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Technical Advisory Committee

AGENDA

Thursday, July 7, 2011

2:00 p.m.

NCTPA Conference Room
707 Randolph Street, Suite 100
Napa CA 94559

General Information

All materials relating to an agenda item for an open session of a regular meeting of the TAC which are provided to a majority or all of the members of the TAC by TAC members, staff or the public within 72 hours of but prior to the meeting will be available for public inspection, on and after at the time of such distribution, in the office of the Secretary of the TAC, 707 Randolph Street, Suite 100, Napa, California 94559, Monday through Friday, between the hours of 8:00 a.m. and 5:00 p.m., except for NCTPA holidays. Materials distributed to a majority or all of the members of the TAC at the meeting will be available for public inspection at the public meeting if prepared by the members of the TAC or staff and after the public meeting if prepared by some other person. Availability of materials related to agenda items for public inspection does not include materials which are exempt from public disclosure under Government Code sections 6253.5, 6254, 6254.3, 6254.7, 6254.15, 6254.16, or 6254.22.

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

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

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ITEMS

1. Call to Order
2. Approval of Meeting Minutes - May 5, 2011
3. Public Comment
4. TAC Member and Staff Comments
 - CMA
 - Jameson Canyon Project - Update
 - Regional Transportation Plan (RTP) - Update
 - Countywide Bicycle Plan - Update

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

Napa County Transportation & Planning Agency

Napa Valley Transportation Authority

- Soscol Flyover Project - Update
 - Napa/Solano Travel Demand Model Project List - Update – *Attachment 1*
5. Standing
- Caltrans Report and Map – *Attachment 1*
 - SB 375/Sustainable Communities Strategy
 - RHNA/Sub-Region Formation – *Attachment 2 & 3*
 - Housing/SCS Methodology Committee
 - Vine Trail Report
 - Inactive Projects Look-Ahead
 - Napa Action Committee Report

REGULAR AGENDA ITEMS

RECOMMENDATION

6.	<p>Transportation for Clean Air (TFCA) – FY 2011/2012 Project List - Update (Danielle Schmitz) (<i>Pages 20-24</i>)</p> <p>TAC review submitted FY11/12 TFCA projects and recommend a continued call for projects to the NCTPA Board to allocate the remaining estimated \$110K of AB 434 generated funds. Project submission deadline is September 12, 2011.</p>	ACTION
7.	<p>Transportation Development Act Article 3 (TDA-3) Projects (Eliot Hurwitz) (<i>Pages 25-48</i>)</p> <p>TAC review submitted FY 11/12 TDA-3 funded bicycle/pedestrian projects and endorse the NCTPA Bicycle Advisory Committee's recommendation for approval to the NCTPA Board at their next scheduled meeting in July 2011.</p>	ACTION
8.	<p>Topics for Next Meeting</p> <ul style="list-style-type: none"> ○ Discussion of topics for next meeting by TAC members. 	DISCUSSION
9.	<p>Approval of Next Regular Meeting Date of August 4, 2011 and Adjournment</p>	APPROVE

TECHNICAL ADVISORY COMMITTEE

DELEGATES AND ALTERNATES

Agency

Michael Throne, Delegate (Vice Chair)
Brent Cooper, Delegate
Richard Ramirez, Alternate
Vacant, Alternate

City of American Canyon

Ken MacNab, Delegate
Dan Takasugi, Delegate
Derek Rayner, Alternate
Erik Lundquist, Alternate

City of Calistoga

Cassandra Walker, Delegate
Eric Whan, Delegate
Helena Allison, Alternate
Rick Tooker, Alternate

City of Napa

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

City of St. Helena

Rick Marshall, Delegate (Chair)
John McDowell, Delegate
Don Ridenhour, Alternate
Hillary Gitelman, Alternate

County of Napa

Graham Wadsworth, Delegate
Steve Rogers, Delegate
Bob Tiernan, Alternate
Sandra Smith, Alternate

Town of Yountville

JoAnn Busenbark, Delegate
April Dawson, Alternate

Paratransit Coordinating Council

Technical Advisory Committee

MINUTES

Thursday, May 5, 2011

ITEMS

1. Call to Order

The meeting was called to order at 2:02PM

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

2. Approval of Meeting Minutes - April 7, 2011

TAC approved Meeting Minutes of April 7, 2011.

MSC* Whan / Cooper for Approval with correction to item 11 of TAC member name to read from Tiernan to Takasugi.

3. Public Comment. None.

4. TAC Member and Staff Comments

- **ARRA Project List - Update.** NCTPA staff (Hurwitz) informed TAC that there are no new updates and/or changes to report.
- **SR 29 Corridor Plan.** Lee Taubeneck, CalTrans District 4 - Deputy District Director for Transportation Planning/Local Assistance, provided TAC with the latest information on SR 29 Corridor Plan, encouraging jurisdictions to continue providing their input and/or feedback to CalTrans, and the receipt of an additional planning grant towards this project.
- **Town of Yountville.** TAC member (Wadsworth) announced the recently completed new community bike path, with its nomination and the receipt of an award on June 15th in Sacramento, CA. Last bike event (Tour de Cure)

Action Requested: APPROVE

hosted by the Town of Yountville on May 1st attracted an estimated 2,000 bicycle enthusiasts.

- **City of St. Helena.** TAC member (Hight) informed TAC of the city's latest completed improvement project with the installation of a wireless lighted crosswalk system operated solely with solar energy.
- **NCTPA.**
 - **Bike.** NCTPA staff (Hurwitz) announced the visit of Transportation Secretary Ray LaHood to Yountville on May 18, 2011 for the official opening ceremony of the Yountville bike path.
 - **TFCA.** NCTPA staff (Schmitz) informed TAC of the additional receipt of TFCA projects, and an estimated \$100k still available for project funding. Jurisdictions are encouraged to submit projects meeting TFCA guidelines. The TFCA semi-annual report is due to BAAQMD by May 31, 2011.

5. Standing

- **CalTrans Report and Map.** Current report and map provided to TAC for review and comment. (*Attachment 1*).
- **SB 375/Sustainable Strategies Communities.** TAC member (Gitelman) announced to TAC that RAWG's current discussions are to develop alternatives to IVS and expect final version implementation by 2012. The transportation methodology presented is being challenged and will be discussed at MTC on May 11, 2011.
- **RHNA/Subregion Formation.** No update provided by NCTPA staff.
- **Housing/SCS Methodology Committee.** TAC member (Gitelman) informed TAC that initial SubRHNA timelines have been pushed back and anticipate a revised schedule published by ABAG.
- **Vine Trail Report.** TAC member (Throne) informed TAC that monthly meeting has been rescheduled. NCTPA staff (Hurwitz) announced the allocation of \$211k (STP) and a follow-up meeting with the City of Napa.

