



625 Burnell Street, Napa CA 94559

**Technical Advisory Committee
(TAC)**

AGENDA

**Thursday, April 3, 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.

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. Introductions
3. Approval of Meeting Minutes (*Pages 4-8*)
4. Public Comments
5. TAC Member and Staff Comments
 - 5.1 State Route 29 (SR29) Corridor Improvement Plan Update
6. Standing:
 - 6.1 Congestion Management Agency (CMA) Report
 - 6.2 Project Monitoring Funding Programs (*Pages 9-24*)
 - 6.3 Transit Report (*VINE Ridership*)
 - 6.4 Vine Trail Report
- 7 Caltrans Report (*Pages 25-28*)

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

REGULAR AGENDA ITEMS

	<u>RECOMMENDATION</u>	<u>TIME</u>
<p>8. Priority Development Area (PDA) Investment and Growth Strategy – Final Draft (Danielle Schmitz) (<i>Pages 29-42</i>)</p> <p>Staff will provide TAC with the final draft PDA Investment Growth Strategy Update recommended for approval by the Board in April 2014.</p>	ACTION	2:30 PM
<p>9. Transportation Development Act Article 3 (TDA-3) Project Review (Diana Meehan) (<i>Pages 43-47</i>)</p> <p>TAC will review final draft TDA-3 projects for FY 2013-14 and FY 2014-15 to be recommended for approval by the Board in April 2014.</p>	ACTION	2:45 PM
<p>10. Active Transportation Program (ATP) Update (Diana Meehan) (<i>Pages 48-73</i>)</p> <p>TAC will make recommendations for jurisdictional project bundling for the first statewide ATP call for projects.</p>	INFORMATION/ DIRECTION	3:00 PM

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| 11. | Napa Countywide Transportation Plan - Update (Eliot Hurwitz/Danielle Schmitz) <i>(Pages 74-92)</i> | INFORMATION | 3:15 PM |
|-----|--|-------------|---------|

Staff will provide TAC with the Napa Countywide Transportation Plan Update.

- (a) Program and Project Inventory Listing (Schmitz) *(Pages 74-88)*
- (b) Schedule and Processes (Hurwitz) *(Page 89)*
- (c) Citizen Advisory Committee (Hurwitz) *(Page 90)*
- (d) Board Adopted Goals and Objectives (Hurwitz) *(Pages 91-92)*

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| 12 | Legislative Update and State Bill Matrix* (Kate Miller) | INFORMATION | 3:30 PM |
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Staff will provide TAC with the latest Federal and State legislative update presented to the NCTPA Board.

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| 13 | NCTPA Board of Directors Agenda for April 16 , 2014 (Draft)* (Kate Miller) | INFORMATION | 3:40 PM |
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Preview draft version of the NCTPA Board of Directors Agenda for April 16, 2014.

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| 14 | Topics for Next Meeting | DISCUSSION | 3:45 PM |
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Discussion of topics for next meeting by TAC members

ADJOURNMENT

RECOMMENDATION

TIME

- | | | | |
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| 15 | Approval of Next Regular Meeting Date of May 1, 2014 and Adjournment | APPROVE | 3:50 PM |
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** Material will be made available at the meeting.*

I hereby certify that the agenda for the above stated meeting was posted at a location freely accessible to members of the public at the NCTPA offices, 625 Burnell Street, Napa, CA, by 5:00 p.m., Friday March 28, 2014.

Karalyn E. Sanderlin, NCTPA Board Secretary

**Technical Advisory Committee
(TAC)**

MINUTES

Thursday, March 6, 2014

ITEMS

1. Call to Order

Chair Holley called the meeting to order at 2:03 PM (local).

Jason Holley, Chair	City of American Canyon
Brent Cooper	City of American Canyon
Mike Kirn	City of Calistoga
Eric Whan, Vice Chair	City of Napa
Rick Tooker	City of Napa
Rick Marshall	County of Napa
Debra Hight	City of St. Helena
Graham Wadsworth	Town of Yountville
Ursula Vogler	MTC

2. Introductions

None.

3. Approval of Meeting Minutes

Meeting minutes for January 2, 2014 and February 6, 2014, were motioned for approval and unanimously carried.

MSC* KIRN / MARSHALL for APPROVAL

4. Public Comments

None.

5. TAC Member and Staff Comments

County of Napa – Member Marshall informed TAC and staff to ensure that comments are submitted as part of major project environmental review to protect local streets and roads and to help ensure the project will pay for damage to the road. The County did not make a comment about the use of Lynch Road during the Jameson Canyon Project environmental phase. Lynch Road has shown

extensive wear and tear due to its use as a staging area by Caltrans' contractors during construction and they're unwilling to repave it. **St. Helena** – Member Hight announced that the City has re-opened the recruitment action/announcement for the Public Works Director position until filled.

City of Napa – Vice Chair Whan announced the completion of Saratoga and the press release announcing the official ribbon cutting ceremony by the end of the month; Kick-off of 5-way intersection PID process with Caltrans; City roundabout project progressing with SOW description/CLIN being lined out.

City of American Canyon – Chair Holley informed members that the SR29 signalization timing plans passed thru Caltrans and expect changes to take effect by the end of month; member Cooper announced the City's successful recruitment announcement for an Associate Planner position with seven (7) interviews scheduled.

Town of Yountville – Member Wadsworth announced that the invoice has been submitted for the North Yountville project; bids have been received for the Water Recycle Project with the award expected by March 15, 2014; council voted in favor of the Madison/Yount sidewalk project (east) to school; and Taste of Yountville is March 14-16, 2014.

MTC – Member Vogler received positive feedback on the MTC Project Delivery and FMS Workshop held in February at NCTPA. MTC is considering implementing this workshop throughout the Bay Area.

NCTPA - Staff provided TAC with the following information and handouts

- Review of the TIGGER 6 Regional Endorsement Process – Call for Interest, MTC Memorandum dated March 3, 2014.
- Complete Streets - Reminder that submittals due January 31, 2015, which will also affect the jurisdiction's Circulation Element.
- Measure T – The master agreement has been revised to incorporate feedback received and is currently with counsel for review. NCTPA's Manager of Finance and the County auditor are scheduled to meet to finalize the audit and finance procedures.
- PID – In follow-up to an email sent to all members on project submittals requested by Caltrans, a handout was given showing a synopsis of the existing policies and guidelines in using project sponsorship to determine PID funding. TAC requested Soscol Flyover and American Canyon SR29 projects to be added to the PID list.
- Napa Commute Challenge – The challenge with great incentives will be open to all employers (50+ employees) starting April 1- June 30, 2014.
- Staff met with Caltrans (Hirschberg) on 2/28/14 and will continue to meet on a regular monthly basis to address jurisdictional concerns and/or assistance needed. Further, Caltrans (Hirschberg) agreed to attend future TAC meetings on a quarterly basis.

6. Standing

6.1 Congestion Management Agency (CMA) Report

Staff informed TAC of the latest information discussed at the monthly CMA directors meeting. Topic of discussion – Caltrans report prepared by the Minnesota Institute discussing the inner operations of the State's transportation department. A link to the report will be mailed to all members. Kempton (former Caltrans department head) actively pursuing Caltrans to focus on a public transportation education program.

6.2 Project Monitoring Funding Programs

TAC members reviewed latest reports. Staff advised members to contact NCTPA if they have not received the FY15 project submittal information from Caltrans. Received St. Helena project submittal for city's charging station.

6.3 Transit Report (*VINE Ridership*)

None.

6.4 Vine Trail Report

Member Marshall reported that NVVTC is in receipt of a large multi-million dollar donation made possible by Napa Valley Vintners and Visit Napa Valley. Vine Trail PID agreements are in place allowing Caltrans and Napa County to start the required work.

7. Caltrans Report

TAC reviewed latest Caltrans report. Staff and Member Wadsworth addressed the Adopt-A-Highway program offered by Caltrans and its challenges by Yountville in the coordination of and the removal of waste from its SR29 on/off ramps. Staff agreed to clarify the requirements necessary with Caltrans and contact jurisdiction with the results. Further, Member Wadsworth requested that staff obtain Caltrans contact information to coordinate slated summer construction projects within the Yountville jurisdiction.

8. Priority Development Area (PDA) Investment Growth Strategy – Draft

Information/Action

Staff provided TAC with the latest PDA investment and growth strategy draft document update for their review and comment. A draft memo addressing Napa's concerns to MTC's guidelines and resolution was provided to TAC. Vogler (MTC Rep) suggested that community needs to be consistent in identifying their requirements and CMAs might author one statement and submit to show the greater impact. Written comments are to be submitted to NCTPA by March 21, 2014 (5:00PM).

9. Active Transportation Program (ATP) - Update

Information

TAC received the latest ATP update. TAC agreed to

- Bundle projects (example: Vine Trail – multi-jurisdictional) for greater impact and opportunity of funding award
- Projects should include segments
- Do not want projects competing against one another

Suggested projects to be incorporated in the ATP:

- SRTS – Regional implementation
- Vine Trail – North to South Connection (incl. segments)
- Bay to Ridge Trail
- City of Napa – Ped/Sidewalk/Class I Bike Lane Upgrade– Skyline to Ridge Trail, incl. nine rail crossings (est. \$1M)
- St. Helena – Pedestrian Corridor – connecting ped/sidewalks in city and surrounding school
- Calistoga – Ped/Sidewalk Project – connecting former fish barrier - crosswalk with footbridge to elementary school to Vine Trail incl. improvements to connecting parking lot (est. \$1.2M)
- American Canyon – SR29 Study; Ridge Trail connection
- Yountville – Hopper Creek

All projects are to be sent to NCTPA by March 20, 2014; for scoring by March 27, 2014, with final results and projects to be brought before TAC in April. CTC application deadline is May 21, 2014

10. SR 29 Corridor Improvement Plan Update

Information

TAC received the schedule for completing the final phase of the SR29 Gateway Corridor Plan. It was also noted that there are no further public meetings and/or workshops scheduled.

11. Napa Countywide Transportation Plan - Update

Information

TAC received the latest CWTP update with its goals and objectives, solicitation of CAC members for 2015, and established CWTP timeline. Staff requested TAC's comments to NCTPA by March 11, 2014, to be incorporated in the March NCTPA Board agenda packet.

12. Legislative Update and State Bill Matrix

Information

Staff provided TAC with the latest Federal and State legislative update presented to the NCTPA Board meeting in February. Three bills were recommended for TAC's review - AB1720 (Bloom), AB 2445 (Chau), and SB 1433 (Hill).

13. NCTPA Board of Directors Agenda for March 19, 2014 (Draft)

Information

TAC was given a preview of the draft Board agenda.

14. Topics for Next Meeting

Information

- Napa Countywide Transportation Plan
- Active Transportation Plan (ATP)

15. Approval of Next Regular Meeting Date of April 3, 2014 and Adjournment

Approve

Next regular meeting date of April 3, 2014, was approved and meeting was adjourned at 4:05 PM.

DRAFT

Federal At Risk Report
Federally-Funded Locally-Sponsored Napa County Projects

Status Date: April 2014

Red Zone Projects

Index	TIP ID	Sponsor	Project Title	Phase	FY	Req'd Activity	Date Req'd By	Zone	Notes	Prev Zone
	Source									
1	NAP110008	Napa	Cape Seal Pavement	Con	11/12	re-submit invoice to Caltrans	11/3/13	R	Invoice returned to agency. Resubmit to District.	
	STP									
		\$625								
2	NAP110007	American Canyon	Theresa Ave Sidewalk Phase III	CON	13/14	E76 package submitted	2/1/14	Y	TIP Amendmnet approved; Authorization package submitted in Dec. 2013	R
	CMAQ									
		\$200								
3	NAP110006	American Canyon	American Canyon PDA Development Plan	PE	13/14	Submit invoice to Caltrans	4/7/2014	R	Funds were re-obligated; invoice needs to be submitted	Y
	STP									
		\$318								
	PDA - STP								Funds were re-obligated; invoice needs to be submitted	Y
		\$475								

Federal At Risk Report
Federally-Funded Locally-Sponsored Napa County Projects

Status Date: April 2014

Yellow Zone Projects Continued

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				
4	NAP110013	Napa		North/South Bike Connection						
	CMAQ		\$300	CON	13/14	submit invoice	9/10/14	R	OA received	R
	CMAQ		\$160	CON	13/14	submit invoice	9/10/14	R	OA received	R
	CMAQ		\$40	PE	11/12	Invoice paid 7/23/12		G	NEPA clearance obtained; finishing up	
5	NAP130002	NCTPA		Napa County SRTS Program						
	CMAQ		\$420	PE	13/14	submit invoice	09/17/14	G	OA received	
6	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	
7	NAP110011-	Napa		Lincoln Ave Bike Lane - Jefferson						
	CMAQ		\$100	Con	11/12	closeout		Y	construction complete; final invoice in review with Caltrans	
			\$70	PE	11/12	Complete		Y		
8	NAP11015	Napa		Linda Vista Pavement						
	STP		\$654	Con	11/12	closeout		Y	Construction complete; closeout in process	
9	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					

Federal At Risk Report
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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				
11	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	
12	NAP110019	Napa County	Napa County Road Rehab - Various							
	STP-FAS	\$1,114	Con	11/12	invoice to Caltrans		Y	closeout in process		
13	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		

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Green Zone Projects										
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)							
13	NAP110029	City of American Canyon		Eucalyptus Drive Realingment Complete Streets						
	CMAQ		\$723	CON	17/18	E76 for CON	2/1/18	G	project to be switched to STIP funding	
14	NAP110028	City of Napa		California Blvd. Roundabouts						
	CMAQ		\$2,894	CON	15/16	E76 for CON	1/30/17	G	project to be modified with OBAG and STIP funding	
Notes:										

Federal At Risk Report
Federally-Funded Locally-Sponsored Napa County Projects

Status Date: April 2014

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.			

Federal At Risk Report
Federally-Funded Locally-Sponsored Napa County Projects

Status Date: April 2014

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

Index	Definition	Deadline
1	Req Proj Field Rev	
	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 TIP ¹ , 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."	12 months from approval in the TIP ¹ , but no less than 12 months prior to the obligation deadline of construction funds.
2	Sub ENV package	
	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."	12 months prior to the obligation deadline for RW or Con funds. (No change)
3	Approved DBE Prog	
	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."	Approved program and methodology in place prior to the FFY the funds are programmed in the TIP.
4	Sub Req for Auth	
	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."	February 1 of FY in which funds are programmed in the TIP.

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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.

Federal At Risk Report
Federally-Funded Locally-Sponsored Napa County Projects

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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:		
<ol style="list-style-type: none"> 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. 		

