wide connectivity.

	Mar 2012	Mar 2013	Change
Passenger Trips	37,297	50,857	+36.4%

VINE Commuter and Regional Routes

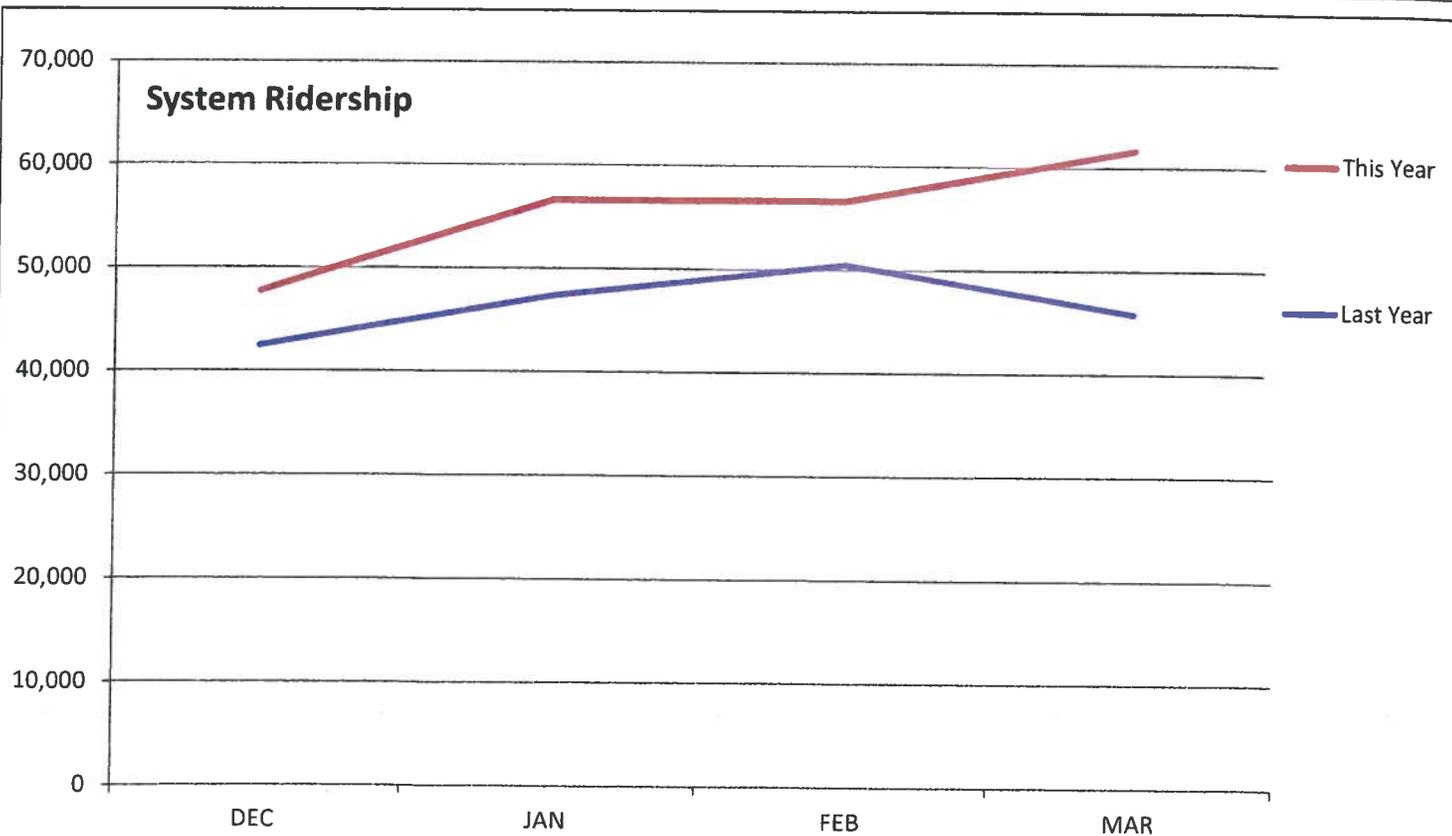
Route 29 Express to the Vallejo Ferry and BART and Route 25 to Sonoma.