6. Technical Advisory Committee (TAC) By-Laws

Action

TAC reviewed revised bylaws conforming with JPA, and recommended its approval by the NCTPA Board of Directors with the inclusion of defining its quorum under §5.4 showing six (6) committee members representing four (4) member agencies shall constitute a quorum for the transaction of business at any TAC meeting.

MSC* Throne / Gitelman for Approval

7. Standing Committee to Review Funding for Local Transportation Projects

Action

TAC nominated two (2) members to staff the committee with the recommendation of their approval to the NCTPA Board of Directors:

- Michael Throne, City of American Canyon
- Eric Whan, City of Napa

8. FY 2013 Regional Transportation Plan – Call for Projects

Information/Action

NCTPA staff (Hurwitz) provided TAC with the updated call for project listing recommended for approval to the NCTPA Board of Directors and submission to MTC.

MSC* Whan / Throne for Approval

9. Transit Operations and Service Report

Information/Action

NCTPA Executive Director (Price) announced Mrs. Brunner's, NCTPA Transit Manager, retirement in October 2011. NCTPA staff (Brunner) provided TAC with current operations and services information for on-going projects, i.e. public outreach in support of the Napa Transit study was held in April at Napa City Hall, discussion for expanding transit services for senior residents; suggested logo change for Calistoga transit, change of transit maps and schedules, installation of bus shelter at ACHS by NVUSD, change in VINE Go pick-up points at American Canyon mobile home park, and an 8-minute time schedule adjustment of ACHS bus service to better accommodate students' timely arrival prior to school begin.

10. NCTPA Board of Directors Agenda for May 2011 – Draft

Information

TAC reviewed draft NCTPA Board Agenda for May 18, 2011.

11. Topics for Next Meeting

Discussion

None.

12. Approval of Next Regular Meeting Date of June 2, 2011 and Adjournment

Meeting adjourned at 3:27 PM.

Projects coded in the Solano-Napa Travel Demand Model

gde 6/6/2011

The table below shows the roadway projects coded in the Solano-Napa Travel Demand Model, for use in forecasting for the I-80 Express Lanes Project

The source of these projects is Appendix F of the Solano-Napa Travel Demand Model Phase 2 Documentation, prepared by DKS on July 31, 2008

The projects in green will be included in the 2011 base-year model, those in pink will be included in the 2017 opening year model runs, and those in orange will be included in the 2037 forecast year model runs.

Those projects shaded in gray do not have a start date listed, and their presence will be subject to confirmation of network coding.

ATTACHMENT 1
TAC Agenda Item 4
July 7, 2011

Tracking #	Project Name	Project Description	Lane Changes			Source	Expected Project Completion Date	RTP Completion Date
			Added Lanes?	Original Lane Configuration	New Lane Configuration			
55	Hume Way Widening	Widen Hume Way from two lanes to four lanes from Davis St to Peabody Rd.	yes	0 EB, 0 WB	1 EB, 1 WB	City of Vacaville	2003	Not in RTP
12	Devlin Rd Extension to Airport Blvd	Extend Devlin Rd north from Bronco Rd to Airport Blvd. The extension will consist of 2 lanes in each direction with turn pockets.	yes	0,0	2 NB, 2 SB arterial	Airport Specific Plan	2004	Not in RTP
3	SR 29/37 Interchange Improvements	Upgrade SR 29 to freeway and add diamond interchange					2005	Not in RTP
58	Alamo Dr Widening	Part A: Widen Alamo Dr from two lanes to six lanes from I-80 to Marshall Rd Part B: Widen Alamo Dr from two lanes to four lanes from Marshall Rd to La Cruz Ln Part C: Widen Alamo Dr from two lanes to four lanes from Foothill Dr to Hidden Glen Ct (ALL PARTS COMPLETED?)	yes	1 NB, 1 SB	Part A: 3 NB, 3 SB Part B and C: 2 NB, 2 SB	City of Vacaville	As of 3-07 Complete - Note Alamo Drive is 2EB 2 WB from Foothill to Leisure Town Rd	Not in RTP
		Widen Davis Street from Hume Way to Bella vista	yes	1 NB, 1 SB	2 NB, 2 SB		3-07 In Design	Not in RTP
24	Vaca Valley Overcrossing at I-505	New overcrossing with new ramps	yes	1 EB, 1 SB	2 EB, 2 WB with Slip onramps	City of Vacaville	3-07 Vacaville DIF Funds ~2015	2023
21	Leisure Town Overcrossing at I-80	New Overcrossing and new alignment with Vaca Valley Pkwy	yes	1 NB, 1 SB	3 NB, 3 SB	City of Vacaville	As of 3-07 Complete	Not in RTP
38	Leisure Town Rd Widening	Widen Leisure Town Rd from 2 lanes to 6 lanes from Orange Drive to I-80	yes	1 NB, 1 SB	3 NB, 3 SB	Countywide Travel Model	As of 3-07 Complete	Not in RTP
40	Leisure Town Rd Widening	Widen Leisure Town Rd from 2 lanes to 4 lanes at the I-80 Interchange (PROJECT COMPLETED)	yes	1 NB, 1 SB	2 NB, 2 SB	Countywide Travel Model Runs	As of 3-07 Complete	Not in RTP
60	Davis St Widening	Widen Davis St from two lanes to four lanes from Mason St to I-80 Hume Way & Bella Vista/Davis Realignment.	yes	1 NB, 1 SB	2 NB, 2 SB	City of Vacaville	As of 3-07 Complete	Not in RTP
61	Depot St Widening	Widen Depot St from two lanes to four lanes from Monte Vista Ave to Mason St.	yes	1 NB, 1 SB	2 NB, 2 SB	City of Vacaville	As of 3-07 Complete	Not in RTP
68	Orange Dr Widening	Widen Orange Dr from two lanes to four lanes from Nut Tree Pkwy to Allison Dr	yes	1 NB, 1 SB	2 NB, 2 SB	City of Vacaville	As of 3-07 Complete	Not in RTP
56	Ulati Dr Widening	Widen Ulati Dr from two lanes to four lanes from Burton Dr to Leisure Town Rd.	yes	1 EB, 1 WB	2 EB, 2 WB	City of Vacaville	As of 3-07 Complete - Constructed as adjacent areas	Not in RTP