Updated on
03/06/2014

Project No (newly added projects highlighted in GREEN)	Status	Agency/District Action Required	State Project No	Prefix	District	County	Agency	RTPA	MPO
5395002	Inactive	Final Invoice under review by Caltrans. Monitor for progress.	0400020975L	RPSTPLE	04	NAP	Yountville	Metropolitan Transportation Commission	Metropolitan Transportation Commission
5470008	Inactive	Invoice under review by Caltrans. Monitor for progress.	0400021135L	RPSTPLE	04	NAP	American Canyon	Metropolitan Transportation Commission	Metropolitan Transportation Commission
5061007	Future	Submit invoice to District by 05/20/2014	0413000375L	BRLO	04	NAP	Calistoga	Metropolitan Transportation Commission	Metropolitan Transportation Commission
5921010	Future	Invoice under review by Caltrans. Monitor for progress.	04928133L	BRLO	04	NAP	Napa County	Metropolitan Transportation Commission	Metropolitan Transportation Commission

Updated on
03/06/2014

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
5395002	NORTH YOUNTVILLE BIKE ROUTE AND SIDEWALK EXTENSION, CROSSWALK IMPROVEMENTS, BIKE LANES & SIGNAGE (TC)	08/30/2011	08/30/2011		12/09/2013	L22E	139,000.00	127,989.00	0.00	127,989.00
5470008	NAPA JUNCTION ROAD FROM SR29 TO NAPA JUNCTION ELEMENTARY SCHOOL, PEDESTRIAN IMPROVEMENT	03/22/2013	03/22/2013		05/29/2013	L220	309,765.00	221,000.00	0.00	221,000.00
5061007	BERRY ST. OVER NAPA RIVER, NEAR WASHINGTON ST., BRIDGE REPLACEMENT (TC)	05/28/2013	05/28/2013		05/28/2013	M233	319,000.00	319,000.00	0.00	319,000.00
5921010	04-NAP-O-CR, OAKVILLE CROSS RD AT NAPA RIVER, BRIDGE REPLACEMENT, BR.NO. 21C	07/09/2013	07/30/1996	07/09/2013	07/09/2013	Q110, L11E, H110, 1170	905,000.00	548,000.00	520,170.90	27,829.10

STIP At Risk Report
2012 STIP Locally-Sponsored Napa County Projects

Status Date: April 2014

Green Zone Projects

Index	PPNO	Sponsor	Project Title			Date	Zone	Notes	Prev
	Source		Prog'd Amount	Phase	FY	Req'd Activity	Req'd By		Zone
			(\$x 1,000)						

STIP At Risk Report
2012 STIP Locally-Sponsored Napa County Projects

Status Date: April 2014

Yellow Zone Projects

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

Notes:

STIP At Risk Report
2012 STIP Locally-Sponsored Napa County Projects

Status Date: April 2014

Red Zone Projects

Index	PP No.	Source	Sponsor	Project Title			Date	Zone	Notes	Prev Zone
				Prog'd Amount (\$x 1,000)	Phase	FY				
1	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	R	Funds have been re-obligated
2	2130K		American Canyon	Lena Dr & Stenson Dr, rehab						
	RTIP			\$268	CON	15/16	Request Authurization	2/1/15	R	2014 STIP update will remove STIP funding; project sponsor to either delete or identify alternate funding source
3	2130L		Napa County	Silverado Trail Howell Mtn. Road & Denaweal, rehab						
	RTIP			\$1,595	CON	15/16	Request Authurization	2/1/15	R	2014 STIP update will remove STIP funding; project sponsor to either delete or identify alternate funding source
4	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	2/20/14	R	Invoice past due was to be submitted 2/20/14 - contact DLA; next invoice due 8/20/14
	RTIP-TE			\$183	CON	11/12	submit invoice to Caltrans or risk deobligation	2/20/14	R	Invoice past due was to be submitted 2/20/14 - contact DLA; next invoice due 8/20/14

STIP At Risk Report Status Date: April 2014
2012 STIP Locally-Sponsored Napa County Projects

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 - April 2014

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)								
1		City of Napa		Rowena Ave Sidewalk Improvements							
	TDA 3		\$169	CON	12/13	needs to closeout				construction complete; sent final bill to Caltrans	
2		City of Napa		SR29 Undercrossing							
	TDA 3		\$72	PE	12/13	construction				20% complete	
3		American Canyon		Broadway Bike/Pedestrian Improvements							
	TDA 3		\$190	CON	10/11	close out needed		G		funds invoiced and received	Y
4		Calistoga		ADA Curb Ramps							
	TDA 3		\$60	CON		completed and closed out		G			
5		City of Napa		Tulocay Creek Bridge and Trail Completion							
	TDA 3		\$163	CON		recently approved by NCTPA Board				Awaiting MTC approval	

FUNDING STATUS REPORT

April 3, 2014
TAC Agenda Item 6.2

TFCA Project Tracking Sheet - April 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
10NAP01	Lincoln Class II Bike Lane	City of Napa	\$71,750.00		\$39,405.26	\$32,344.74	FYE 2015	100%	06/30/13			
10NAP04	SNCI Commuter Incentives and Marketing Materials	Solano Napa Commuter Information	\$40,000.00		\$38,917.46			95%	06/30/13			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	05/30/14	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			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			Design work is 95% complete
12NAP01	California Bike Lane Gap Closure	City of Napa	\$112,600.00		\$1,427.06			20%	06/30/14			
12NAP02	American Canyon Signal Interconnect	American Canyon	\$25,987.00		\$0.00			30%	06/30/14	agreement amended		
12NAP03	Light Duty Hybrid Vehicle Purchase	County of Napa	\$11,990.00		\$6,540.00			50%	06/30/14			5 vehicles purchased
12NAP05	Saratoga Drive Class II Bike Lane	City of Napa	\$31,154.00		\$0.00			15%	06/30/14			
14NAP01	Napa Commute Challenge	SNCI	\$40,000		\$0			0%	7/1/2016			
14NAP02	Pope Street Class II Bike Lane	St. Helena	\$40,000		\$0			0%	7/1/2016			Agreement executed
14NAP03	City of American Canyon Park and Ride Lot and Signage	American Canyon	\$95,000		\$0			0%	7/1/2016			
14NAP04	City of Napa Electric Vehcile Charging Stations	City of Napa	\$14,140		\$0 24			0%	7/1/2016	Execute Agreement	5/1/2014	

PROJECT INITIATION DOCUMENT

EA 3G140

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

Scope: Upgrade and construct curb ramps at various locations.

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

Scope: Bridge Repair/Replacement

EA4G490

Concrete Barrier at Solano Ave. Southbound 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 signal

EA 4H200

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: 10/2014 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: 2/2014 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: 3/2014 RWC: 6/2014 RTL: 6/2014 CCA: 12/2016

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

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: 5/30/13 PSE: 3/2014 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: 1/2014 RTL: 2/2014 CCA: 12/2015

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 – Spring 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)

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

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 (Ghillotti 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 (Ghillotti Const.) CCA: 12/2015

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: 1/10/2014

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

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 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 **ADV: 2/18/2014** **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 ADV: 1/13/14 CCA: 12/2014

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PAED (Project Approval/ Environmental Document)

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ADV (Advertise Contract)

PSR (Project Study Report)

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PSE (Plans, Specifications, and Estimate)

CCA (Construction Contract Acceptance)

AWD (Award Contract)

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: 11/8/12

RTL: 11/15/13

ADV: 4/2014

CCA: 12/2014

ACTION ITEMS

Hopper Slough Bridge

Pavement project, EA 3E370 – what is the construction window.

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)



April 3, 2014
TAC Agenda Item 8
Continued From: March 6, 2014
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: Priority Development Area (PDA) Investment and Growth Strategy –
May Update

RECOMMENDATION

That TAC review the PDA Investment and Growth Strategy Update and recommend that the Napa County Transportation and Planning Agency (NCTPA) Board accept and file the report.

EXECUTIVE SUMMARY

In May 2013, the NCTPA completed a Priority Development Area (PDA) Investment and Growth Strategy (IGS) to comply with the Metropolitan Transportation Commission's Plan Bay Area SB 375 requirements. SB 375 requires the metropolitan areas develop strategies that reduce transportation-related greenhouse gas emissions. The regional agencies required that the counties provide periodic updates to their PDA IGS.

The TAC received the draft PDA IGS update at their March meeting and provided comments. Staff will be asking the NCTPA Board to accept and file the May PDA IGS Update at their April Board meeting.

FISCAL IMPACT

Is there a Fiscal Impact? None.

BACKGROUND AND DISCUSSION

SB 375 requires that the current Regional Transportation Plan (RTP), Plan Bay Area, include a Sustainable Communities Strategy (SCS) which promotes compact, mixed-use commercial and residential development. To meet the goals of SB 375 more of the

future development is planned to be walkable and bikable and close to public transit, jobs, schools, shopping, parks, recreation and other amenities.

To help achieve the goals of the SCS, the nine (9) Bay Area counties have gone through a self identification process where they have voluntarily designated PDAs in their jurisdiction that can accommodate a majority of their future growth. The purpose of a PDA Investment and Growth Strategy is to ensure that CMAs understand the opportunities and barriers to developing PDAs in the region, in particular what transportation investments should be made to best achieve the PDA's housing goals.

The purpose of the PDA Investment and Growth Strategy is to have the transportation programming agency, NCTPA, be familiar with the transportation needs within each PDA in Napa County. This knowledge will help NCTPA to program funds, in order to meet PDA housing and job goals. The first step in the PDA process was to prepare an inventory of the PDAs and evaluate the current conditions within the PDA, document any planning that has already occurred, and identify the planning and capital needs of the PDA. This initial task was done in May 2013 with the idea that the PDA IGS would be a living and working document for NCTPA. This is the first annual update of the PDA IGS document.

Appendix A-6 of the MTC's Resolution 4035 outlines the details of the Priority Development Area Investment and Growth Strategy and the subsequent yearly updates. NCTPA's May 2014 update is in the form of a memo and touches upon current and future work planned for Napa's PDAs in the areas of housing and transportation as well as an assessment of housing policies that will encourage future development. NCTPA staff is requesting that TAC recommend the NCTPA Board accept and file this document and send to MTC to meet the May 1st deadline.

SUPPORTING DOCUMENTS

Attachments: (1) PDA IGS May 2014 Update
(2) Resolution 4035 Appendix A-6

MEMORANDUM

Date: March 24, 2014

TO: Metropolitan Transportation Commission and Association of Bay Area Governments

FROM: Napa County Transportation and Planning Agency

SUBJECT: PDA Investment and Growth Strategy: May 2014 Update

Overview:

The Napa County Priority Development Area Investment and Growth Strategy was completed in May 2013. On November 8, 2013 NCTPA staff joined other CMA staff in presenting an overview of their PDA IGS to the MTC Planning committee and ABAG Administrative Committee. The presentation was well received by the committees.

Since that time the PDAs of Napa County have been working on their individual PDA development strategies. The City of American Canyon received \$750,000 under the MTC Regional PDA Program to put towards its PDA Specific Plan. The City is currently working on retaining a consultant to assist with the specific plan which is scheduled to begin in spring 2014.

The City of Napa, which has a specific PDA plan, was awarded \$250,000 under the MTC Regional PDA Program to perform more specific PDA planning activities. The City will be using the funds to implement an infrastructure financing strategy, parking management strategy, and active transportation improvement project.

NCTPA kicked-off its 25-year Countywide Transportation Plan with a Board Retreat held on January 15, 2014. The countywide plan will establish transportation goals, objectives, and performance measure. A focus of the transportation plan will be to set project and program priorities over the next 25 years. This plan will also discuss how Napa will respond to new policies such as SB 375, which mandate reductions in greenhouse gas emissions and vehicle miles traveled.

NCTPA will also focus agency efforts on developing project specific plans and advocacy to bring greater attention to the County's (with focus on the PDAs) infrastructure needs and funding challenges. This will involve coordinating with federal, state, and regional partners to prioritize investments in the County's PDAs. NCTPA will stay abreast of funding and regulatory opportunities and identify financing mechanisms to support

sustainable development, and encourage a rich mix of affordable housing and employment to remove barriers to PDA development and growth.

The Countywide Plan update will include projects and other improvements for new and existing roadways, including highways, major arterials and local streets and roads. It will also include public transit, and facilities and programs to support cycling and walking. This Plan will contain an update to NCTPA’s Community Based Transportation Plan” (CBTP) which specifically examines how our transportation system will meet the needs for disadvantaged communities.

This plan, scheduled for adoption in May/June 2015, will be complete around the time that MTC solicits new projects for the next Bay Area Regional Transportation Plan (RTP) update and will position Napa County to participate in that exercise based on the most up to date local consideration of Napa’s transportation vision, goals and priorities.

American Canyon Update:

The City of American Canyon expects to release a request for proposal (RFP) for a planning consultant to assist with the PDA specific plan by the end of March 2014. American Canyon will also be releasing its RFP for its Housing Element update by the end of April 2014.

Housing Element Policies

The City of American Canyon has the following PDA relevant policies and programs that encourage affordable housing:

Housing Element Policy/Program	Summary of progress in Implementation and Effectiveness
<p>Program 2.3.1 To ensure sufficient residential capacity is maintained to accommodate the RHNA need, the City will maintain a formal ongoing project-by-project evaluation for housing projects pursuant to Government Code Section 65863 (No-Net Loss) for its impact on housing supply for multiple income levels. Should an approval of commercial development result in a reduction of capacity within mixed use zones below the residential capacity needed to accommodate the remaining need for lower-income households, the City will identify and, if needed, zone sufficient sites to accommodate the shortfall.</p>	<p>No commercial developments have been proposed on land that would result in a reduction of capacity within mixed use zones below the residential capacity needed to accommodate the remaining need for lower-income households. No further action required by this program is necessary.</p>

<p>Program 2.3.2 Maintain City staffing or contracted services at levels that are adequate to ensure the continued prompt consideration of residential development applications.</p>	<p>The City has maintained staffing or contracted services at levels that are adequate to ensure the continued prompt consideration of residential development applications by hiring two contract planners to process residential projects.</p>
<p>Policy 2.4.1 Allow flexibility in the type of units developed on vacant, residentially designated properties in master-planned communities and other planned developments.</p>	<p>The zoning code provides flexibility in the type of units developed on vacant, residentially designated properties in the Watson Ranch master-planned communities by requiring a Specific Plan.</p>
<p>Policy 2.4.2 Require larger projects to include a mix of housing types.</p>	<p>The General Plan requires a variety of housing types including single family attached and detached townhouses, condominiums, mixed-use and apartments in the Town Center (Watson Ranch) project which is the largest un-built project in the City.</p>
<p>Program 2.10.1 To promote the development of affordable housing units, the City will promote housing opportunities and assist developers and property owners with the consolidation of lots and the construction of affordable housing through the following actions:</p> <ul style="list-style-type: none"> a. Selling City owned land at a reduced cost to developers to build affordable housing through a Request for Proposals process. 	<p>This was accomplished with the Valley View affordable senior housing project in the PDA.</p>
<p>Program 2.10.2 Discourage proposals for residential down-zonings or reclassifications of residentially designated property to nonresidential uses that would impact the City's potential to meet its Quantified Objectives for affordable housing. Any proposal must demonstrate adequate alternatives and methods that would help minimize and mitigate any loss in potential housing for multiple income groups.</p>	<p>No proposals for residential down-zonings or reclassifications of residentially designated property to nonresidential uses that would impact the City's potential to meet its Quantified Objectives for affordable housing have been received during the reporting period.</p>

<p>Policy 2.11.1 Use federal, state, local and private funding assistance, to the extent that these opportunities exist, and are appropriate to American Canyon’s needs, to encourage the development of affordable housing.</p>	<p>The City recently received a Community Development Block Grant (CDBG)funding for a low income housing rehabilitation program and Surface Transportation Program (STP) Federal Funds to develop a specific plan for the City’s Priority Development Area which will include a significant amount of housing opportunities for lower income residents.</p>
<p>Program 2.11.1 Continue to partner with the City of Napa Housing Authority or similar entity to take advantage of administrative resources and receive a reasonable share of federal, state and private funding for housing. Housing Authority administered programs that City residents will continue to benefit from include the Rental Assistance and Section 8 Programs; programs in the foreseeable future may include CDBG funds.</p>	<p>The City is completing the second year of a two-year contract with the City of Napa Housing Authority to take advantage of administrative resources and receive a reasonable share of federal, state and private funding for housing. Housing Authority administered programs that City residents will continue to benefit from include the Rental Assistance and Section 8 Programs; programs in the foreseeable future may include CDBG funds.</p>
<p>Program 2.13.1 Require all residential projects of ten or more above moderate-income units to include affordable units.</p>	<p>The City is not currently able to require all residential projects of ten or more above moderate-income units to include affordable units because of the Palmer lawsuit that invalidated Inclusionary zoning ordinance programs. A new program that complies with Palmer is planned for the next year but is not yet in place.</p>

Development

Transportation: Transportation Projects underway or planned for in the American Canyon PDA include:

- Napa Junction Elementary Pedestrian Program which consists of installing sidewalks on Napa Junction Road which is adjacent to City Hall and the Napa Junction Elementary School. This project is currently under construction.
- Theresa Avenue Sidewalk Improvements Phase 3 consists of various sidewalk improvements along Theresa Avenue. This project will go out for bid in March 2014.
- Eucalyptus Drive Complete Street Improvements consist of extending Eucalyptus Drive 1,500 feet west of Hwy 29 and south from Los Altos to Rio del Mar. This project will extend the road and provide complete street areas for pedestrians (sidewalks and paths) and cyclist (class I and II bike facilities) into the American Canyon PDA at the intersection of Eucalyptus Dr. and Hwy 29 by realigning Eucalyptus Dr. from Theresa Rd. to intersect with Hwy 29. This project is

programmed through the Regional Transportation Improvement Program to receive construction funds in FY 18/19.