	Mar 2012	Mar 2013	Change
Route 25 - Trips	Service began July 2012	487	n/a
Route 29 - Trips	2,252	2,460	+9%

VINE Community Transit Services

Passenger Trips

	Mar 2012	Mar 2013	Change
Am Can Transit	2,601	2,335	-11.5%
Calistoga	525	1,461	+178%
St. Helena	812	820	-
Yountville	2,341	3,303	+41%



CALTRANS REPORT

April 2013

PROJECT INITIATION DOCUMENT

EA 0G650

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

Scope: Scour Mitigation at Garnett Creek

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

EA 3G140

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

Scope: Update and Construct curb ramps at various locations.

EA1G030

Silverado/Lincoln Roundabout NAPA 29-PM 37.9: In City of Calistoga

Scope: Modify intersection with a Roundabout Design at Silverado Intersection

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

EA4G840

Capell Creek NAPA 128-PM 20.2: In County of Napa

Scope: Bridge Repair/Replacement

EA4G490

Concrete Barrier at Solano Ave SB Onramp NAPA 29-PM 11.9: In City of Napa

Scope: Install Concrete Barrier (Type 60)

EA4G540

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

Scope: Install new traffic signals

ENVIRONMENTAL

EA 28120

Soscol Flyover NAPA 221 PM 0.0/0.7 NAPA 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 9/2013 PAED 7/2014

EA 4A090

Troutdale Creek Bridge NAPA 29-PM 47.0/47.2: In Napa County

Scope: Bridge replacement at Troutdale Creek

Cost Estimate: \$17M Construction Capital

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

EA 1G430

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

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

Cost Estimate: \$5M Construction Capital

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

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)



= DENOTES CHANGES TO PREVIOUS REPORT

EA 3G640

Napa River Bridge Scour Mitigation NAPA 29-PM37.0: In City of Calistoga

Scope: Reconstruct a bridge at Napa River Bridge

Cost Estimate: \$10M Construction Capital

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

EA 2G940

W. of Knoxville Road Storm Damage NAPA 128-PM17.9 Near Rutherford

Scope: Construct Roadway Retaining System

Cost Estimate: \$1M Construction Capital

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

DESIGN

EA 2A320

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

Scope: Bridge replacement at Sarco Creek

Cost Estimate: \$8M Construction Capital

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

EA 2A110

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

Scope: Bridge replacement at Capell Creek

Cost Estimate: \$5M Construction Capital

Schedule: PAED 6/22/11 PSE 8/16/12 RWC 4/2013 RTL 3/14/13 CCA 8/2015

EA 25940

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: \$24M Construction Capital

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

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 PSE 9/2012 RWC 8/2012 RTL 10/2012 CCA 12/2013

EA 3E270

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

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

Cost Estimate: \$2M Construction Capital

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

EA 3E370

Pavement Digouts 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: \$700K Construction Capital

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

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)

EA 3E400

Pavement Seal Coat NAPA 128-PM19.0/34.2 Asphalt Rubber Seal Coat: In Napa County

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

Cost Estimate: \$2.7M Construction Capital

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

EA 2G950

E. of Wragg Canyon Road Storm Damage NAPA 128-PM29.7 Near Rutherford

Scope: Construct Roadway Retaining System

Cost Estimate: \$1.6M Construction Capital

Schedule: PAED 12/06/2012 PSE 10/2014 RWC 02/2015 RTL 2/2015 CCA 4/2019

CONSTRUCTION

EA 4442A

Duhig Landscape NAPA 12/121-PM 0.3/2.0 in Napa County

Scope: Mitigation and tree 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

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: \$29.2M

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

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 12/1/2010 AWD 1/11/12 (Ghillotti Const.) CCA 12/2014

EA 1E400

Bridge Repair NAPA 29-PM R6.6/19.0: In Napa County

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

Cost Estimate: \$960K Construction Capital

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

EA 4S020

Storm Damage NAPA 29-PM 41.0: In Napa County

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

Cost Estimate: \$2.4M Construction Capital

Schedule: PAED 8/2/10 RTL 6/21/12 AWD 12/27/12 (Gordon Ball) CCA 11/2018

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 2/6/2013 (Gordon Ball) CCA 10/2017

ACTION ITEMS

- HMA quality concern on SR 29, Monticello Road.