		Part A: Widen Mason St from two lanes to four lanes from McClellan St to Depot St Part B: Widen Elmira Rd from two lanes to six lanes from Depot St to Allison Part B2: Allison to Leisure Town Road Part C: Widen Elmira Rd from two lanes to four lanes just past Leisure Town Rd					AS of B-07 Part A Complete 2 EB, 2 WB; Part B1 Depot to Peabody Complete; Peabody to Allison in Construction - 3 EB, 3 WB; Part C near 2030	
53	Elmira Rd Widening		ye	Part A & C 1 EB 1WB, Part B 2EB, 2WB		City of Vacaville		Not in RTP
134	Railroad Ave Widening	Widen Railroad Ave from Marina Blvd to Sunset Ave	ye	1 NEB, 1 SWB	2 NEB, 2 SWB	City of Suisun City	Done	Not in RTP
1	Napa River (Maxwell) Bridge Replacement	Replace Napa River (Maxwell) Bridge and widen from 2 lanes to 4 lanes on SR 121 (Imola Ave) from Coombs St to Gasser Dr over the Napa River in the city of Napa	yes	1 EB, 1 WB arterial	2 EB, 2 WB arterial	Bay Area RTP	Done 2003	NCTPA
15	Floresden Rd Extension to Napa Junction Rd	Extend Floresden Rd north from American Canyon Rd to Napa Junction Rd. The extension will consist of 2 lanes in each direction with turn pockets.	yes	0,0	2 NB, 2 SB arterial	AmCan GP	Done 2007	NCTPA
16	Floresden Rd Extension to South Kelly Rd	Extend Floresden Rd north from Napa Junction Rd to South Kelly Rd. The extension will consist of 2 lanes in each direction with turn pockets.	yes	0,0	2 NB, 2 SB arterial	AmCan GP/ County GP	Done 2007	NCTPA
18	Big Ranch Rd Extension to Soscol Ave	Extend Big Ranch Rd south from Trancas St to Soscol Ave. The extension will be a four lane arterial.	yes	0,0	2 NB, 2 SB arterial	GP - under construction	Done 2007	NCTPA
20	Linda Vista Bridge	Project description needed	yes	0,0	1 NB, 1 SB	GP	Done 2007	NCTPA
y66	Peabody Rd Widening	Widen Peabody Rd from two lanes to four lanes north of Alamo Dr.	yes	1 NB, 1 SB	2 NB, 2 SB	City of Vacaville	Exist	Not in RTP
67	Foxboro Pkwy Widening and Extension	Widen Foxboro Pkwy from two lanes to four lanes from Peabody Rd to Cookson St, with new street to Leisuretown Road Ex1	yes	1 EB, 1 WB	2 EB, 2 WB	City of Vacaville	Existing by 2015 1/1 2/2 2020	Not in RTP
28	Walters Rd Widening	Widen Walters Rd from 2 lanes to 4 lanes between Bella Vista Dr and Tabor Ave	yes	1 NB, 1 SB	2 NB, 2 SB	Countywide Travel Model Runs	Project Completed	Not in RTP
26	Columbus Pkwy Widening	Widen Columbus Pkwy from 2 lanes to 4 lanes between I-80 and Ascot Pkwy.	yes	1 EB, 1 WB	2 EB, 2 WB	Countywide Travel Model	2008	
45	Benicia Bridge Widening	Widen the Benicia Bridge from 6 lanes to 9 lanes	yes	3 NB, 3 SB	5 NB, 4 SB	Countywide Travel Model Runs	2008	Not in RTP
31	Business Center Drive Extension	Extend Business Center Drive EAST from Mangels Blvd to SR 12. The extension will consist of 2 lanes in each direction.	yes	0,0	2 EB, 2 WB	Countywide Travel Model Runs	2009	Completed
34	North Texas Ave Widening	Widen North Texas Ave from 2 lanes to 4 lanes at I-80	yes	1 NB, 1 SB	2 NB, 2 SB	Countywide Travel Model Runs	2009	Not in RTP
131	Carquinez Bridge HOV Expansion	Construct HOV lane on new Carquinez Bridge Westbound	HOV lane	3 NB, 3 SB	3 NB + 1 HOV, 3 SB + 1 HOV	City of Vallejo	2009	
43	Evans Road	Construct a new 2 lane road from Dixon Ave to South Pkwy	yes	0,0	1 NB, 1 SB	City of Dixon	2010	Not in RTP
149	South Parkway Boulevard	Construct South Parkway Boulevard from Pitt School Road to new Evans Road	yes	0,0	1 EB, 1 WB	City of Dixon	2010	Not in RTP
32	Manual Campos Pkwy Extension East	Extend Manual Campos Pkwy east from Mystic Dr to Claybank Rd. The extension will consist of 2 lanes in each direction.	yes	0,0	2 EB, 2 WB	Countywide Travel Model Runs	2010-11	Not in RTP
140	Manual Campos Pkwy Extension West	Extend Manual Campos Pkwy west from Dover Ave to North Texas St. The extension will consist of 3 lanes in each direction.	yes	0,0	3 EB, 3 WB	Countywide Travel Model Runs	2010-11	Not in RTP
144	New Rail Station	Capitol Corridor Station - Fairfield/Vacaville					2010-11	2014
7	SR 12 Widening	Widen SR 12 (Jameson Canyon) from I-80 in Solano County to SR 29 in Napa County from 2 lanes to 4 lanes (Napa County portion of project)	yes	1 NB, 1 SB collector	2 NB, 2 SB expressway	Bay Area RTP	2011	NCTPA