- The SR 29 Gateway Corridor Study will be complete in spring 2014 and provide a roadmap for future transportation infrastructure development along the Hwy 29 Corridor. The study will also address much needed bicycle and pedestrian infrastructure along the corridor.

Housing: Within the PDA the City has an application for 180 apartments at the north-east corner of Napa Junction Road/SR-29 and 120 apartments at the north-west corner of Silver Oak/American Canyon Road. The Planning Commission also approved 70 affordable senior housing apartments on Theresa Avenue.

City of Napa Update:

The City of Napa is actively working on reviewing their housing element policies and programs that support PDA development:

2009 Housing Element Policy/Program Title Ref. # and brief description Brief Description of program	Summary of progress in Implementation and Effectiveness
<p>1.B Future Land Use Planning. Address long term housing needs through Specific Plans or other land use plan updates, targeting Downtown, major transportation corridors near services, large sites and sites identified for potential future change.</p>	<p><i>Objective met.</i> The Downtown Napa Specific Plan was adopted in June 2012 (O2012 4; related resolutions). This Plan addressed several of the potential future change sites identified in 2009 HE Figure 6.9, and identified sites for 500-600 units long term. The Plan also reduced Downtown residential parking standards.</p>
<p>1.F Market Analyses. During Specific Plans & similar planning efforts, analyze housing and job types, numbers and incomes and develop strategies to improve linkages between housing and employment development.</p>	<p><i>Objective being met.</i> The Downtown Specific Plan adopted in 2012 analyzed future jobs and housing potential to assure that there are substantial and varied housing opportunities as well as employment development planned for and permitted by the Downtown Plan.</p>
<p>1.I Housing Sites Study. Complete housing sites analysis for surplus or potentially surplus institutional lands and follow-up actions, such as prioritizing sites for purchase.</p>	<p><i>Objective partly met.</i> A citywide Housing Sites Study of all institutional lands (city/non city) has not been completed. However, the City completed a review of its Downtown land assets in part to inform the 2009-2012 Downtown Specific Plan effort. Certain City owned sites are identified in the Downtown Plan and Housing Element as potential housing opportunity sites. County offices on First Street are also identified in the Downtown Plan as having potential for future</p>

	residential mixed uses. Other surplus City sites are also included in the Housing Element sites list.
<p>2.A Added Multi Family Sites. Complete sites study before Housing Element to identify other potential sites for multi-family use, or where increased densities may be appropriate.</p>	<p><i>Objective generally met.</i> The 2012 Downtown Plan conducted a sites analysis for that Plan area increasing the housing potential in the Downtown, and including higher densities in the Downtown Core. Higher minimum densities were also adopted citywide in the city's mixed use areas and on certain multi-family sites in 2009.</p> <p>Early analysis of sites for the 2015-2023 Housing Element update indicated that <i>added</i> sites are not needed to meet state standards, and that current densities are high enough to meet housing needs at all income levels (as evidenced by recent mixed income and lower income apartment approvals) and state criteria.</p>
<p>2009 Housing Element Policy/Program Title Ref. # and brief description Brief Description of program</p>	<p>Summary of progress in Implementation and Effectiveness</p>
<p>3.L Transportation Element Amendment. City shall proposed stronger General Plan policy[ies] and program[s] to strengthen concurrency of new development with infrastructure, particularly streets.</p>	<p><i>Objective partly addressed.</i> The 2012 Downtown Specific Plan Implementation Chapter identifies measures to be taken to develop infrastructure improvement fees (and other approaches) to improve their coordination with new development. City has received PDA planning grant funds to complete such a program.</p> <p>The General Plan Transportation Element already contains policy to implement improvements to accommodate future development (T1.3, T1.5), and all Napa County jurisdictions passed a sales tax measure to improve funding for road maintenance beginning in 2018.</p>

<p>5.N Community Outreach Increase community outreach and education by:</p> <p>c. Using Downtown Plan and others to create broad based visions that include housing opportunities;</p>	<p>The Downtown Plan conducted extensive community outreach – including a broad based committee, web surveys, “partner groups”, workshops, etc. in creating a vision for Downtown that includes substantial housing opportunities.</p>
<p>5.R Public/Private Partnerships Encourage use of private resources to help meet identified housing needs.</p>	<p><i>Objectives met.</i> Housing impact fees collected from private development projects are being used to meet identified housing needs. Local non-profits (in particular the Vintners Association and Gasser Foundation) have provided significant funding towards meeting affordable housing needs. Further, private volunteers on committees, such as such as for the Downtown Specific Plan and Affordable Housing Task Force provide valuable assistance.</p>

Development

Transportation: Transportation projects underway or planned for in the City of Napa include:

- California Roundabouts consists of constructing roundabouts at the intersections of First Street and California Boulevard and Second Street and California to better manage traffic congestion. The Roundabouts are being funded by OBAG and RTIP funds and are scheduled to be constructed in FY 16-17.
- Silverado Trail Five-way intersection improvements will provide intersection geometry improvements, lane widening, travel lane reconfiguration, and signal modification. The Silverado Trail five-way intersection is programmed to receive RTIP funds for construction in FY 17-18.
- Saratoga Drive Extension has been recently complete to include access to the new housing development that includes 27 affordable units at the Anton Napa site.
- The California North/South Bike Lane project will provide class II bike lanes along California Boulevard between Pueblo Avenue and Permanente Way. This project fills a missing gap of continuous class II that connects to the Napa PDA. Construction on this project will begin in spring 2014.
- The Napa Bike Path Undercrossing will provide critical east-west bicycle and pedestrian access and safe crossing of SR 29. The project will also provide transportation connectivity to the Napa PDA. The Napa Undercrossing is currently in the design phase.

- The Tulocay Creek Bridge and Trail project was recently awarded construction funds to complete this critical link to the Vine Trail. The project will complete a portion of the class I path that parallels the Napa River from Third Street to the Napa College. This project travels right through the heart of Napa's PDA.

Housing: Within or in proximate access to the PDA the following housing projects are underway:

- Anton Napa located at 190 Silverado Trail consists of 134 multi-family apartment units – including 27 units affordable to lower income households. Construction on this project has recently been completed and certificate of occupancy has been issued. The project is now open for tenants.
- The Tulocay Village Apartments located on 467 Soscol Avenue consist of 483 multi-family apartment units. The application was submitted for required land use entitlements but no Planning Commission hearing date has been set. The City of Napa is seeking commitment from the developer to provide 10% of the units as affordable, approximately 48 units.
- Black Elk Mixed-Use project is located on 728 First Street is a three story mixed-use building with 5,500 square feet of retail on ground floor, 4,500 square feet of office on second floor, and 3 residential condominiums on third floor. The project includes a proposed sub-grade “tuck-under” structured parking below the ground floor. An application has been submitted for required land use entitlements and the Planning Commission is scheduled to review the project on March 6, 2014.

Next Steps:

Communities of Concern

In the coming year, one main area of focus for NCTPA will be defining Communities of Concern (COC) for Napa County. This will be crucial in securing future transportation funding for the Napa region. Language in the Active Transportation Program Guidelines states the following:

For a project to contribute toward the Disadvantaged Communities funding requirement, the project must clearly demonstrate a benefit to a community that meets any of the following criteria:

- The median household income is less than 80% of the statewide median based on the most current census tract level data from the American Community Survey. Data is available at <http://factfinder2.census.gov/faces/nav/jsf/pages/index.xhtml>.
- An area identified as among the most disadvantaged 10% in the state according to latest versions of the California Communities Environmental Health Screening Tool (CalEnviroScreen) scores. Scores are available at <http://oehha.ca.gov/ej/ces11.html>.

- At least 75% of public school students in the project area are eligible to receive free or reduced price meals under the National School Lunch Program. Data is available at <http://www.cde.ca.gov/ds/sd/sd/filesesp.asp>. Applicants using this measure must indicate how the project benefits the school students in the project area or, for projects not directly benefiting school students, explain why this measure is representative of the larger community.

It also appears that COC will play a role in how Cap and Trade funds are distributed. MTC released a draft Cap and Trade funding framework which includes language that states, “All Investment Categories should include funding that benefits disadvantaged communities. The Communities are defined as MTC’s Communities of Concern.”

MTC/ABAG has not identified any COCs in Napa County. Currently MTC/ABAG determine Communities of Concern using eight specific factors. MTC/ABAG use travel-analysis-zones (TAZs) to study spatial analysis of the COCs in the region. COCs are defined “as those tracts having concentrations 4 or more factors listed below, or that have concentrations of both low-income and minority populations.”¹

Disadvantage Factor	% of Regional Population	Concentration Thresholds
1. Minority Population	53%	70%
2. Low Income (< 200% of Poverty) Population	23%	30%
3. Limited English Proficiency Population	9%	20%
4. Zero Vehicle Households	9%	10%
5. Seniors 75 and older	6%	10%
6. Population with a Disability	18%	25%
7. Single-Parent Families	14%	20%
8. Cost-burdened Renters	10%	15%

Even though MTC/ABAG do not recognize any COCs in Napa County, there are still pockets of disadvantage communities that should be acknowledged. A recent Stanford Study, The California Poverty Measure: A New Look at the Social Safety Net, ranked Napa County as having one of the highest poverty rates in California. This was based on a new methodology called the California Poverty Measure (CPM) which takes into account social safety net programs received by individuals in a county, and factors in housing costs. This new methodology placed Napa in the “high cost county” category and also gave Napa County the second highest CPM rate, only behind Los Angeles County. The Stanford Study also shows Napa having the largest threshold between the

¹ Appendix A to Plan Bay Area Equity Analysis

Original Poverty Measure (OPM) and Stanford's poverty measure, the California Poverty Measure (CPM).²

Further analysis will need to be completed by NCTPA and the regional agencies to establish an acceptable COC measure to address the specific challenges of Napa County. NCTPA has already started this process.

Countywide Plan

The next steps for the Countywide Plan are reaffirming the goals of the Countywide Plan with the NCTPA Board, creating the Citizen Advisory Committee (CAC), and preparing a call for projects. The CAC will consist of a member from each jurisdiction in Napa County as well as other community stakeholders. NCTPA staff will be working on a series of Issue Papers over the coming months that will cover several different topics of the Countywide Plan, including land use and development which will include a PDA analysis. NCTPA will also be working on prioritizing transportation investments with the jurisdictions. This prioritized list of transportation projects should be complete by spring 2015 in time for the Bay Area RTP call for projects.

² The California Poverty Measure: A Portrait of Poverty within California Counties and Demographic Groups; The Stanford Center of Poverty and Inequality
http://www.stanford.edu/group/scspi/poverty/cpm/CPMBrief_CPI.pdf

Appendix A-6: PDA Investment & Growth Strategy

MTC shall consult with the CMAs and amend the scope of activities identified below, as necessary, to minimize administrative workload and to avoid duplication of effort. This consultation may result in specific work elements shifting to MTC and/or ABAG. Such changes will be formalized through a future amendment to this appendix.

The purpose of a PDA Investment & Growth Strategy is to ensure that CMAs have a transportation project priority-setting process for OBAG funding that supports and encourages development in the region's PDAs, recognizing that the diversity of PDAs will require different strategies. Some of the planning activities noted below may be appropriate for CMAs to consider for jurisdictions or areas not currently designated as PDAs if those areas are still considering future housing and job growth. Regional agencies will provide support, as needed, for the PDA Investment & Growth Strategies. The following are activities CMAs need to undertake in order to develop a project priority-setting process:

(1) Engaging Regional/Local Agencies

- Develop or continue a process to regularly engage local planners and public works staff. Encourage community participation throughout the planning process and in determining project priorities
- Participate as a TAC member in local jurisdiction planning processes funded through the regional PDA Planning Program or as requested by jurisdictions. Partner with MTC and ABAG staff to ensure that regional policies are addressed in PDA plans.
- Help develop protocols with MTC, ABAG and Air District staff to assess toxic-air contaminants and particulate matter, as well as related mitigation strategies, as part of regional PDA Planning Program.

(2) Planning Objectives – to Inform Project Priorities

- Keep apprised of ongoing transportation and land-use planning efforts throughout the county
- Encourage local agencies to quantify infrastructure needs and costs as part of their planning processes
- Encourage and support local jurisdictions in meeting their housing objectives established through their adopted Housing Elements and RHNA.
 - *Short-term:* By May 1, 2013, analyze progress of local jurisdictions in implementing their housing element objectives and identify current local housing policies that encourage affordable housing production and/or community stabilization.
 - *Long-term:* Starting in May 2014 and for subsequent updates, PDA Investment & Growth Strategies will assess performance in producing sufficient housing for all income levels through the RHNA process and, where appropriate, assist local jurisdictions in implementing local policy changes to facilitate achieving these goals¹. The locally crafted policies should be targeted to the specific circumstances of each PDA. For example, if the PDA currently does not provide for a mix of income-levels, any recommend policy changes should be aimed at promoting affordable housing. If the PDA currently is mostly low-income housing, any needed policy changes should be aimed at community stabilization. This analysis will be coordinated with related work conducted through the Housing and Urban Development (HUD) grant awarded to the region in fall 2011.

(3) Establishing Local Funding Priorities - Develop funding guidelines for evaluating OBAG projects that support multi-modal transportation priorities based on connections to housing, jobs and commercial activity. Emphasis should be placed on the following factors when developing project evaluation criteria:

¹ Such as inclusionary housing requirements, city-sponsored land-banking for affordable housing production, “just cause eviction” policies, policies or investments that preserve existing deed-restricted or “naturally” affordable housing, condo conversion ordinances that support stability and preserve affordable housing, etc.