PID (Project Initiation Document)

PAED (Project Approval/ Environmental Document)

RWC (Right of Way Certification)

ADV (Advertise Contract)

PSR (Project Study Report)

RTL (Ready to List)

BO (Bid Open)

DED (Draft Environmental Document)

PSE (Plans, Specifications, and Estimate)

CCA (Construction Contract Acceptance)

AWD (Award Contract)



May 2, 2013
TAC Agenda Item 8
Continued From: NEW
Action Requested: INFORMATION

NAPA COUNTY TRANSPORTATION AND PLANNING AGENCY TAC Agenda Letter

TO: Technical Advisory Committee (TAC)
FROM: Kate Miller, Executive Director
REPORT BY: Eliot Hurwitz, Planning Manager
(707) 259-8782 / Email: ehurwitz@nctpa.net
SUBJECT: Overview of Draft Plan Bay Area

RECOMMENDATION

Information only.

EXECUTIVE SUMMARY

Every four (4) years the Metropolitan Transportation Commission (MTC) adopts a long-range transportation plan for the Bay Area Region known as the Regional Transportation Plan (RTP). For the next iteration of the 25 year long-range plan, Plan Bay Area, MTC has partnered with the Association of Bay Area Governments (ABAG) to address new requirements flowing from California's 2008 Senate Bill 375 (Steinberg), which calls on each of the state's 18 metropolitan areas to reduce greenhouse gas (GHG) emissions from cars and light trucks. This is important because the transportation sector represents about 40 percent of the GHG pollution that scientists say is causing climate change. The mechanism for achieving these reductions will be a Sustainable Communities Strategy that promotes compact, mixed-use commercial and residential development that is walkable and bikable and close to mass transit, jobs, schools, shopping, parks, recreation and other amenities. If successful, Plan Bay Area will give people more transportation choices, create more livable communities and reduce the pollution that causes climate change.

On March 22, 2013, MTC and ABAG released the draft plan for public comment and review and on April 2, 2013, the Draft Environmental Impact Report (DEIR) for comment. The comment period on the Draft Plan and DEIR will close at 4:00 pm on May 16, 2013. The final plan is to be adopted by summer 2013.

FISCAL IMPACT

Is there a Fiscal Impact? None.

BACKGROUND AND DISCUSSION

MTC and ABAG have released the Draft Plan Bay Area and the Draft Environmental Impact Report for review and comment. NCTPA will be sending a joint letter with the other Bay Area Congestion Management Agencies (CMAs) to voice support of Alternative 2 – which is the preferred strategy of Plan Bay Area, approved as the Jobs-Housing Connection Strategy by ABAG and MTC in May 2012. This alternative assumes a land use development pattern that concentrates future household and job growth into Priority Development Areas (PDAs) identified by local jurisdictions. It pairs this land development pattern with MTC's Preferred Transportation Investment Strategy, which dedicates nearly 90 percent of future revenues to operating and maintaining the existing road and transit system. This scenario has had the most vetting with local jurisdictions and includes housing numbers and transportation projects that have been approved by local jurisdictions.

SUPPORTING DOCUMENTS

Attachments: (1) Draft Letter from CMAs to MTC/ABAG on Plan Bay Area

Joint CMA Letter on Draft Plan Bay Area

The Bay Area Congestion Management Agencies (CMAs) appreciate the opportunity to participate in the development of Plan Bay Area over the past two years, as well as the opportunity to offer comments at this time.

We wish to start by thanking MTC and ABAG staff for their work to develop the Draft Regional Transportation Plan and associated Draft Environmental Impact Report (DEIR). The process has involved consultation with both standing and ad-hoc committees and frequent participation from the CMAs and other stakeholders. Because the CMAs are governed by elected officials, on-going direct MTC-to-CMA consultation has been and remains a critical component to developing and implementing the RTP and the Sustainable Communities Strategy in a way that best represents the diversity of the Bay Area electorate. The process of involving the CMAs and advisory committees has resulted in a Draft RTP that has received a thorough vetting by local officials and staff as well as the public each CMA represents.