11	I-80 HOV Lanes	Widen I-80 from 8 lanes to 12 lanes between the I-680/I-80 Interchange and the eastbound SR 12 Interchange	yes	4 EB, 4 WB	5EB + HOV, 5WB + HOV	Bay Area RTP	2011	
19	SR 12 Widening	Widen SR 12 (Jameson Canyon) from I-80 in Solano County to SR 29 in Napa County from 2 lanes to 4 lanes	yes	1 EB, 1 WB arterial	2 EB, 2 WB expressway	Bay Area RTP, CMIA	2011	2013
29	Manuel Campos Pkwy Widening	Widen Manuel Campos Pkwy from 2 lanes to 4 lanes between Peabody Rd and Claybank Rd	yes	1 EB, 1 WB	2 EB, 2 WB	Countywide Travel Model	2011	Not in RTP
30	Green Valley Rd Interchange Widening	Widen Green Valley Rd from 2 lanes to 4 lanes at I-80	yes	1 NB, 1 SB	2 NB, 2 SB	Countywide Travel Model Runs	2011	2014
36	Peabody Rd Widening	Widen Peabody Rd from 2 lanes to 4 lanes from Fairfield City limits to Cement Hill Rd	yes	1 NB, 1 SB	2 NB, 2 SB	Countywide Travel Model Runs	2012	Not in RTP
44	Vanden Rd Widening	Widen Vanden Rd from 2 lanes to 4 lanes from Peabody Rd to Leisure Town Rd	yes	1 NB, 1 SB	2 NB, 2 SB	Countywide Travel Model Runs	2012	2015
15	SR 12 Operations and Safety Improvements	From Rio Vista GL to Suisun City Limit (Phase 1)	No	1 EB, 1 WB	1 EB, 1 WB	Bay Area RTP	2015	2025
33	Walters Rd Extension	Extend Walters Rd north from Air Base Pkwy to Cement Hill Rd.	yes	0,0	1NB, 1SB	Countywide Travel Model Runs	2015	2015
37	Peabody Rd Widening	Widen Peabody Rd from 2 lanes to 4 lanes from Cement Hill Rd to Air Base Pkwy	yes	1 NB, 1 SB	2 NB, 2 SB	Countywide Travel Model	2015	
39	Leisure Town Rd Widening	Widen Leisure Town Rd from 2 lanes to 4 lanes from Orange Drive to Alamo Rd	yes	1 NB, 1 SB	2 NB, 2 SB	Countywide Travel Model Runs	2015	2015
51	Vaca Valley Rd Extension	Extend Vaca Valley Rd from Gibson Canyon Rd to Wrentham Dr.	yes	0,0	1 EB, 1WB	City of Vacaville	2015	Not in RTP
52	Vaca Valley Rd Widening (Part 2)	Widen Vaca Valley Rd from two lanes to six lanes from I 505 to I-80	yes	2 EB, 2 WB	3 EB, 3 WB	City of Vacaville	2015	
63	Browns Valley Pkwy Widening	Widen Brown Valley Pkwy from two lanes to four lanes from Wrentham Dr to Allison Dr	yes	1 NB, 1 SB	2 NB, 2 SB	City of Vacaville	2015	Not in RTP
107	Wilson Avenue Expansion (Phase II)	37 on-ramp at Lighthouse Drive to Hitchborne with left turn pockets. Signal installation at Hitchborne, Daniels, and Lighthouse.	no			City of Vallejo	2015	Not in RTP
109	G St & RR Ave Improvements	Widening of G Street and Railroad avenue on Mare Island to accommodate development	yes	1EB,1WB	2EB,2WB	City of Vallejo	2015	Not in RTP
110	Causeway Improvements	May include signalization for the rail service and a changeable direction center lane	no			City of Vallejo	2015	Not in RTP
111	Mare Island Arterials -Phase I	Project description needed				City of Vallejo	2015	Not in RTP
112	Mare Island Arterials -Phase II	Project description needed				City of Vallejo	2015	Not in RTP
113	Mare Island Bus Service -Phase I	Project description needed	??	??	??	City of Vallejo	2015	Not in RTP
114	Mare Island Bus Service -Phase II	Project description needed	??	??	??	City of Vallejo	2015	Not in RTP
136	Red Top Rd Widening	Widen Red Top Rd from SR 12 to Watt Dr	yes	1 EB, 1 WB	2 EB, 2 WB	City of Fairfield	2015	Not in RTP
145	New Rail Station	Capitol Corridor Station -- Dixon					2015	Not in RTP
146	Parkway Boulevard	Construct Parkway Boulevard from Pitt School Road to Pedrick Road.	yes	0,0	2 EB, 2 WB	City of Dixon	2015	2016
148	A Street	Widen A Street from I-80 to Pitt School Road	yes	1 EB, 1 WB	2 EB, 2 WB	City of Dixon	2015	Not in RTP
152	Pedrick Road	Widen Pedrick Road from I-80 to Professional Drive	yes	1 NB, 1 SB	3 NB, 3 SB	City of Dixon	2015	Not in RTP
153	Dorset Drive Extension	Construct Dorset Drive from 1st Street to Professional Drive	yes	0,0	2 EB, 2 WB	City of Dixon	2015	Not in RTP
154	Professional Drive	Construct Professional Drive from Vaughn Road to Pedrick Road	yes	0,0	2 NB, 2 SB	City of Dixon	2015	Not in RTP
155	Vaughn Road	Widen and Realign Vaughn Road from 1st Street to Pedrick Road	yes	1 EB, 1 WB	2 EB, 2 WB	City of Dixon	2015	Not in RTP
37b	Peabody Rd Widening (uninc)	Vaca to Fairfield C/L					2015	2015
157	Red Top Road Extension	Extend Red Top Rd from SR 12 to Airport Blvd	yes	1 EB, 1 WB	2 NB, 1 SB	City of Fairfield	2016	2015
161	SR 12 Widening	Widen SR 12 from 4 lanes to 6 lanes between I-80 and Jackson/Walster	yes	2 EB, 2 WB expressway	1NB, 3WB Expressway	Countywide Travel Model Runs	2017	2023
169	I-680/I-80/SR 12 Interchange Improvements	Includes connectors and auxiliary lanes between Green Valley Road and Golden Gate Truck Weighstation (Phase A)	likely	varies	varies (see diagram)	Bay Area RTP	2017	1015