- **Projects located in high impact project areas.** Key factors defining high impact areas include:
 - a. Housing – PDAs taking on significant housing growth in the SCS (total number of units and percentage change), including RHNA allocations, as well as housing production
 - b. Jobs in proximity to housing and transit (both current levels and those included in the SCS),
 - c. Improved transportation choices for all income levels (reduces VMT), proximity to quality transit access, with an emphasis on connectivity (including safety, lighting, etc.)
 - d. Consistency with regional TLC design guidelines or design that encourages multi-modal access: http://www.mtc.ca.gov/planning/smart_growth/tlc/2009_TLC_Design_Guidelines.pdf
 - e. Project areas with parking management and pricing policies
- **Projects located in Communities of Concern (COC)** – favorably consider projects located in a COC see: <http://geocommons.com/maps/110983>
- **PDAs with affordable housing preservation and creation strategies** – favorably consider projects in jurisdictions with affordable housing preservation and creation strategies or policies
- **PDAs that overlap with Air District CARE Communities and/or are in proximity to freight transport infrastructure** – Favorably consider projects located in PDAs with highest exposure to particulate matter and toxic air contaminants where jurisdictions employ best management practices to mitigate exposure.

Process/Timeline

CMAAs develop PDA Investment & Growth Strategy	June 2012 – May 2013
PDA Investment & Growth Strategy Presentations by CMAAs to Joint MTC Planning and ABAG Administrative Committee	Summer/Fall 2013
CMAAs amend PDA Investment & Growth Strategy to incorporate follow-up to local housing production and policies	May 2014
CMAAs submit annual progress reports related to PDA Growth Strategies, including status of jurisdiction progress on development/adoption of housing elements and complete streets ordinances.	May 2014, Ongoing

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April 3, 2014
TAC Agenda Item 9
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: Diana Meehan, Assistant Program Planner/Administrator
(707) 259-8327 / Email: dmeehan@nctpa.net
SUBJECT: Transportation Development Act Article 3 (TDA-3) Project Review

RECOMMENDATION

That the TAC review submitted Transportation Development Act Article 3 (TDA-3) projects and make a recommendation to the Napa County Transportation and Planning Agency (NCTPA) Board for project awards.

EXECUTIVE SUMMARY

The TDA-3 program is for bicycle and pedestrian projects funded by approximately 2% of the ¼ cent statewide sales tax. This generates roughly \$125,000 per year for Napa County jurisdictions. Priority is given to capital projects. Planning is a permissible activity under TDA-3 revenues but can only be used for comprehensive planning activities every 5 years per jurisdiction.

The combined TDA-3 call for projects was closed on March 7, 2014. There are multiple project submissions from all jurisdictions and a significant shortfall in funding. Project prioritization should consider the scoring criteria listed in Attachment 1 to ensure moving priority projects forward. Attachment 2 lists all project submittals for FY 2013-14 and 2014-15.

FISCAL IMPACT

Is there a Fiscal Impact? Yes. Approximately \$294,932 is available for programming for the FY 2013-14 and FY 2014-15 cycles.

BACKGROUND AND DISCUSSION

In June 2013 the NCTPA Board approved a TDA-3 call for projects for FY 2013-14. Multiple projects from several jurisdictions were received. To better leverage funds for bicycle and pedestrian projects in the county, award of TDA-3 funding was delayed pending additional information due in December 2013 about two (2) critical grant applications - the TIGER V and Regional Measure 2 (RM2) Safe Routes to Transit (SR2T) programs. Ultimately neither of these efforts was successful.

The TAC made a recommendation at its January 2, 2014, meeting that the NCTPA Board of Directors approve a new call for projects combining both FY 2013-14 and FY 2014-15 funding cycles and tasked NCTPA to develop a scoring concept to prioritize projects for the TDA-3 program and for prioritizing projects for future programs, such as the Active Transportation Program (ATP).

At the January 15, 2014, NCTPA Board Meeting, the City of Napa requested that the Board approve immediate programming of \$163,125 to the Tulocay Trail Project which was submitted in August 2013. The City argued that further delay would confound the construction schedule for this project which is scheduled to begin in summer 2014. Subsequent to the City's original request for \$296,000 in TDA-3 funding, \$140,000 in California State Parks funding was awarded for the Tulocay Trail project.

The Board approved the City of Napa's request for \$163,125 in TDA-3 FY 2013-14 funding at its February Board meeting leaving \$294,932 available for funding under the combined call.

The combined TDA-3 call for projects was closed on March 7, 2014. There are multiple project submissions from all jurisdictions resulting in a significant shortfall of available funds. Project prioritization should consider the scoring criteria listed in Attachment 1 to ensure priority projects move forward. Attachment 2 lists all project submittals for FY 2013-14 and 2014-15. The TDA-3 Timeline is shown in Table A below.

Table A: TDA-3 Timeline FY 2013-14 & 2014-15 Combined

ITEM	DATE
Board Approval – Call For Projects	January 15, 2014
Issue Call For Projects	January 16, 2014
TDA-3 Applications - due to NCTPA by 5:00 PM	March 7, 2014
Draft Program Review by ATAC	March 24, 2014
Draft Program Review by TAC	April 3, 2014

Board Approval – Program of Projects	April 16, 2014
Execute Funding Agreements	June 15, 2014

SUPPORTING DOCUMENTS

Attachments: (1) Active Transportation Projects Potential Scoring Criteria
(2) TDA-3 Project List

Active Transportation Projects Scoring Criteria

Criteria	Description	Scoring
Effectiveness	Potential for increased walking and/or biking/multimodal	0-25
Safety	Potential to reduce bicycle/pedestrian injuries	0-25
Plan Consistency	Project is included in a City/County adopted bicycle/pedestrian or specific plan	0-10
Connectivity	“gap” closure connectivity (trail, lane, or sidewalk gap closure)	0-5
	Connectivity to major destination (school, shopping, employment center or transit hub)	0-5
	Inter-jurisdiction connectivity (city to city; city to county; county to county)	0-5
Benefit to seniors and/or disabled	Improves safety and access for seniors and persons with disabilities	0-5
Benefit to disadvantaged communities	Potential to provide health and safety benefits, access to transit	0-5
Cost Effectiveness	Project cost vs potential for increased walking and/or bicycling including VMT reduction	0-5
Project Readiness	Timeline for improvements	0-5
Funding	Funding from additional sources/local match	0-5

Project Sponsor	Project Description	Amount Requested	Pros	Cons
County of Napa	Atlas Peak Pedestrian Project	\$ 20,000	Improves safety, shovel ready	Serves small population, no link to school, business
American Canyon	Vine Trail Gap Closure Study	\$ 45,000	Vine Trail is a countywide priority project; priority for countywide bike plan	Use of funds for planning, not infrastructure
American Canyon	Rio del Mar/Los Alstos/Theresa Ped. Improvements	\$ 56,205	Safety improvements; serves school and commercial development.	
City of Napa	Hwy 29/Napa Creek Path (undercrossing)	\$ 147,000	Safety improvement; provides access for bikes/peds across Hwy 29; serves a community of concern (Westwood), priority project in bike plan	May be better suited for ATP funding
City of Napa	Sidewalk installation, Browns Valley Rd.	\$ 283,000	Improves safety for school route; closes short sidewalk gap	Uses all the TDA-3 funds
Yountville	North Yountville Bike Route	\$ 65,810	Provide gap closure; links to multi-use trail	
Yountville	Pedestrian Project, Oak Circle to Mission	\$ 74,000	Provides pedestrian bridge and gap closure	Requires further funding to complete
Yountville	Park Paths Program	\$ 74,700	Improves safety along path: part of Town Path Program	Recreational non commuter based path
Yountville	Washington St. Sidewalk Project	\$ 60,000	Provides access to hotel and church for pedestrians, closes gaps in pedestrian network	
St. Helena	Mitchell Dr. Sidewalk Project	\$ 126,000	Improves safety and mobility to a significant number of residents; access to businesses	
St. Helena	Pedestrian Master Plan	\$ 146,194	Fits with priority for creation of a countywide pedestrian plan	NCTPA has already budgeted funds to complete countywide ped plan
Calistoga	Riverside Pedestrian Path	\$ 125,000	Provides safe access for multiple users near businesses, residences	NCTPA has already budgeted funds to complete countywide ped plan
Calistoga	ADA Pedestrian Improvements	\$ 50,000	Completes Phase II, ADA transition plan; improves safety & access for growing elderly population	
Calistoga	Bike Racks	\$ 5,000	Facilitates bicycle use by providing better facilities; inexpensive	Other grant funding available for bike racks like TFCA

Total Requests \$ 1,277,909
Available Funds \$ 294,932
Program Shortfall \$ 982,977



April 3, 2014
TAC Agenda Item 10
Continued From: February 6, 2014
Action Requested: INFORMATION/DIRECTION

NAPA COUNTY TRANSPORTATION AND PLANNING AGENCY TAC Agenda Letter

TO: Technical Advisory Committee (TAC)
FROM: Kate Miller, Executive Director
REPORT BY: Diana Meehan, Assistant Program Planner/Administrator
(707) 259-8327 / Email: dmeehan@nctpa.net
SUBJECT: Active Transportation Program (ATP) Project Bundling Opportunities

RECOMMENDATION

That TAC make a recommendation for jurisdictional project bundling for the first statewide ATP call for projects.

EXECUTIVE SUMMARY

The new ATP consolidates former federal and state transportation programs, including the Transportation Alternatives Program (TAP), Bicycle Transportation Account (BTA) and Safe Routes to School (SR2S). Due to carryover amounts the first round of funding is anticipated to be \$240M (\$130M in subsequent years) and is intended for projects that support non-auto transportation modes.

The ATP guidelines were adopted by the CTC on March 20, 2014 and the first statewide call for projects was issued on March 21, 2014. The Vine Trail Oak Knoll Segment has been identified by TAC as a priority project for the ATP first call for projects. NCTPA staff will be preparing the Vine Trail Oak Knoll segment project package for submission. Staff is encouraging all jurisdictions to consider other potential projects for submission to the first statewide call. Smaller projects with similar characteristics may be bundled to create larger projects to meet the minimum project size of \$250,000. The goal is to create a cooperative environment among Napa's jurisdictions to better compete for available funding at both the State and Regional levels rather than competing against one another for the same funds.

The Application deadline is May 21, 2014. Project selection for the state program will be August 21st. Applications not selected by the state program will be automatically submitted to the regional program call for projects. The regional project application deadline is July 24, 2014. Additional information will be required for the regional application. MTC's regional project recommendations are due to the CTC by September 30, 2014. All projects must be in the TIP prior to programming.

FISCAL IMPACT

Is there a fiscal impact? No

BACKGROUND AND DISCUSSION

The draft guidelines for the ATP were adopted by the CTC on March 20, 2014. The first call for projects in the statewide competition was issued on March 21, 2014. NCTPA staff recognizes that there are a number of unfunded bicycle and pedestrian needs in the county but cautions that a coordinated effort among jurisdictions will be necessary to be successful. A key component of this effort would include recommendations by the TAC and the ATAC for countywide project prioritization that achieve the stated goals for the new ATP.

At the February TAC meeting, the committee discussed projects that could be considered for ATP funding. As a reminder, the project minimum is \$250,000. Bundling projects into programs was discussed as an approach to achieve delivering multi-jurisdictional projects. Although the Vine Trail was identified as a priority project for the first statewide call for projects, there is an opportunity for jurisdictions to bundle smaller projects or other larger projects for submission in addition to the Vine Trail project. Project bundle lists for TAC review were received from American Canyon and the City of Napa. The City of Calistoga and St. Helena have a combined list.

The application for the statewide program is also currently being developed and is scheduled to be approved by the CTC in April. The attached draft application is subject to change. A District 4 ATP application workshop will take place on April 29, 2014 at the Caltrans office located at 111 Grand Avenue, Parkview Conference Rm., 15th Floor, Oakland. For more information on the application workshop contact Jose Reyes at (510) 286-5233.

Important dates are listed in bold in the timeline below.

Action-Statewide	Date
Call for Projects	March 21, 2014
Application Approved/Released	April TBD
Applications Due	May 21, 2014
Adoption	August 20, 2014

Action-MPO (MTC)	Date
Call for Projects	May 21, 2014
Applications Due	July 24, 2014
Regional Adoption	September 24, 2014
CTC Adoption of Regional Projects	December 10, 2014

Other	Date
ATP Workshop	April 29, 2014

SUPPORTING DOCUMENTS

- Attachments:
- (1) Active Transportation Project Scoring Criteria
 - (2) Draft ATP Application (Final Application due in April)
 - (3) American Canyon Projects
 - (4) City of Napa Projects
 - (5) Upper Napa Valley ATP Joint Project
St. Helena and Calistoga – Safe Routes to School

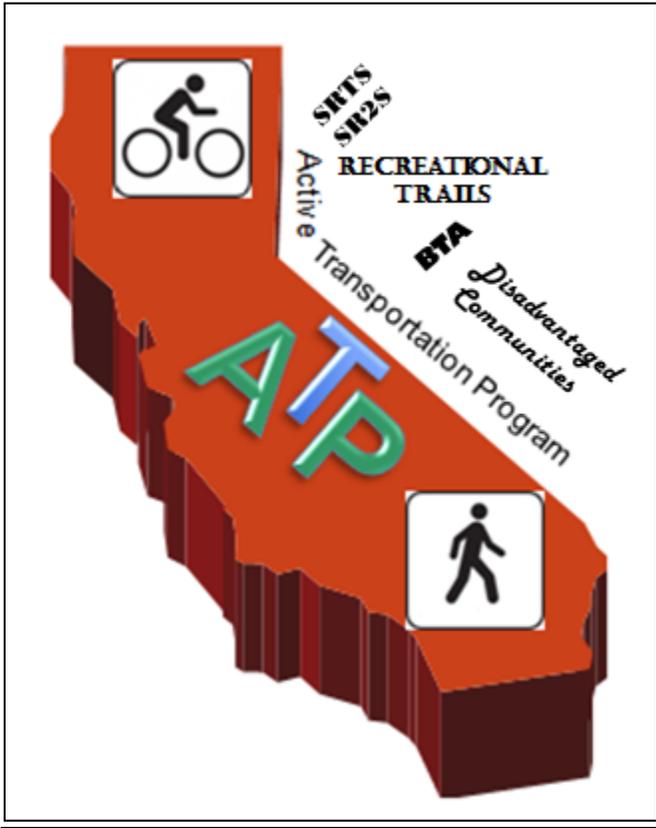
Active Transportation Projects Scoring Criteria

Criteria	Description	Scoring
Effectiveness	Potential for increased walking and/or biking/multimodal	0-25
Safety	Potential to reduce bicycle/pedestrian injuries	0-25
Plan Consistency	Project is included in a City/County adopted bicycle/pedestrian or specific plan	0-10
Connectivity	“gap” closure connectivity (trail, lane, or sidewalk gap closure)	0-5
	Connectivity to major destination (school, shopping, employment center or transit hub)	0-5
	Inter-jurisdiction connectivity (city to city; city to county; county to county)	0-5
Benefit to seniors and/or disabled	Improves safety and access for seniors and persons with disabilities	0-5
Benefit to disadvantaged communities	Potential to provide health and safety benefits, access to transit	0-5
Cost Effectiveness	Project cost vs potential for increased walking and/or bicycling including VMT reduction	0-5
Project Readiness	Timeline for improvements	0-5
Funding	Funding from additional sources/local match	0-5

APPLICATION CYCLE 1 ACTIVE TRANSPORTATION PROGRAM (ATP)

Please read the Application Instructions at
<http://www.dot.ca.gov/hq/LocalPrograms/atp/index.html>
prior to filling out this application

Project name:



For Caltrans use only: ___TAP ___STP ___RTP ___SRTS ___SRTS-NI ___SHA
___DAC ___Non-DAC ___Plan

I. GENERAL INFORMATION

Project name:

(fill out all of the fields below)

1. APPLICANT (Agency name, address and zip code)	2. PROJECT FUNDING ATP funds Requested \$ _____ Matching Funds (If Applicable) \$ _____ Other Project funds \$ _____ TOTAL PROJECT COST \$ _____
3. APPLICANT CONTACT (Name, title, e-mail, phone #)	5. PROJECT COUNTY(IES):
4. APPLICANT CONTACT (Address & zip code)	7. Application # ____ of ____ (in order of agency priority)
6. CALTRANS DISTRICT #- Click Drop down menu below	

Area Description:

8. Large Metropolitan Planning Organization (MPO)- Select your "MPO" or "Other" from the drop down menu>	
9. If "Other" was selected for #8- select your MPO or RTPA from the drop down menu>	
10. Urbanized Area (UZA) population (pop.)- Select your UZA pop. from drop down menu>	

Master Agreements (MAs):

11. Yes, the applicant has a FEDERAL MA with Caltrans.
12. Yes, the applicant has a STATE MA with Caltrans.
13. If the applicant does not have an MA. Do you meet the Master Agreement requirements? Yes No
The Applicant MUST be able to enter into MAs with Caltrans

Partner Information:

14. Partner Name*:	15. Partner Type
16. Contact Information (Name, phone # & e-mail)	17. Contact Address & zip code

Click here if the project has more than one partner; attach the remaining partner information on a separate page

*If another entity agrees to assume responsibility for the ongoing operations and maintenance of the facility, documentation of the agreement must be submitted with the application, and a copy of the Memorandum of Understanding or Interagency Agreement between the parties must be submitted with the request for allocation.