The CMAs offer the following specific comments on the draft RTP, Plan Bay Area, and the DEIR:

- We acknowledge the population, housing and jobs growth numbers and distribution for use in Plan Bay Area. However, those figures represent a substantial departure from past trends, and some communities question their validity. We look forward to a careful examination of actual development patterns over the next four years, and to any necessary adjustments to ABAG's forecasts in collaboration with the CA Department of Finance when the plan and RTP are next updated.
- The CMAs are particularly concerned that the employment growth projections may be skewed by the apparent robust growth over the past two years. This growth occurred in part because of the unusually large amount of vacant commercial space due to the Great Recession. With constrained land availability in the Bay Area, construction of new buildings to sustain such growth is uncertain, and may result in lower future growth rates. This would in turn impact projected rates and location of residential growth.
- When compared to the Project, we note that Alternatives 4 and 5 have specific flaws that render them infeasible and not worthy of further consideration. Those flaws include:
 - Alternative 4 contains growth projections that do not appear to be achievable. Those projections are based upon an assumption that SB 375 requires housing of all Bay Area workers in the 9 counties, and not just that adequate housing be provided for new workers. SB 375 does not contain such a requirement. In addition, since current draft RHNA allocations have been thoroughly reviewed by local jurisdictions, adopting Alternative 4 would result in higher RHNA numbers that have not been vetted by local jurisdictions as required by State Law.

- Alternative 5 is based upon assumptions that are inconsistent with SB 375 regarding the loss of local control related to rezoning. It assumes that unspecified PDAs in rural and exurban areas will be disqualified from upzoning, even though SB 375 expressly denies the region the power to make such a decision. It also assumes OBAG funding cannot be spent in these PDAs, even though most CMAs have already made OBAG funding obligations that likely include these areas. Finally, the Alternative assumes a VMT tax whose passage cannot reasonably be anticipated. None of these considerations have received the vetting, either at the local or regional level that the provisions of the Project have received. These factors alone make Alternative 5 unimplementable, and it should receive no further consideration.
- When the Draft RTP (the Project) is compared to the Alternatives, the difference in impacts and achievement of RTP goals is insignificant (only 1 – 2%) in almost every instance. Given this small difference, the CMAs do not agree with the DEIR's conclusion that Alternative 5 is the Environmentally Superior Alternative – there is in fact no material difference.
- The Project represents the one alternative that is the most vetted and understood by Bay Area residents, the most consistent with local plans, and the most comprehensive in addressing the needs of all modes and users.

The CMAs look forward to working with MTC and ABAG staff as the new RTP is adopted and implemented. An important step will be to further refine the responsibilities of both the CMAs and the regional agencies for implementation of the programs and projects contained in Plan Bay Area. However, the first step is to see Plan Bay Area adopted. For the reasons stated above, the Bay Area CMAs as a group recommend adoption of Plan Bay Area as proposed.



May 2, 2013
TAC Agenda Item 9
Continued From: NEW
Action Requested: APPROVE

NAPA COUNTY TRANSPORTATION AND PLANNING AGENCY TAC Agenda Letter

TO: Technical Advisory Committee (TAC)
FROM: Kate Miller, Executive Director
REPORT BY: Kate Miller, Executive Director
(707) 259-8632 / Email: kmiller@nctpa.net
SUBJECT: Draft Measure T Call for Projects and Maintenance of Effort
Compliance Criteria

RECOMMENDATION

Refer to the Napa Valley Transportation Authority (NVTA) Board for approval.

EXECUTIVE SUMMARY

On November 6, 2012, the voters in Napa County approved Measure T, the Napa Countywide Road Maintenance Act. Measure T is a ½% sales tax expected to generate roughly \$300 million over a 25 year period beginning July 1, 2018, when the Measure A Flood Tax expires, and is to be used for the rehabilitation of local streets and roads.