147	Put School Road	Widen Put School Road from A Street to Parkway Boulevard	yes	1 EB, 1 WB	2 NB, 2 SB	City of Dixon	2020	2016
148	East H Street Extension	Widen east H Street from K Street to DeMick Road	yes	0.0	2 EB, 2 WB	City of Dixon	2020	Not in RTP
149	EW Interchanges at A Street, E Main Street, and E Main Street	On-going I-80 Interchange at A Street, Put School Road and Highway Road consistent with I-80/I-88/I-740 Major Investment and Corridor Study	yes	1 NB, 1 SB	As needed	City of Dixon	2020	2020
150	First Street SR 20 Overpassing Improvements	Widen First Street over crossing on SR 20 from 7 lanes to 4 lanes. The City of Napa has been put to a vote on this	yes	1 NB, 1 SB	2 NB, 2 SB	Bay Area RTP	2030	NCTPA
151	SR 29/17/12 Flagpole Canyon Intersection Improvements		no network changes			Bay Area RTP	2030	NCTPA
152	SR 12/22/23 Elbow of Arrow Intersection Improvements	Construct 4 lane southbound flyover from SR 22 to SR 12/23. Existing intersection remains in place	yes	N/A	2 lane SB to SR 12/23. Intersection remains in place	Bay Area RTP	2030	NCTPA
153	SR 12/25 Arrow Road Grade Separation	Upgrade SR 12/25 to a freeway. Add contraflow lanes in each direction				Bay Area RTP	2030	NCTPA
154	SR 12/25 Arrow Road Interchange	Upgrade SR 12/25 to a freeway. Add contraflow lanes in each direction	yes	SR 12/25 1 EB, 1 WB, 1 NB, 1 SB	1 EB, 1 WB, 1 NB, 1 SB	State of California	2020	NCTPA
155	SR 12/25 Arrow Road Interchange	Extend NB stopping lane 200 yds. lengthen SR 12/25 NB lanes	no			SHOPL	2030	NCTPA
156	SR 29 Wagonwheel - Mac Lane to Summit Creek	Wagonwheel intersection	no	1 NB, 1 SB collector	1 NB, 1 SB collector	SHOPL long lead	2040	NCTPA
157	SR 12/25 Arrow Road Expansion	Construct new segment of SR 12/25 interchange. Right-of-way needed.				Countywide travel	2030	2015
158	Devlin Rd Extension to Greenland	Extend Devlin Rd south from Lowell Rd to Green Island Rd. Then extension will consist of 2 lanes in each direction with turn pockets	yes	0.0	1 NB, 2 SB arterial	Airport Specific Plan	2020	NCTPA
159	Devlin Rd Extension to Green Island	Extend Devlin Rd south from Lowell Rd to Green Island Rd. Then extension will consist of 2 lanes in each direction with turn pockets	yes	0.0	2 NB, 2 SB arterial	Airport Specific Plan	2020	NCTPA
160	Commerce Blvd Extension to Elgin Rd	Extend Commerce Blvd south from Mac Lane to Elgin Rd. Then extension will consist of 2 lanes	yes	0.0	1 NB, 1 SB collector	Aviation P	2020	NCTPA
161	SR 12/25 Arrow Road	Widen SR 12/25 from 4 lanes to 6 lanes from Elgin Rd to Elgin Rd	yes	1 EB, 1 WB	2 NB, 2 SB	Countywide travel	2030	2023
162	Commerce Blvd Extension to Elgin Rd	Extend Commerce Blvd north from Mac Lane to Elgin Rd. Then extension will be a two lane arterial	yes	0.0	1 NB, 1 SB arterial	GP	2010	NCTPA
163	Volante Ave Extension to Pine Street	Extend Volante Ave south from Pine St to Elgin St. The extension will consist of 4 lanes	yes	0.0	1 NB, 1 SB arterial	GP	2030	Not in RTP
164	Lower Rd Extension to Big Ranch Rd	Extend Lower Rd east from Main St to Big Ranch Rd. The extension will be a two lane arterial	yes	0.0	1 WB, 1 EB arterial	GP	2030	NCTPA
165	Volante Extension to Sierra Ave	Extend Volante north to Sierra Ave. Then extension will be a two lane arterial	yes	0.0	1 NB, 1 SB	GP	2030	NCTPA
166	East 2nd St Widening	Widen East 2nd St from 2 lanes to 4 lanes between Industrial Way and I-680	yes	1 EB, 1 WB	2 EB, 2 WB	Countywide travel	2030	NCTPA
167	Midway Rd Widening	Widen Midway Rd from two lanes to four lanes from I-680 to I-680	yes	1 EB, 1 WB, 1 SB, 2 WB	2 EB, 1 WB	City of Vacaville	2020	Not in RTP
168	Broadway St Widening	Widen Broadway St from SR 12 to Highway Road and I-680	yes	1 NB, 1 SB	2 NB, 2 SB	City of Vallejo	2030	2018
169	Columbus Pkwy Widening	Widen Columbus Pkwy between I-680 and Admiral Callaghan	yes	2 EB, 2 WB	3 EB, 3 WB	City of Vallejo	2030	Not in RTP
170	Columbus Pkwy Widening	Widen Columbus Pkwy between Astor Pkwy and St. Johns Mine Rd. Construct a new signal Astor Pkwy and Columbus Pkwy	yes	3 NB, 1 SB	2 NB, 2 SB	City of Vallejo	2030	Not in RTP
171	Columbus Pkwy Widening	Widen Columbus Pkwy between St. Johns Mine Rd and Blue Rock Springs Road	yes	1 NB, 1 SB	1 NB, 2 SB	City of Vallejo	2030	Not in RTP

38	Columbus Pkwy Widening	Widen Columbus Pkwy between Springs Rd and Bendia City limits	yes	1 NB, 1 SB	2 NB, 2 SB	City of Vallejo	2030	Not in RTP
39	San Ramon St between Redwood Pkwy and State	Rehabilitate and widen street between Daniel and Redwood	yes	1 EB, 1 WB	2 EB, 2 WB	City of Vallejo	2030	Not in RTP
45	Solano Avenue Widening	Widen Solano Ave between Ocean St and Contra Costa Pkwy	yes	1 EB, 1 WB	2 EB, 2 WB	City of Vallejo	2030	Not in RTP
130	Capital Water Extension	Extend Capital Street from Santa Clara to Mare Island Way to improve circulation around the waterfront development	no			City of Vallejo	2030	Not in RTP
132	Approach to La Grana Bridge HWY Expansion	Construct HWY approach to new La Grana Bridge westbound from Maritime Street	How/when			City of Vallejo	2030	
181	Redhawk Road	Widen Redhawk Road from Professional Pkwy to Parkway Boulevard	yes	1 NB, 1 SB	2 NB, 2 SB	City of Dixon	2030	Not in RTP
182	Bay Area Expressway	Make repairs and to upgrade the roadway on SR 28 from Redwood Avenue to I-80. Plan to have a new interchange at I-80. This project does not grade separate rail yard and Redwood. New signal at Solano/Redwood. New signal at California/Redwood. New landscape and new signal at Redwood/Travis.	yes	2 NB, 2 SB Expressway	2 NB, 2 SB Parkway	Bay Area RTP	2030	NCTPA
190	Brown Valley north of Washington Dr						2030	Not in RTP
195	Reynolds Rd Widening	Widen Reynolds Rd south of Alameda St from two lanes to six lanes to Vacaville City limits	yes	2 NB, 2 SB	2 NB, 2 SB	City of Vacaville	2030	Not in RTP
42	Batavia Rd Widening	Widen Batavia Rd from 2 lanes to 4 lanes from A Street to city limits	yes	1 NB, 1 SB	2 NB, 2 SB	City of Dixon	2051	Not in RTP
2	Green Valley Bridge Expansion	Install a second span along existing Green Valley Bridge to facilitate four lanes of travel way and an acceleration/deceleration lane in each direction	yes	1 NB, 1 SB	2 NB, 2 SB	Bay Area RTP		2015
20	Nut Tree Road/East Monte Vista Project	Part A: Nut Tree Rd widening from Orange Dr to north of Monte Vista Ave Part B: New I-80 Off/On-Ramp relocation Part C: Monte Vista Ave realignment and widening from Browns Valley Pkwy to Horse Creek Rd	yes	Part A: 1 NB, 1 SB Part C: 1 EB, 1 WB	Part A: 2 NB, 2 SB Part C: 2 EB, 2 WB	City of Vacaville		Not in RTP
23	California Drive Overcrossing at I-80	Proposed overcrossing between Cherry Glenn Road and California Drive	yes	0,0	2 NB, 2 SB	City of Vacaville		2030
133	Railroad Ave Extension	Extend Railroad Ave from Marina Blvd to Main St	yes	0,0	2 NEB, 2 SWB	City of Suisun City		
135	Marina Blvd Widening	Widen Marina Blvd from Railroad Ave to Rio Vista Rd	yes	1 NB, 1 SB	2 NB, 2 SB	City of Suisun City		Not in RTP
139	Claybank Road Re-alignment	Re-align and widen Claybank Rd from Cement Hill Rd to Manual Campos Pkwy	no	1 NB, 1 SB	2 NB, 2 SB	City of Fairfield		Not in RTP
143	New Express Bus Service	Express bus service on I-80 (capital costs for additional services beyond those in Regional Express Bus Program)				Bay Area RTP		Not in RTP