Project Type: (Select only one)

18. Infrastructure (IF) 19. Non-Infrastructure (NI) 20. Combined (IF & NI)

Project name:

I. GENERAL INFORMATION-continued

Sub-Project Type (Select all that apply)

21. Develop a Plan in a Disadvantaged Community (select the type(s) of plan(s) to be developed)
 Bicycle Plan Safe Routes to School Plan Pedestrian Plan
 Active Transportation Plan

(If applying for an Active Transportation Plan- check any of the following plans that your agency already has):

- Bike plan Pedestrian plan Safe Routes to School plan ATP plan

22. Bicycle and/or Pedestrian infrastructure
Bicycle only: Class I Class II Class III
Ped/Other: Sidewalk Crossing Improvement Multi-use facility

Other:

23. Non-Infrastructure (Non SRTS)
 24. Recreational Trails*- Trail Acquisition

***Please see additional Recreational Trails instructions before proceeding**

25. Safe routes to school- Infrastructure Non-Infrastructure

If SRTS is selected, provide the following information

26. SCHOOL NAME & ADDRESS:
27. SCHOOL DISTRICT NAME & ADDRESS:

28. County-District-School Code (CDS)	29. Total Student Enrollment	30. Percentage of students eligible for free or reduced meal programs **
31. Percentage of students that currently walk or bike to school	32. Approximate # of students living along school route proposed for improvement	33. Project distance from primary or middle school

**Refer to the California Department of Education website: <http://www.cde.ca.gov/ds/sh/cw/filesafdc.asp>

- Click here if the project involves more than one school; attach the remaining school information including school official signature and person to contact, if different, on a separate page

Project name:

V. PROJECT PROGRAMMING REQUEST

Applicant must complete a Project Programming Request (PPR) and attach it as part of this application. The PPR and can be found at http://www.dot.ca.gov/hq/transprog/allocation/ppr_new_projects_9-12-13.xls

PPR Instructions can be found at <http://www.dot.ca.gov/hq/transprog/ocip/2012stip.htm>

Notes:

- Fund No. 1 must represent ATP funding being requested for program years 2014/2015 and 2015/2016 only.
- Non-infrastructure project funding must be identified as Con and indicated as “Non-infrastructure” in the Notes box of the Proposed Cost and Proposed Funding tables.
- Match funds must be identified as such in the Proposed Funding tables.

Project name:

VI. ADDITIONAL INFORMATION

Only fill in those fields that are applicable to your project

FUNDING SUMMARY

ATP Funds being requested by Phase (to the nearest \$1000)

Amount

PE Phase (includes PA&ED and PS&E)	\$
Right-of-Way Phase	\$
Construction Phase-Infrastructure	\$
Construction Phase-Non-infrastructure	\$
Total for ALL Phases	\$

All Non-ATP fund types on this project* (to the nearest \$1000)

Amount

	\$
	\$
	\$
	\$
	\$
	\$

*Must indicate which funds are matching

Total Project Cost	\$
Project is Fully Funded	

ATP Work Specific Funding Breakdown (to the nearest \$1000)

Amount

Request for funding a Plan	\$
Request for Safe Routes to Schools Infrastructure work	\$
Request for Safe Routes to Schools Non-Infrastructure work	\$
Request for other Non-Infrastructure work (non-SRTS)	\$
Request for Recreational Trails work	\$

ALLOCATION/AUTHORIZATION REQUESTS SCHEDULE

	Proposed Allocation Date	Proposed Authorization (E-76) Date
PA&ED or E&P		
PS&E		
Right-of-Way		
Construction		

All project costs MUST be accounted for on this form, including elements of the overall project that will be, or have been funded by other sources.

Project name: _____

VIII. APPLICATION SIGNATURES

Applicant: The undersigned affirms that the statements contained in the application package are true and complete to the best of their knowledge.

Signature: _____ Date: _____
Name: _____ Phone: _____
Title: _____ e-mail: _____

Local Agency Official (City Engineer or Public Works Director): The undersigned affirms that the statements contained in the application package are true and complete to the best of their knowledge.

Signature: _____ Date: _____
Name: _____ Phone: _____
Title: _____ e-mail: _____

School Official: The undersigned affirms that the school(s) benefited by this application is not on a school closure list.

Signature: _____ Date: _____
Name: _____ Phone: _____
Title: _____ e-mail: _____

Person to contact for questions:

Name: _____ Phone: _____
Title: _____ e-mail: _____

Caltrans District Traffic Operations Office Approval*

If the application's project proposes improvements on a freeway or state highway that affects the safety or operations of the facility, it is required that the proposed improvements be reviewed by the district traffic operations office and either a letter of support or acknowledgement from the traffic operations office be attached () or the signature of the traffic personnel be secured below.

Signature: _____ Date: _____
Name: _____ Phone: _____
Title: _____ e-mail: _____

*Contact the District Local Assistance Engineer (DLAE) for the project to get Caltrans Traffic Ops contact information. DLAE contact information can be found at <http://www.dot.ca.gov/hq/LocalPrograms/dlae.htm>

Project name:

VIII. ADDITIONAL APPLICATION ATTACHMENTS

Check all attachments included with this application.

- Vicinity/Location Map- **REQUIRED for all IF Projects**
 - North Arrow
 - Label street names and highway route numbers
 - Scale

- Photos and/or Video of Existing Location- **REQUIRED for all IF Projects**
 - Minimum of one labeled color photo of the existing project location
 - Minimum photo size 3 x 5 inches
 - Optional video and/or time-lapse

- Preliminary Plans- **REQUIRED for Construction phase only**
 - Must include a north arrow
 - Label the scale of the drawing
 - Typical Cross sections where applicable with property or right-of-way lines
 - Label street names, highway route numbers and easements

- Detailed Engineer's Estimate- **REQUIRED for Construction phase only**
 - Estimate must be true and accurate. Applicant is responsible for verifying costs prior to submittal
 - Must show a breakdown of all bid items by unit and cost. Lump Sum may only be used per industry standards
 - Must identify all items that ATP will be funding
 - Contingency is limited to 10% of funds being requested
 - Evaluation required under the ATP guidelines is not a reimbursable item

- Documentation of the partnering maintenance agreement- Required with the application if an entity, other than the applicant, is going to assume responsibility for the operation and maintenance of the facility
 - a copy of the Memorandum of Understanding or Interagency Agreement between the parties must be submitted with the request for allocation.

- Letters of Support from Caltrans (Required for projects on the State Highway System(SHS))

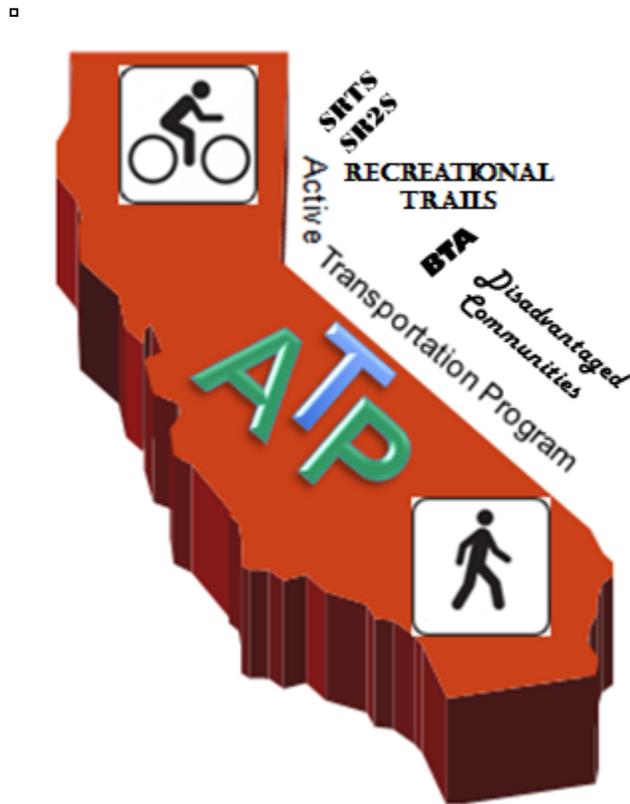
- Digital copy of or an online link to an approved plan (bicycle, pedestrian, safe routes to school, active transportation, general, recreation, trails, city/county or regional master plan(s), technical studies, and/or environmental studies (with environmental commitment record or list of mitigation measures), if applicable. Include/highlight portions that are applicable to the proposed project.

- Documentation of the public participation process (required)

- Letter of Support from impacted school- when the school isn't the applicant or partner on the application (required)

- Additional documentation, letters of support, etc (optional)

APPLICATION
CYCLE 1 ACTIVE TRANSPORTATION PROGRAM (ATP)
PART 2



II. PROJECT INFORMATION

(Please read the "ATP instructions" document prior to attaching your responses to all of the questions in Sections II. Project Information, Section III. Screening Criteria and Section IV. Narrative Questions - 20 pages max)

1. **Project Location**

2. **Project Coordinates**

Latitude
(Decimal degrees)

Longitude
(Decimal degrees)

3. **Project Description**

4. **Project Status**

III. SCREENING CRITERIA

1. Demonstrated Needs of the Applicant

Describe the need for the project and/or funding

2. Consistency with Regional Transportation Plan (100 words or less)

Explain how this project is consistent with your Regional Transportation Plan (if applicable). Include adoption date of the plan.

IV. NARRATIVE QUESTIONS

- 1. POTENTIAL FOR INCREASED WALKING AND BICYCLING, ESPECIALLY AMONG STUDENTS, INCLUDING THE IDENTIFICATION OF WALKING AND BICYCLING ROUTES TO AND FROM SCHOOLS, TRANSIT FACILITIES, COMMUNITY CENTERS, EMPLOYMENT CENTERS, AND OTHER DESTINATIONS; AND INCLUDING INCREASING AND IMPROVING CONNECTIVITY AND MOBILITY OF NON-MOTORIZED USERS. (0-30 POINTS)**
- A. Describe how your project encourages increased walking and bicycling, especially among students.
 - B. Describe the number and type of possible users and their destinations, and the anticipated percentage increase in users upon completion of your project. Data collection methods should be described.
 - C. Describe how this project improves walking and bicycling routes to and from, connects to, or is part of a school or school facility, transit facility, community center, employment center, state or national trail system, points of interest, and/or park.
 - D. Describe how this project increases and/or improves connectivity, removes a barrier to mobility and/or closes a gap in a non-motorized facility.

- Projects with significant potential- 21 to 30 points
- Projects with moderate potential- 11 to 20 points
- Projects with minimal potential- 1 to 10 points
- Projects with no potential- 0 points

IV. NARRATIVE QUESTIONS- continued

2. POTENTIAL FOR REDUCING THE NUMBER AND/OR RATE OF PEDESTRIAN AND BICYCLIST FATALITIES AND INJURIES, INCLUDING THE IDENTIFICATION OF SAFETY HAZARDS FOR PEDESTRIANS AND BICYCLISTS. (0-25 POINTS)

- A. Describe the potential of the project to reduce pedestrian and/or bicycle injuries or fatalities.
- B. Describe if/how your project will achieve any or all of the following:
- Reduces speed or volume of motor vehicles
 - Improves sight distance and visibility
 - Improves compliance with local traffic laws
 - Eliminates behaviors that lead to collisions
 - Addresses inadequate traffic control devices
 - Addresses inadequate bicycle facilities, crosswalks or sidewalks
- C. Describe the location's history of events and the source(s) of data used (e.g. collision reports, community observation, surveys, audits) if data is not available include a description of safety hazard(s) and photos.

- Projects with significant potential- 16 to 25 points
- Projects with moderate potential- 8 to 15 points
- Projects with minimal potential- 1 to 7 points
- Projects with no potential- 0 points

IV. NARRATIVE QUESTIONS- continued

3. PUBLIC PARTICIPATION and PLANNING (0-15 POINTS)

- A. Describe the community based public participation process that culminated in the project proposal or plan, such as noticed meetings/public hearings, consultation with stakeholders, etc.
- B. Describe the local participation process that resulted in the identification and prioritization of the project:
- C. Is the project cost over \$1 Million? Y/N

If Yes- is the project Prioritized in an adopted city or county bicycle transportation plan, pedestrian plan, safe routes to school plan, active transportation plan, trail plan, circulation element of a general plan, or other publicly approved plan that incorporated elements of an active transportation plan? Y/N

- Projects with substantial participation of community members- 11 to 15 points
- Projects with moderate participation of community members - 6 to 10 points
- Projects with minimal participation of community members- 1 to 5 points
- Projects with no participation of community members- 0 points

IV. NARRATIVE QUESTIONS- continued

4. COST EFFECTIVENESS (0-10 POINTS)

- A. Describe the alternatives that were considered. Discuss the relative costs and benefits of all the alternatives and explain why the nominated one was chosen.
- B. Calculate the ratio of the benefits of the project relative to both the total project cost and funds requested (i.e., $\frac{Benefit*}{Total\ Project\ Cost}$ and $\frac{Benefit*}{Program\ Funds\ Requested}$).

*Benefits must directly relate to the goals of the Active Transportation Program.

- Applicant considers alternatives and exceptionally justifies the project nominated - 5 points
- Applicant considers alternatives and adequately justifies the project nominated - 3 to 4 points
- Applicant considers alternatives and minimally justifies the project nominated - 1 to 2 points
- Applicant did not consider alternatives or justify the project nominated - 0 points

- Applicant logically described how project benefits were quantified and has a benefit-cost ratio greater than 1 - 5 points
- Applicant logically described how project benefits were quantified and has benefit-cost ratio less than 1- 3 points
- Applicant did not logically describe how project benefits were quantified - 0 points

IV. NARRATIVE QUESTIONS- continued

5. IMPROVED PUBLIC HEALTH (0-10 points)

A. Describe how the project will improve public health, i.e. through the targeting of populations who have a high risk factor for obesity, physical inactivity, asthma, or other health issues.