The Measure T Expenditure Plan (Expenditure Plan) tasks NVTA to develop an inventory of projects and to ensure adherence with certain compliance elements in the plan. Staff is requesting that the TAC review the proposed call for projects and process for ensuring compliance with various Measure T *maintenance of effort* requirements and refer it to the NVTA Board for approval.

FISCAL IMPACT

Is there a Fiscal Impact? None.

BACKGROUND AND DISCUSSION

Countywide Road Maintenance Act. Measure T is a ½% sales tax expected to generate roughly \$300 million over a 25 year period beginning July 1, 2018, when the Measure A Flood Tax expires, and is to be used for the rehabilitation of local streets and roads.

In preparation of the Measure T Ballot measure, NCTPA developed an Expenditure Plan which was approved by NVTA. The Expenditure Plan can be viewed at <http://www.nctpa.net/measure-t>.

Even though the revenues are not anticipated to flow until 2018, there are a number of requirements and potential opportunities that have prompted staff to recommend moving forward with gathering data. The elements of the draft call for projects and maintenance of effort compliance criteria include:

1) 10-Year Inventory of Projects:

The Expenditure Plan tasks NVTA to develop a 5-year inventory of projects. For the purposes of this call for projects, staff is recommending that jurisdictions develop a 10 year inventory of projects (FY 2013-14 through FY 2022-23) in order to evaluate opportunities for advancing funds should mechanisms be made available to accomplish this.

2) Maintenance of Effort – There are two (2) maintenance of effort requirements associated with Measure T:

- i. Maintaining Current Level of Expenditures on Local Streets and Road Maintenance - The Expenditure Plan requires that agencies receiving Measure T revenues maintain a level of expenditures made from each jurisdiction's general fund, or other eligible revenue sources, as a minimum of what was expended on average for FY 2007-08, FY 2008-09, and FY 2009-10 on Local Streets and Roads Maintenance and supporting infrastructure within the public right of way for pavement sealing, overlays, reconstruction, associated infrastructure excluding any local revenues expended for the purpose of storm damage repair as verified by an independent auditor.

One time allocations that have been expended for Local Streets and Roads Maintenance, but which may not be available on an ongoing basis shall not be considered when calculating an agency's annual maintenance of effort. NCTPA staff is proposing to use jurisdictions' Local Street and Road reports required for submittal to the State Controller's office to validate this requirement. Your application for funding should include the State Controller Reports for FY 2007-08, FY 2008-09, and FY 2009-10. Further, staff is required to submit its fiscal audit for each of the three (3) years validating that the report is true and correct.

- ii. Expenditures on Class I Bike/Pedestrian Facilities - Jurisdictions (collectively) must demonstrate that at least six and sixty-seven one-hundredths percent (6.67%) of the value of the allocations each year under Section 3(A) of the Expenditure Plan has been committed to Class I Bike lane project(s) identified in the adopted Countywide Bicycle Plan, as that Plan may be amended from time to time, through funding not derived

from this Ordinance. This obligation may be fulfilled by the NCTPA and NVTa in programming Congestion Mitigation and Air Quality Improvement (CMAQ) funding (or its successor), plus other local or formula specific funds, in an amount that equals 6.67% over the term of this ordinance. Funding for Class I Bike lane projects that are funded by philanthropy, state or federal discretionary funding shall not count toward the six and sixty-seven one-hundredths percent (6.67%). For the purposes of this section, discretionary funding means any funding that is not tied to a specific state or federal program or formula. Jurisdictions should work together to ensure that applications includes sufficient projects to meet the requirement for each of the 10 years.

Applications are located on NCTPA's website: <http://www.nctpa.net/measure-t-funding-application>

PROPOSED TIMELINE

ITEM	DATE
Board Approval	May 15, 2013
Issue Call For Projects	May 20, 2013
Applications - <i>due to NCTPA by 5:00 PM</i>	June 28, 2013
Draft Program Review by TAC	July 11, 2013
Board Approval	September 18, 2013

SUPPORTING DOCUMENTS

Attachments: None