gde 6/6/2011

The following projects were identified from sources other than the STA model documentation. These projects are primarily from the 2035 RTP.

ATTACHMENT 1
TAC Agenda Item 4
July 7, 2011

I-80 Proposed Transportation Improvements							RTP Status
#	Improvement	Description	Funded?	Year Complete	Source	Comments	
1	American Cyn widening	Widens American Cyn Rd overpass	Yes		2035 Regional Plan		Dropped from RTP
2	Parallel Corridor	Constructs parallel corridor north of I-80 between Red Top Road and Abernathy Rd	Partial		2035 Regional Plan	See North Connector and Jepson Parkway Plans	Completed
3	EB Truck Scale Improvements	Rebuild and relocate EB Cordelia Truck Scales, including new 4-lane bridge across Suisun Creek and new ramps at EB Route 12 and EB I-80	Yes		2035 Regional Plan	See Truck Scales Study Final Report 2-16-2005	2015
4	I-80 Aux Lanes	Provide aux lanes on I-80 in EB and WB directions from I-680 to Air Base Pkwy (includes a new EB mixed-flow lane from Rte 12 east to Air Base Pkwy)	No		2035 Regional Plan	Discretionary funds available	
5	I-80 Ramp Meters	Install ramp meters on ramps between Red Top Road and Air Base Pkwy	Yes		2011 Caltrans		
6	SR 12 Transit Corridor	Improvements to transit	?	?	STA	See SR 12 Corridor Transit Study "notable undescribed projects" from Appendix F of model report	Dropped from RTP
7	I-680 widening from Benicia to Cordelia					"notable undescribed projects" from Appendix F of model report	
8	SR 12 from Somerset to Rio Vista Bridge					"notable undescribed projects" from Appendix F of model report	2023
9	I-80 HOV Lanes in Vallejo					"notable undescribed projects" from Appendix F of model report	

CalTrans Report

PROJECT INITIATION DOCUMENT

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

Scope: Modify intersection with a Roundabout Design at Silverado Intersection

Cost Estimate: \$3.6M Construction Capital

EA 0G650

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

Scope: Reconstruct a bridge at Garnett Creek

Cost Estimate: \$7.7M Construction Capital

ENVIRONMENTAL

EA 28120

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

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

Cost Estimate: \$35M Construction Capital

Schedule DED 6/11 PAED 12/11

EA 2A320

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

Scope: Bridge replacement at Sarco Creek

Cost Estimate: \$8M Construction Capital

Schedule: PAED 4/12 PSE 12/13 RWC 4/14 RTL 4/14 CCA 12/18

EA 2A110

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

Scope: Bridge replacement at Capell Creek

Cost Estimate: \$5M Construction Capital

Schedule: PAED 6/11 PSE 09/12 RWC 10/12 RTL 12/12 CCA 04/14

EA 4A090

Troutdale Creek NAP 29-PM 47.0/47.2; In Napa County

Scope: Bridge replacement at Troutdale Creek

Cost Estimate: \$17M Construction Capital

Schedule: PAED 4/12 PSE 11/13 RWC 12/13 RTL 01/14 CCA 05/16

PID (Project Initiation Document)

PAED (Project Approval/ Environmental Document)

RWC (Right of Way Certification)

ADV (Advertise Contract)

PSR (Project Study Report)

RTL (Ready to List)

BO (Bid Open)

DED (Draft Environmental Document)

PSE (Plans, Specifications, and Estimate)

CCA (Construction Contract Acceptance)

AWD (Award Contract)

DESIGN

EA 25940

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

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

Cost Estimate: \$24M Construction Capital

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

EA 26413 and 26414

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

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

Cost Estimate: \$139.5M Construction Capital

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

EA 20940

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

Scope: Bridge Replacement

Cost Estimate: \$5.9M Construction Capital

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

EA 4C351

Pavement Repair NAP 128 PM 4.0/4.6 Minor A; In City of Calistoga

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

Cost Estimate: \$700K Construction Capital

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

EA 4442A

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

Scope: Mitigation and tree Planting from 0.5km North of Sonoma County line to Duhig Road

Cost Estimate: \$920K Construction Capital

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

EA 4S020

Storm Damage NAP 29 PM 41.0; In Napa County

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

Cost Estimate: \$2.4M Construction Capital

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

EA 4S030

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

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

Cost Estimate: \$1.3M Construction Capital

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

PID (Project Initiation Document)

PAED (Project Approval/ Environmental Document)

RWC (Right of Way Certification)

ADV (Advertise Contract)

PSR (Project Study Report)

PSE (Plans, Specifications, and Estimate)

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 2G220

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

Scope: Shoulder pavement replacement

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

EA 4C350

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

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

Cost Estimate: \$940K Construction Capital

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

EA 2S370

Storm Damage NAP 128 PM 9.5 In Napa County,

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

Cost Estimate: \$550K Construction Capital

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

EA 4C140

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

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

Cost Estimate: \$6.2M Construction Capital

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

EA 2E100

Pavement Repair NAP 128 PM 7.4/19.1; In Napa County

Scope: Pavement resurfacing from Silverado Trail to Knoxville Road.