- Applicant exceptionally described how the project will improve public health and addresses high risk populations- 7 to 10 points
- Applicant adequately described how the project will improve public health and addresses high risk populations - 4 to 6 points
- Applicant minimally described how the project will improve public health - 1 to 3 points
- Applicant did not describe how the project will improve public health - 0 points

IV. NARRATIVE QUESTIONS- continued

6. **BENEFIT TO DISADVANTAGED COMMUNITIES** (0-10 points)

A. I. Is the project located in a disadvantaged community? Y/N

II. Does the project significantly benefit a disadvantaged community? Y/N

a. Which criteria does the project meet? (Answer all that apply)

- o Median household income for the community benefited by the project: \$_____
- o California Communities Environmental Health Screen Tool (CalEnvironScreen) score for the community benefited by the project: _____
- o For projects that benefit public school students, percentage of students eligible for the Free or Reduced Price Meals Programs: _____ %

b. Should the community benefitting from the project be considered disadvantaged based on criteria not specified in the program guidelines? If so, provide data for all criteria above and a quantitative assessment of why the community should be considered disadvantaged.

B. Describe how the project demonstrates a clear benefit to a disadvantaged community and what percentage of the project funding will benefit that community, for projects using the school based criteria describe specifically the school students and community will benefit.

- Project clearly and significantly addresses health, safety, and/or infrastructure challenges in the disadvantaged community- 5 points
- Project adequately addresses health, safety, and/or infrastructure challenges in the disadvantaged community - 3 points
- Project minimally addresses health, safety, and/or infrastructure challenges in the disadvantaged community - 1 points

- 80% to 100% of project funding benefits the disadvantaged community- 5 points
- 60% to 79% of project funding benefits the disadvantaged community- 4 points
- 40% to 59% of project funding benefits the disadvantaged community- 3 points
- 20% to 39% of project funding benefits the disadvantaged community- 2 points
- 1% to 19% of project funding benefits the disadvantaged community- 1 points
- 0% of project benefits the disadvantaged community- 0 points

IV. NARRATIVE QUESTIONS- continued

7. USE OF CALIFORNIA CONSERVATION CORPS (CCC) OR A CERTIFIED COMMUNITY CONSERVATION CORPS (0 to -5 points)

The applicant must send the following information to the CCC and CALCC prior to application submittal to Caltrans:

- | | |
|---------------------|-------------------|
| Project Description | Detailed Estimate |
| Project Map | Preliminary Plan |
| Project Schedule | |

The corps agencies can be contacted at:
California Conservation Corps at: www.ccc.ca.gov
Community Conservation Corps at: <http://calocalcorps.org>

- A. The applicant has coordinated with the CCC to identify how a state conservation corps can be a partner of the project. Y/N
 - a. Name, e-mail, and phone # of the person contacted and the date the information was submitted to them

- B. The applicant has coordinated with a representative from the California Association of Local Conservation Corps (CALCC) to identify how a certified community conservation corps can be a partner of the project. Y/N
 - a. Name, e-mail, and phone # of the person contacted and the date the information was submitted to them

- C. The applicant intends to utilize the CCC or a certified community conservation corps on all items where participation is indicated? Y/N

I have referred to the CCC website; and the following are project items that it indicates they are qualified to partner on:

I have referred to the CALCC website; and the following are project items that it have indicates they are qualified to partner on:

Points will be deducted if an applicant does not seek corps participation or if an applicant intends not to utilize a corps in a project in which the corps can participate.

- The applicant intends to partner with a conservation corps to the maximum extent possible- 0 points
 - The applicant did not seek partnership with a conservation corps, or indicated that they do not intend to partner with the corps to the maximum extent possible- (-)5 points

IV. NARRATIVE QUESTIONS- continued

8. APPLICANT'S PERFORMANCE ON PAST GRANTS (0 to -10 points)

A. Describe any of your agency's ATP type grant failures during the past 5 years, and what changes your agency will take in order to deliver this project.

- The applicant has no past grant experience or has performed satisfactorily on past grants - 0 points
- The applicant has not performed satisfactorily on past grants and/or has not adequately described how they will deliver this project (-)10 points

ATP Program - City of American Canyon

Street	From	To	Length	Description	Increase Ped, Bike Trips	Safety	Plan Consistency	Scoring Based On			Funding
								Connectivity	Benefits to seniors or disabled	Benefit to disadvantaged communities	
1 Donaldson Way	Heartford Andrew James	Andrew James SR29	240 235 595	Close gaps in the sidewalk from the middle school to the high school (school route, bike lanes). May need R/W.	X	X		X			
2 James	Canyon Corners	Crawford	500	Connect Safeway commercial area to Post Office, Library, future Park & Ride and Canyon Plaza commercial area.	X	X		X			
3 American Canyon Road	James	west to ex. sidewalk	1100	close sidewalk gap (may need R/W)	X	X		X			
4 American Canyon Road	SR29	west to ex. sidewalk	175	close sidewalk gap (PG&E)	X	X		X			
5 Eucalyptus	Donaldson	Theresa	1100	Connect Oceanview Estates neighborhood to the sidewalk on Theresa Avenue (SR2S project) May need R/W	X	X					
6 Vine Trail	Green Island	Devlin	2500	extend Vine Trail	X	X		X			
7 Green Island Rd	Paoli Loop	Mezzetta	5,250	south side, (2 RR xings)	X	X		X			
8 240 Rio Del Mar	Bus Stop	W. Carolyn	300	close sidewalk gap	X	X		X			
9 SR29	Rio Del Mar	Eucalyptus	675	Move ped. crossing on SR29 from Rio Del Mar to Eucalyptus. (Caltrans)	X	X		X			

City of Napa – Potential Active Transportation Program Projects

Title	Description
Railroad Crossing Upgrades	Upgrade the railroad crossings in the City of Napa to better facilitate bicycle, pedestrian, and vehicular crossing safety. (This could be expanded to include railroad crossings in all of Napa County for a larger project if so desired)
Highway 29 Undercrossing	Construction of a multi-use path on the north bank of Napa Creek that crosses under Highway 29 north of First Street. This is listed as a high priority project in the City of Napa Bicycle Plan.
Imola Avenue Sidewalk	Construct sidewalk along Imola Avenue from Foster Road to Penny Lane where none exists and where gaps are missing. This will increase pedestrian connectivity and safety between residences, businesses, and schools.
Foster Road Sidewalk	Construct sidewalk along Foster Road in front of Irene M. Snow Elementary School. This will increase pedestrian connectivity as a safe route to school.

Upper Napa Valley ATP Joint Project
St. Helena and Calistoga – Safe Routes to School

Project includes:

Four lighted crosswalks with advance warning signage:	\$240,000
Twenty ADA ramps:	\$175,000
Pedestrian footbridge over the Napa River in Calistoga:	\$850,000
One-thousand lineal feet of sidewalk gap closure:	\$100,000

The proposed project will focus on pedestrian routes to schools with priority given to routes that are traveled by low income and minority neighborhood residents. Walking is the primary mode of transportation for low income residents to schools and activity centers.

The proposed project will enhance their ability to safely cross streets, remove ADA barriers, eliminate the need to walk in muddy trails or the roadway where sidewalks are missing, and provide year-round ability for pedestrians to safely cross the Napa River in Calistoga.

The project is consistent with the General Plan and adopted bicycle and pedestrian plan goals and objectives of both cities.

Connectivity to activity centers such as schools, shopping centers, libraries, government offices and community centers will be improved.

Connectivity to regional and local transit facilities will be increased and enhanced.

The proposed improvements will provide connectivity to local and regional parks and pathways in each community and improve opportunities for increased physical activity.



April 3, 2014
TAC Agenda Item 11a
Continued From: March 6, 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@ncpta.net
SUBJECT: Napa Countywide Transportation Plan Project and Program Inventory Listing

RECOMMENDATION

That the TAC review the Countywide Project and Program Inventory materials and provide updates for their jurisdiction by July 1, 2014.

EXECUTIVE SUMMARY

As part of NCTPA's responsibilities under the interagency agreement with 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.

Part of the Countywide Transportation Plan Update will be working on prioritizing transportation investments with the jurisdictions. This prioritized list of transportation projects will be complete by spring 2015 in time for the Bay Area RTP call for projects. NCTPA Staff has met with all the jurisdictions to discuss the Project and Program Matrix and refined the matrix based on the feedback received. Staff is asking the jurisdictions to provide NCTPA with a list of projects for the next 5 years that are \$250,000 or greater and projects for the next 25 years that are \$1 million or greater.

FISCAL IMPACT

Is there a Fiscal Impact? None

BACKGROUND AND DISCUSSION

The NCTPA Countywide Transportation Plan will lay out the long-range vision to guide transportation funding decisions for the next 25 years. This update is the latest version in a cycle that will run every four years, in coordination with updates to the Regional Transportation Plan (RTP), produced every four years by the Metropolitan Transportation Commission (MTC).

This plan, scheduled for adoption in May/June 2015, will be complete around the time that MTC solicits new projects for the next RTP update and will position Napa County to participate in that exercise based on the most up to date local consideration of our transportation vision, goals and priorities.

The Plan update will include projects and other improvements for new and existing roadways, including our major arterials and local streets and roads. It will also include public transit, and facilities and programs to support cycling and walking. This Plan update will also include an update to NCTPA's "Community Based Transportation Plan" (CBTP) which specifically examines how our transportation system will meet the needs of the entire Napa community, including disadvantaged communities.

A section of the Countywide Transportation Plan Update will be dedicated to prioritizing transportation investments. This prioritized list of transportation projects will be complete by spring 2015 in time for the Bay Area RTP call for projects. NCTPA Staff has met with all the jurisdictions to discuss the Project and Program Matrix and refined the matrix based on the feedback received. Staff is asking the jurisdictions to provide NCTPA with a list of projects for the next 5 years that are \$250,000 or greater and projects for the next 25 years that are \$1 million or greater.

SUPPORTING DOCUMENTS

- Attachments:
- (1) Napa County Transportation and Planning Agency 2015 25-Year Countywide Plan Capital Programs and Projects
 - (2) Countywide Transportation Plan Project Listing Spreadsheet
 - (3) Countywide Transportation Plan Program Listing Spreadsheet
 - (4) Previous RTP Project Listing Spreadsheet

Napa County Transportation and Planning Agency 2015 25-Year Countywide Plan

*Include Individual Projects with a start/end date that are ≤\$250,000 in Years 1-5 and projects ≤\$1 million in years 6-25; for smaller jurisdictions, projects can be <\$250,000 in Years 1-5 and <\$1 Million years 6-25 providing it has a distinct start/end date and is unique/significant to the community.

Capital Programs			
Title	Sub-Categories	Description	Source
Local Streets and Roads	Maintenance	Maintenance and rehabilitation of existing local streets and roads	Jurisdictions
	Infrastructure Improvements	Improvements to increase safety and operations on the roadway system (ex. Roadway connections, dedicated turn lanes, widening)	Jurisdictions
Bridges and Culverts		Maintenance, rehabilitation and replacement of existing structures	Jurisdictions/Caltrans
Regional Roadway/Highway System		Interconnected signals and corridors; Regional infrastructure improvements for safety, operations and capacity	Jurisdictions, Caltrans, MTC
Planning/Travel Demand Management		Travel demand forecasting model and associated improvements; signal and corridor coordination, arterial management	Jurisdictions, Caltrans, MTC
Pedestrian		Sidewalk maintenance and rehabilitation; Gaps and missing links; Multimodal trails; ADA improvements	Jurisdictions
Bicycle		Maintenance of existing infrastructure; Class I, II, and III infrastructure as consistent with Countywide and Citywide Bicycle Plans; Bicycle racks and lockers	Jurisdictions
Transit	Capital Maintenance, Rehabilitation & Replacement	Maintenance, rehabilitation & replacement of existing transit infrastructure (ex. vehicles, stops, shelters)	NCTPA

	System Expansion – Capital	Transit infrastructure expansion, security improvements, ITS projects and environmental improvements	
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Projects			
Title	Sub-Categories	Description	Source
LS&R	Maintenance	Maintenance and rehabilitation of existing local streets and roads.	Jurisdictions
	Infrastructure Improvements	Improvements to increase safety and operations of the roadway system (ex. roadway connections, enhancements, dedicated turn lanes, roadway widening)	
Regional Roadway system		Regional roadway infrastructure improvements for safety, operations and capacity.	Jurisdictions, Caltrans, MTC
Planning/Travel Demand Management		Travel Demand forecasting, model and associated improvements; signal and corridor coordination	Jurisdictions, Caltrans, MTC
Bridges and Culverts		Maintenance, rehabilitation, Gaps and missing links; multimodal trails; ADA improvements	Jurisdictions/Caltrans
Pedestrian		Sidewalk maintenance and rehabilitation; Gaps and missing links; multimodal trails; ADA improvements	Jurisdictions
Bicycle	Expansion	Expansion of Class I pathway	Jurisdictions
	Expansion/enhancements	Expansion of Class II and III bicycle facilities	Jurisdictions
		Maintenance of infrastructure; Class I,II and III infrastructure as consistent with Countywide and Citywide Bicycle Plans; Bicycle racks and lockers	Jurisdictions
Transit	Enhancements	Passenger amenities/bulb-outs/signal improvements, other	Jurisdictions
Transit	Capital Maintenance, Rehabilitation & Replacement	Maintenance, rehabilitation & replacement of existing transit infrastructure (ex. vehicles, stops,	NCTPA

		shelters)	
	System Expansion – Capital	Transit infrastructure expansion, security improvements, ITS projects and environmental improvements	

Agency	RTPID	Project Title	Programmatic Category	ProjectDescription	ProjectNotes	ProjectPurpose	TransSystem	InvestmentType	Class	Mode	Total Cost
2 SH	240154	Local Streets and Roads O&M	Local Streets and Roads O&M	SH-Crack Sealing	INCLUDED IN #31	Streets maintenance	Local Streets and Roads	New Commitment	Routine Maintenance		
3 SH	240153	Local Streets and Roads O&M	Local Streets and Roads O&M	St. Helena Citywide Pavement Overlays	INCLUDED IN #31	Pavement maintenance	Local Streets and Roads	New Commitment	LSR Preventative Maintenance		
4 SH	240152	Bicycle/Pedestrian Enhancements	Bicycle/Pedestrian Enhancements	St. Helena Miscellaneous Lighted Crosswalks	COST ESTIMATE FROM NCTPA (5 x .1)	Pedestrian and Bicycle Safety	Local Streets and Roads	New Commitment	Safe Routes to Schools		0.5
5 SH	240151	Bicycle/Pedestrian Enhancements	Bicycle/Pedestrian Enhancements	Mitchell Ave sidewalk to Oak	COST ESTIMATE FROM NCTPA	Pedestrian access	Local Streets and Roads	New Commitment	Bike/Ped Enhancement		0.1
6 SH	240150	SH-Pratt Avenue curb/gutter	None	Pratt Avenue Curb and Gutter improvements	COST ESTIMATE FROM NCTPA	drainage	Local Streets and Roads	New Commitment	Roadway Safety/Grade Separation		0.1
7 SH	240149	SH-Oak Street Extension	None	Extend Oak Street with bridge to Grayson	COST ESTIMATE FROM NCTPA	Circulation	Local Streets and Roads	New Commitment	Other Planning-circulation		1
8 SH	240148	Adams/Starr extension to Silverado Trail	None	Extend Starr to Adams and Adams to Silverado	COST ESTIMATE FROM NCTPA	Better circulation	Local Streets and Roads	Vision	Other Planning-circulation		1
9 SH	240146	Mills Lane Realignment	None	Realign Mills street to align with Grayson at Hwy 29/Main St.	COST ESTIMATE FROM NCTPA	offset alignments cause traffic and accident problems on Hwy 29	Other	Vision	Safe Routes to Schools		0.2
10 SH	240145	Local Streets and Roads O&M	Local Streets and Roads O&M	Repave Mills Lane	INCLUDED IN #31	Mills Lane has deteriorated to a gravel type road surface, alligatored and potholed.	Local Streets and Roads	New Commitment	LSR Pavement Rehabilitation	Other roadway (please list)collector	
11 AC	240138	Highway 29 Green Island Road Urban Interchange		Replace traditional conventional highway intersection to urban interchange		Replace the traditional "button-hook" style interchange with inappropriate lane widths, superelevation and curve radii that are unsuitable for WB-50 and STAA trucks with a single-point diamond urban interchange of adequate capacity for year 2030 freight and goods movement.	State Highway System	New Commitment	I/C Modification (New Capacity)	Local interchange	27.50
12 AC	240137	Broadway South Roadway Improvements		Widen Broadway South from the American Canyon Creek bridge crossing to southerly city limits	Project will connect American Canyon bike lanes and trail with city of Vallejo ferry terminal	The project will widen the roadway and creek crossing bridges to accommodate Class II bike lanes and sidewalks	Local Streets and Roads	New Commitment	Bike/Ped Enhancement	Bicycle and pedestrian	4.80
13 AC	240136	Highway 29 Intersection Improvements at Napa Junction Road		Widen Napa Junction Road approaches at Highway 29		Unless the Napa Junction Road approaches to Highway 29 are widened and dual left-turn lanes from Napa Junction Road to NB/SB Highway 29 are constructed, year 2030 traffic congestion will reduce highway levels of service and consequently goods mobility to less than acceptable levels	State Highway System	New Commitment	I/C Modification (New Capacity)	Local interchange	4.00
14 AC	240131	Devlin Road Extension		Extend Devlin Road from the grade-separated crossing with the California Northern Railroad south to Green Island Road		Provide a truck reliever route parallel to Highway 29 from the Green Island industrial park to the Napa County airport including freight access to the California Northern RR switching yard.	Local Streets and Roads	New Commitment	New Roadway	Major Arterial	5.80
15 AC	240130	Newell Drive Extension		Extend Newell Drive from Donaldson Way East to Highway 29	The project does not include the urban interchange with Highway 29 (see Project ID _____)	Create a parallel and alternate reliever route to Highway 29 on the eastern side of American Canyon connecting Highway 37 at Fairgrounds Drive in Vallejo to Green Island Road in American Canyon.	Local Streets and Roads	New Commitment	New Roadway	Major Arterial	23.00
16 AC	240129	Commerce Boulevard Extension		Extend Commerce Boulevard from Eucalyptus Drive to Commerce Way		The connection of Commerce Way in the Green Island industrial park through the Clarke Ranch/Eucalyptus Grove area and to Eucalyptus Drive/ Wetlands Edge Road enables local residents who work in the industrial park non-highway access to their jobs, effectively establishing a parallel reliever route to the highway.	Local Streets and Roads	New Commitment	New Roadway	Collector	5.80

Agency	RTPID	Project Title	Programmatic Category	ProjectDescription	ProjectNotes	ProjectPurpose	TransSystem	InvestmentType	Class	Mode	Total Cost
17 AC	240128	American Canyon Safe Routes to School Improvements		Improve safety and accessibility to local schools by eliminating access barriers and completing unfinished sidewalks	<i>included in #87 - WAS \$9.8</i>	Eliminate access barriers and complete unfinished sidewalk segments for use by all school-age children journeying to and from residential neighborhoods and local schools	Local Streets and Roads	New Commitment	Safe Routes to Schools	Predominantly pedestrian	
18 AC	240127	American Canyon Trail Network Improvements		Implement the American Canyon trail master plan.	<i>included in #87 and #88 - was \$6.5</i>	The American Canyon trail master plan envisions the connection of the San Francisco Bay Trail, the Ridge Trail and the Napa Valley Vine Trail with the city trail network.	Other	New Commitment	Other Enhancements-Regional trail system	Predominantly pedestrian	
19 AC	240126	American Canyon Bicycle Facility Improvements		Implement the American Canyon bicycle master plan	<i>INCLUDED IN #88 was \$5.8</i>	Complete the bike path/lane/route network in American Canyon and the connections with the SF Bay Trail (to city of Napa), the Ridge Trail (Solano County) and Napa Valley Vine Trail (all Napa County cities to the north)	Local Streets and Roads	New Commitment	Bike/Ped Enhancement	Predominantly bicycle	
20 AC	240125	American Canyon Bridge Safety and Rehabilitation		Make safety improvements and perform rehabilitation and preventative maintenance on local bridges		American Canyon owns and maintains roadway and pedestrian bridges that cross creeks and streams, many that were constructed decades ago by the state and county highway departments. The bridges are adequate for their current uses, upgrades to their roadway and pedestrian safety features are needed along with preventative maintenance of the creek approaches and rehabilitation of the bridge decks and railings.	Local Streets and Roads	New Commitment	Local Bridge Rehab/Replace/Retrofit	Collector	11.50
21 AC	240124	Citywide Pavement Preservation		Rehabilitate, restore, preserve and rejuvenate local streets, collectors and arterials pavement	<i>INCLUDED IN #31 was \$25.8</i>	Extend pavement life an additional 10- to 20-years through pavement rehabilitation, restoration, preservation and rejuvenation technologies and methods.	Local Streets and Roads	New Commitment	LSR Preventative Maintenance	Collector	
22 AC	240123	Green Island Road Goods Mobility Improvements		Rehabilitate Green Island Road to improve access to industrial park area	The project does not include the urban interchange with Highway 29 (see Project ID _____)	Green Island Road is the major truck and goods roadway into the Green Island Industrial Park, where several million square feet of wine warehousing for the world-renown Napa Valley is located. Improvements are needed to provide safe and efficient truck access to the businesses and for the transport of freight goods from the California Northern Railroad switching yard to the SF Bay area.	Local Streets and Roads	New Commitment	Truck Lanes	Major Arterial	5.80

Agency	RTPID	Project Title	Programmatic Category	ProjectDescription	ProjectNotes	ProjectPurpose	TransSystem	InvestmentType	Class	Mode	Total Cost
23 AC	240122	Highway 29 Complete Streets Improvements		Converty Highway 29 through American Canyon from a mean street to a Main Street	ALSO SEE #28 & # 91	Highway 29 is the major goods facility between the San Francisco Bay area and the world-renown Napa Valley. It is also the main street of American Canyon and bisects the city. A major portion of the highway is surrounded by our planned development area, site of housing and businesses. It defines American Canyon to its residents, to commuters and to tourists. Converting this convention highway by using the complete streets concepts and philosophies will create a corridor that equally serves local needs while facilitation goods movement.	State Highway System	New Commitment	Other-Main Street	Other roadway (please list)Main Street	96.00
24 AC	240121	American Canyon Multimodal Transit Center		Construct transit center		The American Canyon multmodal transit center will be situated halfway between the NCTPA transit center and the Vallejo ferry terminal transit center. It will serve all modes: personal vehicles, Vine busses, pedestrians from the Towne Center residential development, the Napa Junction shopping area, cyclists traveling the three trail systems (SF Bay Trail, the Ridge Trail and the Napa Valley Vine Trail), tourists and commuters.	Transit	New Commitment	New Station/Terminal	Other transit (please list)Bus, train, bicycle, pedestrian, passenger vehicle	12.00
25 AC	240120	Highway 29 Pedestrian Safety Overcrossings		Construct two or more pedestrian crossings over Highway 29	Cost estimate assumes three crossings	Reduce traffic congestion created by pedestrian and bicycle crossing of Highway 29. Improve pedestrian and bicycle safety by eliminating conflicts between bikes, peds and vehicles. Provide improved access between residential neighborhoods west of Highway 29 with public schools east of Highway 29 including new high school and future middle school. Improve access between westerly residential neighborhoods and Napa Junction shopping area.	State Highway System	New Commitment	Safe Routes to Schools	Bicycle and pedestrian	19.00
26 NP	240085	Silverado Trail/3rd/Coombsville/East	None	Improve the geometrics at the intersection of Silverado Trail/Third/Coombsville/East and Silverado Trail improvements south of First Street		Decrease delays and vehicle idling	Local Streets and Roads	New Commitment	Bike/Ped Enhancement	Collector	6.00
27 NP	240083	Bicycle/Pedestrian Enhancements	Bicycle/Pedestrian Enhancements	Construct a bicycle and pedestrian undercrossing along Napa Creek		To provide a East/West connection between West Napa and downtown.	Local Streets and Roads	Vision	Bike/Ped Enhancement	Bicycle and pedestrian	4.00
28 NP	240082	Freeway/Expressway Performance Management	Freeway/Expressway Performance Management	reconfigure the off and on ramps to provide for more effective congestion management		Currently, the northbound off ramp is located too close to the freeway. Moving it to the east will allow for more effective management of the traffic including adding signals at the proper spacing. Also included would be ramp modifications to the southbound on ramps	State Highway System	New Commitment	Other Enhancements-Improving operation both on highway as well as local roads	Local interchange	3.00

Agency	RTPID	Project Title	Programmatic Category	ProjectDescription	ProjectNotes	ProjectPurpose	TransSystem	InvestmentType	Class	Mode	Total Cost	
29	CO	240057		Route 29 Corridor Improvements South of Napa	Improve corridor operations -- consider widening to 6 lanes, signal synchronization, development of transit enhancements	SEE ALSO #22 and #90	Improve corridor operations.	State Highway System	New Commitment	Additional Lane	Major Arterial	12.00
30	CO	240056		Route 221 Corridor Improvements	Improve corridor operations -- consider widening to 6 lanes, signal synchronization, development of transit enhancements		Improve corridor operations.	State Highway System	New Commitment	Additional Lane	Major Arterial	5.20
31	CO	240054		Route 29 Intersection Improvements South of Napa	Improve intersection safety and operations -- consider roundabouts, channelization and/or signalization: Route 12/121 "Carneros Junction", South Kelly Road, Green Island Road		Improve intersection safety and operations.	State Highway System	New Commitment	Highway Maintenance (HM) Program	Major Arterial	1.30
32	CO	230695	Non-Capacity Increasing Local Road Rehabilitation	Non-Capacity Increasing Local Road Rehabilitation	Pavement preservation projects, including overlays and surface treatments, on local streets and roads within the federal-aid highway system		To fund rehabilitation and reconstruction of existing roads and preventive maintenance.	Local Streets and Roads	New Commitment	LSR Pavement Rehabilitation	Major Arterial	530.00
33	AC	230622		Napa Valley bike/ped trail through American Canyon	replaced by # 36 Build new bike/ped trail through American Canyon to connect all the cities	Cost & schedule for this program are being shown in lump sum. A breakdown of both cost & schedule will be prepared and made available in the near future.	To improve multi-modal accessibility and connectivity.	Local Streets and Roads	New Commitment		Bicycle and pedestrian	-
34	AC	230621		Widen Green Island Road in American Canyon	replaced by #21 Reconstruct, widen & upgrade to state standards, underground utilities	Cost and schedule for this project are being shown in a lump sum. A breakdown of cost and schedule will be prepared and made available in the near future.		Local Streets and Roads	Dropped		Other roadway (please list) Upgrade & reconstruct to state standards	-
35	AC	230620		American Canyon - Bicycle and Pedestrian Program	replaced by # 16,17,18 Sidewalks, curb ramps, safe bike/ped route to school	Cost and schedule for this program are being shown in lump sum. A breakdown of both cost & schedule will be prepared and made available in the near future.		Local Streets and Roads	Dropped		Bicycle and pedestrian	-
36	CALTRANS	230599		Jamieson Canyon Improvements Phase 2 (Napa)	Completion of upgrading of Highway 12 (Jamieson Canyon) between Napa and Solano Counties. Grade realignment, full safety barrier. Intersection at SR 12/29 in Napa County	This is Phase two of Project 94152 per Caltrans request for bifurcation of project into two phases. This is Napa's Phase II component of the Jamieson Canyon project. See #94152 for Phase I, which comprises both the Napa and Solano portions.	To improve safety and traffic circulation.	State Highway System	New Commitment		Expressway	21.50
37	NCTPA	230527		Napa Valley Vine Trail - multi use trail	Build a new ped/bike trail through to connect all the cities continuing to the Vallejo Ferry	NCTPA in partnership with all of the cities and the County of Napa has undertaken a feasibility study for a Class 1 Bike Trail the length of Napa County. This would be one component for actual construction.	Build a new ped/bike trail through Calistoga to connect all the cities.	Local Streets and Roads	Vision		Bicycle and pedestrian	36.00
38	CT	230525		Fair Way extension between 29 and Dunaweal -- Calistoga	To improve and extend Fair Way as a collector from 29 to Dunaweal.	No longer local priority	Improve and extend Fair Way as a collector from 29 to Dunaweal.	Local Streets and Roads	Dropped		Collector	-
39	CT	230524		Southern crossing between Silverado Trail and 29 - Calistoga	Build new arterial from Silverado Trail and Route 128 within the City.	No longer local priority Provide a new arterial connection between Silverado Trail and Hwy 29/Foothill Blvd. There is a lack of North-South connectivity parallel to Lincoln Avenue, forcing most motor vehicle traffic to use the congested downtown corridor	Build new arterial from Silverado Trail and Route 128 within the City.	Local Streets and Roads	Dropped		Major Arterial	-
40	CT	230523		Route 29 Bypass Alignment on Dunaweal Lane -- Calistoga	Construct bypass to relieve downtown congestion; bypass on Dunaweal upgraded to state standards.			Local Streets and Roads	Vision		Major Arterial	6.00

Agency	RTPID	Project Title	Programmatic Category	ProjectDescription	ProjectNotes	ProjectPurpose	TransSystem	InvestmentType	Class	Mode	Total Cost
41	CT	230520	Intersection Improvement at Fair Way/29 - Calistoga			Provide intersection improvement to address safety issues.	State Highway System	Vision		Major Arterial	5.00
42	CT	230519	Intersection Improvement at 128/29 (Rutherford Crossroad)			Construct Roundabout or signal to improve safety; Eliminate 4-way stop; IS improvement to address deficient LOS.	State Highway System	New Commitment		Local interchange	-
43	CT	230518	Petrified Forest Road/SR 128 Intersection Improvement			Eliminate 4-way stop; IS improvement to address deficient LOS.	State Highway System	New Commitment		Major Arterial	3.60
44	CT	230515	Intersection Improvement at Silverado Trail/Highway 29			Eliminate 4-way stop; realign intersection and address safety issues.	State Highway System	Vision		Major Arterial	3.00
45	CT	230512	Calistoga - Bicycle and pedestrian program			Sidewalks, paths, curb ramps where none exist on ped/bike routes to schools.	Local Streets and Roads	Vision		Bicycle and pedestrian	-
46	CO	230511	Yountville -- Washington St. Extension to Napa			Extension of Washington Street from Dry Creek to Salvador	Local Streets and Roads	Vision		Local interchange	-
47	YV	230510	Yountville -- Madison Ave. Bypass			Construct bypass in Yountville X-Road to Hwy 29	Local Streets and Roads	Vision			1.00
48	CO	230508	Napa - Yountville Corridor Improvements			Construct improvements to reduce flooding in corridor.	State Highway System	New Commitment	Highway Maintenance (HM) Program	Major Arterial	0.30
49	CO	230504	Napa Intermodal Transit Center			Construction of an intermodal transit Center in downtown City of Napa	Transit	New Commitment		Local bus	-
50	YV	230501	Elevate Hwy 29 through Yountville (floodproof)			Elevate SR 29 to reduce flood impacts from Yountville to Dry Creek	State Highway System	Vision		Expressway	1.00
51	YV	230499	Yountville Bike/Ped Pathway Hopper Creek			Construct Bike/Ped path from Oak Circle to south Yountville Town limit	Local Streets and Roads	New Commitment		Bicycle and pedestrian	-
52	YV	230498	Yountville Crossroad Class 1 Bike Trail			Yountville Crossroad Class 1 Bike Trail from SR 29 to Silverado Trail	Local Streets and Roads	New Commitment		Bicycle and pedestrian	-
53	AC	230489	Transit Center in American Canyon			To provide a transfer point between regional transit and local transit services.	Transit	Dropped		Other transit (please list) Transit center	-
54	AC	230488	American Canyon Pedestrian over crossings (2) over SR 29			Pedestrian over crossings (2) over SR 29	State Highway System	Dropped		Bicycle and pedestrian	-