Cost Estimate: \$2.2M Construction Capital

Schedule: PAED 3/18/10 RTL 2/11 ADV 3/28/11 BO 4/26/11 (Windsor Fuel Co) CCA 5/12

EA 2E110

Pavement Repair NAP 29 PM 5.1/7.0: In City of Napa

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

Cost Estimate: \$2.1M Construction Capital

Schedule: PAED 5/15/10 RTL 1/20/11 ADV 3/14/11 AWD 5/19/11 (Ghilotti Bros Inc) CCA 7/12

EA 2E130

Pavement Repair NAP 29 PM 11.0/12.5; In City of Napa

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

Cost Estimate: \$1.2M Construction Capital

Schedule: PAED 5/11/10 RTL 2/11 ADV 3/28/11 BO 5/03/11 (MCK Service) CCA 12/11

ACTION ITEMS:

PID (Project Initiation Document)

PAED (Project Approval/ Environmental

RWC (Right of Way Certification)

ADV (Advertise Contract)

PSR (Project Study Report)

Document)

RTL (Ready to List)

BO (Bid Open)

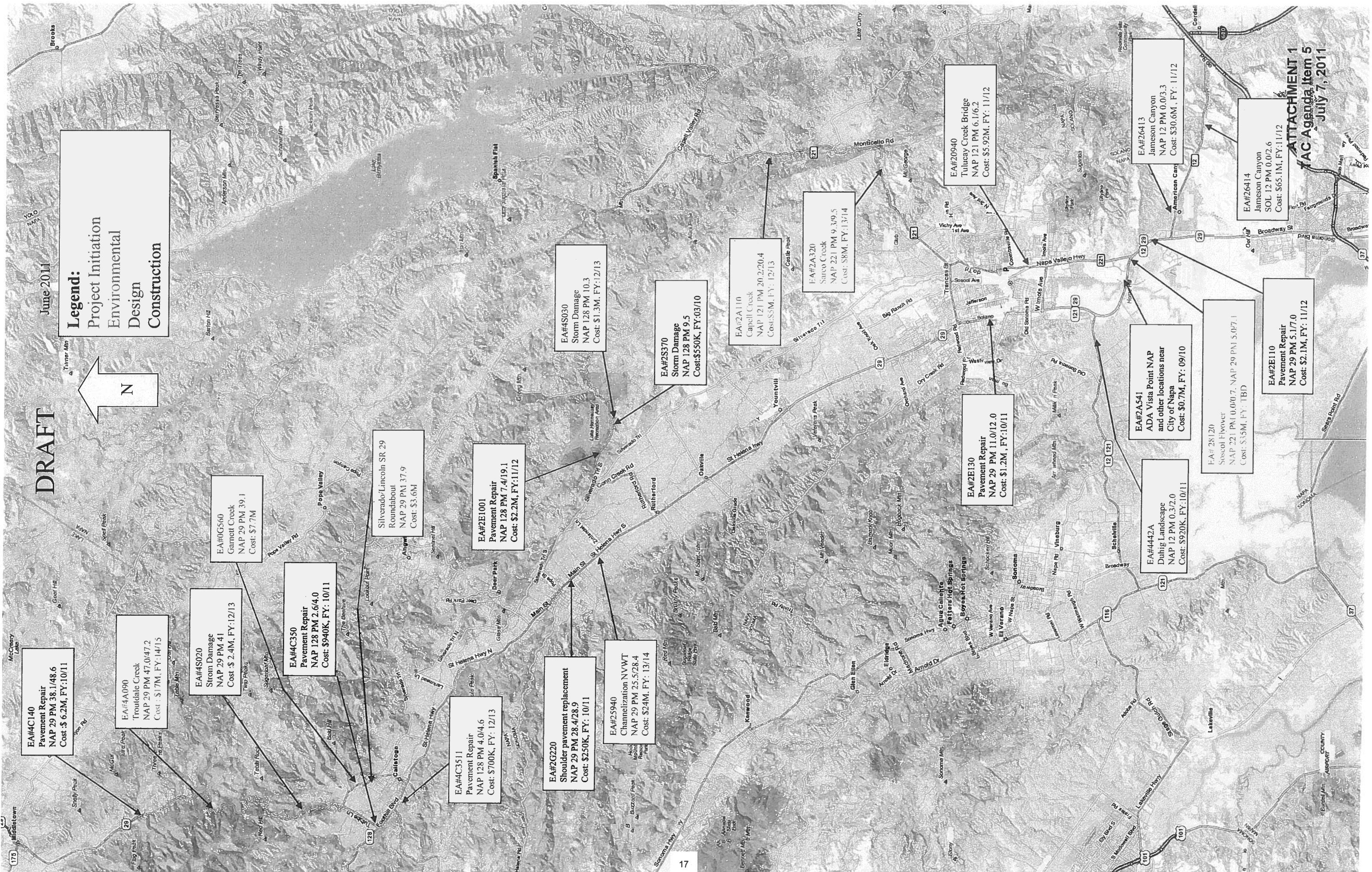
DED (Draft Environmental Document)

PSE (Plans, Specifications, and Estimate)

CCA (Construction Contract Acceptance)

AWD (Award Contract)

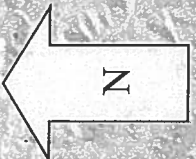
RTPID	County	Project Title	Project Description	Investment Type	Total Cost (millions)	Total Committed 2013	Total Discretionary 2013		
94152	Bay Area Region/Multi-County	SR-12 Jameson Canyon Widening - Phase 1 (Segments 1 & 2)	Widen State Route 12 (Jameson Canyon) from State Route 29 in Napa County to Interstate 80 in Solano County from 2 lanes to 4 lanes.	Committed	47.8	47.8	0		
220599	Napa	Jameson Canyon Improvements Phase 2 (Napa)	Completion of upgrading of Highway 12 (Jameson Canyon) between Napa and Solano Counties. Grade realignment, full safety barrier. Intersection at SR 12/29 in Napa County	New Commitment	21.5		21.5		
230627	Solano	Jameson Canyon Improvements	Completion of upgrading of Highway 12 (Jameson Canyon) between Napa and Solano Counties. Grade realignment, full safety barrier.	Committed	84.4	84.4	0		
	Bay Area Region/Multi-County	Jameson Canyon Improvements Phase 2 Multi-County	Completion of upgrading of Highway 12 (Jameson Canyon) between Napa and Solano Counties. Grade realignment, full safety barrier.	New Commitment	57.5	0			
	Napa	Jameson Canyon Improvements Phase 3 (Napa)	Upgrade Intersection at SR 12/29 to an interchange in Napa County	New Commitment	101.4	0			