Agency	RTPID	Project Title	Programmatic Category	ProjectDescription	ProjectNotes	ProjectPurpose	TransSystem	InvestmentType	Class	Mode	Total Cost	
55	CO	230486		Extension of Devlin Road from Tower Road to Airpark Road in American Canyon		Delete this project -- it is being combined with 230392	To improve traffic circulation and accessibility.	Local Streets and Roads	New Commitment	Major Arterial	-	
56	NP	230484		Imola Avenue signalization at SR29 ramps		COMPLETED	To improve traffic circulation and reduce congestion.	State Highway System	New Commitment	Local interchange	-	
57	NP	230483		Project Study Report for Silverado Trail/3rd/Coombsville/East		combined into #25	To study a project that could improve traffic circulation in the area.	Local Streets and Roads	New Commitment		-	
58	AC	230482		Extend Newell Drive from Watson Lane to SR 29 near Green Island Road		replaced by #14 Project will add capacity to the SR29 corridor by providing an alternate facility.	Extension of Newell Drive from Watson Lane to SR 29 near Green Island Road	Local Streets and Roads	Dropped	Expressway	-	
59	NP	230394		Solano and Wine Country Intersection Improvements			To improve the efficiency of the Solano Avenue/Wine Country Avenue intersection.	Local Streets and Roads	New Commitment	Major Arterial	1.00	
60	CO	230393		29 Channelization Galleron to St. Helena			To reduce congestion in north valley of Napa County.	State Highway System	New Commitment	Additional Lane	Major Arterial	5.40
61	CO	230392		Devlin Road extension - Airport Boulevard to Green Island Road		Combines overlapping projects RTP ID# 230392 and 230486	Project will improve congestion in Napa Airport Industrial Park vicinity.	Local Streets and Roads	New Commitment	New Roadway	Collector	7.50
62	CO	230390		Route 29 Intersection Improvements North of Napa		Combines and expands upon RTP ID# 230390 and 230519	Improve intersection safety and operations.	State Highway System	New Commitment	Highway Maintenance (HM) Program	Major Arterial	2.30
63	CO	230389		Yountville Cross/Silverado Trail Intersection Improvement		Delete this project -- it is being combined with 230387	To improve safety at the intersection.	Local Streets and Roads	New Commitment	Major Arterial	-	
64	CO	230388		Oak Knoll/Silverado Trail Intersection		Delete this project -- it is being combined with 230387	To improve safety at the intersection.	Local Streets and Roads	New Commitment	Major Arterial	-	
65	CO	230387		Silverado Trail Intersection Improvements		Combines and expands upon RTP ID# 230387, 230388 and 230389	Improve intersection safety and operations.	Local Streets and Roads	New Commitment	Routine Maintenance	Major Arterial	2.20
66	SH	230384		Pratt Avenue Bridge Replacement		NCTPA COST GUESS Pratt avenue bridge is quite old and needs replacement.	Replace the Pratt Street Bridge	Local Streets and Roads	Vision	Collector	1.00	
67	SH	230383		Valleyview Bridge Replacement		NCTPA COST GUESS The Valley View Bridge project would remove a three-culvert structure built in the 80's with a clear span or similar structure to restore natural stream function.	To replace bridge and improve fish passage for underlying waterway	Local Streets and Roads	New Commitment	Collector	1.00	
68	SH	230382		Adams Street Extension and Napa River Crossing		NCTPA COST GUESS Movement of arterial traffic thoroughout St. Helena	Extend Adams Street and improve Napa River Crossing.	Local Streets and Roads	Vision	Major Arterial	3.00	
69	SH	230381		St. Helena Main Street signalization improvements Sulphur Springs to Mills		NCTPA COST GUESS Improve traffic flow through down town	To improve operational efficiency and traffic circulation.	Local Streets and Roads	New Commitment	Other (please list)Signalization improvement	2.00	
70	SH	230379		Adams and Main Truck Route and Hunt Avenue Plaza Project		NCTPA COST GUESS The Adams/Hunt project is intended to allow semi-trucks to utilize only that intersection to access Safeway and Railroad Ave commercial in order to close a section of Hunt for a pedestrian plaza.	To improve truck circulation and goods movement.	Local Streets and Roads	New Commitment	Other roadway (please list)Truck traffic operations	1.00	

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71 SH	230378	St. Helena Downtown Accessibility Improvement Projects		Curb cuts and additional Accessibility improvements in St. Helena	NCTPA COST GUESS Safety and Operations	To improve safety and accessibility in the high-traffic downtown region.	Local Streets and Roads	New Commitment		Bicycle and pedestrian	2.00
72 SH	230377	Ped/Bike Bridge Overcrossing Sulphur Creek at Oak Avenue		Safety and Operational improvment to construct Ped/Bike crossing in St. Helena, Napa County at Oak Avenue at Sulphur Creek.	NCTPA COST GUESS	To provide a safe crossing for pedestrians and bicyclists and improve non-motorized accessibility.	Local Streets and Roads	New Commitment		Bicycle and pedestrian	3.00
73 SH	230376	Ped/Bike Bridge crossing York Creek at Tunnel of Elms		Pedestrian/Bike corssing bredge at York Street, St. Helena at the Tunnel of the Elma	NCTPA COST GUESS	To provide a safe crossing for pedestrians and bicyclists and improve non-motorized accessibility.	Local Streets and Roads	New Commitment		Bicycle and pedestrian	3.00
74 SH	230374	Charter Oak and Main Pedestrian Crosswalk		Establish pedestrian crosswalk at Charter Oak and Main Streets in St. Helena, Napa County.	COMPLETED	To provide a safe crossing for pedestrians and bicyclists and improve non-motorized accessibility.	Local Streets and Roads	New Commitment		Predominantly pedestrian	-
75 YV	230373	Highway 29 Bike/Ped Pathway		Bicycle/Pedestrian Pathway from Madison St. South to Solano Ave	COMPLETED in Caltran Right of Way	To improve safety and non-motorized accessibility.	Local Streets and Roads	New Commitment		Bicycle and pedestrian	-
76 YV	230371	ADA Bicycle/Pedestrian pathway to Yountville Veterans Home		Accessible pedestrian/bicycle path from Presidents' Circle to Railroad track	include in #88 Cost & scheduling for this program are being shown in lump sum. A breakdown of cost & schedule will be prepared and made available in the near future.	To connect the State Veteran's Home to the Town of Yountville and improve non-motorized accessibility.	Local Streets and Roads	New Commitment		Bicycle and pedestrian	-
77 NCTPA	94076	Trancas intermodal facility adjacent to interchange at Route 29 and Redwood Road/Trancas Street		Construction of a Park and Ride lot	COMPLETED	To increase transit ridership and improve transit connectivity.	Transit	New Commitment		Other transit (please list)Intermodal Facility	-
78 CALTRANS	94075	Route 12/Route 29/Airport interchange construction		Constructs an interchange at the intersection of Route 12/29/Airport Road in the County of Napa. Environmental is underway at Caltrans, funded by county RIP.		To decrease congestion, improve safety, and assure reliable access to the Napa communities.	State Highway System	Committed	I/C Modification (New Capacity)-Part E, part C.	Local interchange	30.10
79 CALTRANS	94073	Construct new southbound Route 221 to southbound Route 29 flyover (including auxiliary lane to Route 12/Route 29)		Builds new southbound Route 221 to southbound Route 29 flyover.		To improve mobility from Route 221 to southbound Route 29 flyover.	State Highway System	Committed	Highway Maintenance (HM) Program	Expressway	19.00
80	22750	Transportation project environmental mitigation		There are offsite mitigations to be funded for transportation improvements.	each project will fund its own env mitigation A breakdown of cost and schedules will vary due in part because of the nature of this programmatic request and will be prepared and made available in the future.		Local Streets and Roads	Vision	Mitigation	Other (please list)	-
81	22749	Safety and congestion relief program on arterials and county roads		Silverado Trail is the major non-state Highway needing safety improvements.	accomodated by other projects		Local Streets and Roads	Vision		Major Arterial	-
82 CALTRANS	22747	Route 12/Route 29/Route 121 intersection improvements		Improves safety and operations at the SR 12/29/121 (Carneros) intersection.		To decrease travle time and increase safety.	State Highway System	Vision		Expressway	25.00
83 NP	22746	Freeway/Expressway Performance Management	Freeway/Expressway Performance Management	Improves traffic circulation on Highway 29 and improves traffic flow on First Street between California and Freeway drive by installing a series of round-a-bouts		To improve traffic circulation and reduce congestion.	State Highway System	New Commitment		Freeway	17.00
84 NCTPA	22744	Countywide traffic signal coordination		Coordinates and interlinks traffic signals countywide.	cost guess	To relieve congestion and improve travel time countywide by interlinking and coordinating signals where effective.	Local Streets and Roads	Vision		Major Arterial	15.00
85 NCTPA	22743	Express bus/pre-rail program		Provides express bus service from Calistoga to Vallejo and Calistoga to Fairfield. Also provide service from St. Helena via Calistoga to Santa Rosa.	COMPLETED Cost for this program are being shown in lump sum. A breakdown on both cost and schedule will be prepared and made available in the near future.	To decrease travel time and congestion by providing express bus service in corridors currently without express bus or, for operations to Santa Rosa or Fairfield, any service transit service.	Transit	Vision		Express bus	-

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86 NCTPA	22742	Senior and disabled free fares		Provides for free rides on the fixed route system countywide for the elderly and disabled to 2030.	COMPLETED	To provide free rides for the elderly and handicapped on the fixed route system.	Transit	Vision		Local bus	-
87 NCTPA	22740	Route 29 safety and operational improvements		Implements safety and operational improvements on SR 29.	superseded by new project #91 The performance of Vine Route 10 would certainly improve if it was realigned to stay on SR 29, congestion on SR 29 was reduced, and the local service was redesigned to connect with the new transit stops on SR 29.	To improve travel time and increase safety.	State Highway System	Vision		Major Arterial	
88 NCTPA	22417	Safe Routes to School bicycle and pedestrian construction program		Constructs bicycle and pedestrian facilities on routes to schools.	Costs and schedule for this program are being shown as lump sum. Breakdown cost and schedules will be prepared and made available in the near future.	To assure safe routes to school.	Local Streets and Roads	Vision		Predominantly bicycle	25.00
89 NCTPA		Build out "Primary Bicycle Network"		in all jurisdictions							85.00
90 NCTPA		Park and Ride lots		American Canyon, Yountville, St. Helena and Calistoga							4.00
91 NCTPA		Safe Routes to School Classroom Education			\$.2/yr						5.00
92 CALTRANS		sr29 Reconfiguration Napa Junction to Vallejo Ferry		HOV, Mini BRT, Aux Lanes to expedite transit throughput	SEE ALSO #22 & #28						60.00
TOTAL											1,176.50

Countywide Plan Schedule	Jan-14	Feb-14	Mar-14	Apr-14	May-14	Jun-14	Jul-14	Aug-14	Sep-14	Oct-14	Nov-14	Dec-14	Jan-15	Feb-15	Mar-15	Apr-15	May-15	
Item/Milestone																		
Project Kick-off	ALL																	
Meetings (NCTPA Advisory Committees throughout)			B C	Co x6 CM			B C	CM		B C	CM		B C	CM		C	B CM	B CM
Kick-off Board Retreat - Review of Goals																		
Prepare Revised Goals and Circulate for Comment																		
Virtual Outreach																		
CBTP In-Person Outreach																		
Develop Call for Programs/Projects (w/performance measures and scoring system)																		
Release Call for Programs/Projects																		
Current and Future Transportation Conditions -- background section of CWTP																		
CBTP Analysis (including transit needs assessment)																		
Issue Papers/Other plans:																		
<i>Identify inputs needed from consultant team</i>																		
Federal, State, Regional, Local Policy/Plan Evaluation																		
Land Use Evaluation /Development																		
Travel Behavior																		
Economy (Jobs/Goods Movement)																		
Mobility and Equity Analysis - Summary of CBTP Analysis																		
Environment																		
Travel Demand-Mode Shift																		
Update Socio-Economic Model Base Data and Projections for Napa-Solano Transport Model																		
Identify CBTP Programs/Projects																		
Prioritize CBTP Programs/Projects																		
Program/Project Submittals Due																		
Updated NCTPA financial forecast																		
Review of Program/Projects Submittals																		
Resolve any deficiencies in applications with applicants																		
Transportation Network Review																		
Investment Plan Review																		
Prepare Draft CWTP (including CBTP)																		
Release Draft CWTP (including CBTP)																		
Board Adoption of CWTP (including CBTP)																		
	Jan-14	Feb-14	Mar-14	Apr-14	May-14	Jun-14	Jul-14	Aug-14	Sep-14	Oct-14	Nov-14	Dec-14	Jan-15	Feb-15	Mar-15	Apr-15	May-15	

Responsibility	Meetings
NCTPA	B = Board
Arup	CM = City Manager
Eisen Letunic	C = Citizen Steering Committee
Nancy Whelan Consulting	P = Public Meeting
Cambridge Systematics	Co = Council/BOS meetings

Napa Countwide Transportation Plan
Citizend Advisory Committee

April 3, 2014
TAC Agenda Item 11c

Representing		Am Canyon	Calistoga	City of Napa	County of Napa	St. Helena	Yountville	Chamber	Ag	Wine	Hospitality	Transit	Environ	Active Trans	Goods Mvmt	Senior / Disabled	Hospital Medical Health	Land Use Developmt	Hispanic Community
Last	First																		
Baldini	Michael			X					X										
Beatty	Joice					X										X			
Bush	Leisa			X									X					X	
Ellis	Sandy			X					X										
Feczko	James			X															
Gill	Jeri				X				X										
Heywood	Catherine				X					X	X								
Hyde	Elzbieta				X				X	X									
Kansanback	Jerod	X																	
King	Joel			X					X					X					
McMinn	Chuck					X				X		X		X					
Meck	Joseph	X							X	X									
Miller	Mike				X													X	
Muh	Robert				X														
Penning	Louis			X									X	X					
Robinson**	Kathy	X																	
Schlottman	Bria			X								X	X						
Schmeder	Genji			X								X	X	X					
Seiger	Julie			X					X	X		X							
Sweeden	Russell			X								X							
Tamarisk	Nancy				X								X				X		
Woodruff	Gary			X													X		
McNamara*	Gabriela			X									X						X
Redezno Patrino*	Melissa			X															X

**Works for the City of St. Hele * pending

Disqualified

Cooper James not a resident of Napa County

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.