DRAFT

June 2011

Legend:
Project Initiation
Environmental
Design
Construction



ATTACHMENT 1
TAC Agenda Item 5
July 7, 2011

July 2011						
Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
					1	2
3	4 Public input process--stakeholder meetings	5	6	7	8	9
10	11	12 Public Workshop Napa City-County Library 6:15-8PM	13	14 Public Workshop St. Helena Carnegie Building 6:15-8 PM	15	16
17	18	19	20	21	22 TAB 10:00 AM -public workshop recap	23
24	25	26	27	28	29	30
31	Schedule: 1. August – September: Discuss progress with SCS and ABAG methodologies 2. TAB and PAB Meetings in August, September and October are TBD 3. Take the Draft methodology to the NCTPA Board for approval no later than November 16 th					

Planning Napa's Future HOUSING IN OUR COUNTY

Planning is beginning for Napa's "Regional Housing Needs Allocation" (RHNA) methodology!

Every eight years jurisdictions throughout California receive a "fair share" number of housing units that they must plan for. The current "fair share" or "RHNA" planning process will allocate overall city or county housing needs from 2014 through 2022. It is then up to each local government in their Housing Elements to plan where and how the new allocated housing units will be distributed in their communities.

Come learn about why this planning process is important

Tell your local elected leaders & fellow community members what you think & why

Issues of consideration you might care about:
Public Transportation | Water Supply | Wastewater Infrastructure |
Consideration of the Ag Preserve

Public Workshops | 6:15 p.m. - 8:00 p.m.

July 12 | Napa
Napa Public Library
580 Coombs Street
Napa, CA 94559

July 14 | St. Helena
Carnegie Building
360 Oak Street
St. Helena, CA

To RSVP or learn more please contact:

Sarah Rubin at srubin@ccp.csus.edu or call 259-8631

Visit the website: <http://www.nctpa.net/newsroom/>

If special accommodations are needed, please call 259-8631 at least 24 hours in advance of the meeting.



July 7, 2011
TAC Agenda Item 6
Continued From: March 3, 2011
Action Requested: ACTION

NAPA COUNTY TRANSPORTATION AND PLANNING AGENCY TAC Agenda Letter

TO: Technical Advisory Committee (TAC)
FROM: Paul W. Price, Executive Director
REPORT BY: Danielle Schmitz, Environmental Analyst/Coordinator
(707) 259-5968 / Email: dschmitz@nctpa.net
SUBJECT: Transportation for Clean Air (TFCA) – FY11/12 Project List Update

RECOMMENDATION

TAC review TFCA projects submitted for FY11/12 and recommend to the NCTPA Board to continue the call for FY 11/12 projects until September 12, 2011.

EXECUTIVE SUMMARY

The NCTPA annually allocates funds generated under AB 434. The monies come from a four-dollar vehicle license fee imposed by the Bay Area Air Quality Management District (BAAQMD) and are known as Transportation Fund for Clean Air (TFCA). Forty percent of these funds are returned to the NCTPA for distribution to local projects. Projects must be beneficial to air quality and be cost effective. The remaining sixty-percent is allocated by the BAAQMD on an area wide competitive basis. Generally, the District rules and statutes only allow funds to be retained for two years unless the NCTPA originally requests added time or the project is making reasonable further progress and is granted a one year extension.

On March 16th the NCTPA Board opened a call for projects for the TFCA Program Manager Funds. NCTPA held a public workshop on March 18th for all to attend to learn about the program guidelines and application. The call for projects was closed on April 29, 2011.

FISCAL IMPACT

Is there a Fiscal Impact? Yes. \$248,091.14 TFCA funds for FY 11/12

BACKGROUND AND DISCUSSION

Annually the NCTPA adopts a list of projects for the TFCA Program Manager funds. Napa County has approximately \$248,091.14 dollars to expend for FY 11/12. This large amount is due to \$70,185.65 dollars in unallocated funds from previous year's projects, as well as the \$180,357 dollars estimated in DMV revenues for FY 11/12. In the call for projects that closed on April 29, 2011 NCTPA received two (2) projects for TFCA funding. These projects are as follows:

- 1) City of Napa – Construction of .5 miles of class II bike lane on both sides of California Boulevard between Pueblo Avenue and Permanente Road. Project Sponsor will widen the road to accommodate two - five foot class II bike lanes. This bike lane will fill in a gap between two existing bike lanes.
- 2) City of Napa – Construction of approximately 1200 feet of class II bike lane along both sides of Lincoln Avenue between Soscol Avenue and Silverado Trail. This bike lane will act as a missing link to get cyclist onto Silverado Trail from the western side of Napa.

NCTPA still has a remaining balance of about \$110,000 dollars to allocate to projects in the 2011/2012 cycle. If this money is not allocated by November 4, 2011 Napa County will risk losing the money to the Air District for reprogramming under the Regional Program on a regionwide competitive basis. Staff recommends the call for projects remain open until all funds can be programmed. Jurisdictions of Napa County should continue to look for projects that can absorb these funds and submit them to NCTPA no later than Monday, September 12, 2011. A final list of projects will be brought back before the TAC no later than October 7, 2011 and forwarded to the NCTPA Board for final approval at their October 19th Board meeting. Approved projects will then be submitted to the Air District no later than November 4, 2011.

Staff is asking TAC to recommend to the NCTPA Board that they continue the call for TFCA projects until September 12, 2011.

SUPPORTING DOCUMENTS

Attachments: (1) FY 11/12 Expenditure Plan
(2) Submitted Projects for FY 11/12

Expenditure Plan Application

11-NAP

SUMMARY INFORMATION

Program Manager Agency Name: Napa County Transportation and Planning Agency

Address: 707 Randolph Street, Ste 100, Napa, CA 94559

PART A: NEW TFCA FUNDS

- | | | |
|--|---------|---------------------|
| 1. Estimated FY11/12 DMV revenues (based on projected CY2010 revenues): | Line 1: | <u>\$180,357.00</u> |
| 2. Difference between prior-year estimate and actual revenue ¹ : | Line 2: | <u>\$- 345.89</u> |
| a. Actual FY09/10 DMV revenues (based on CY2009): | | <u>\$188,500.11</u> |
| b. Estimated FY09/10 DMV revenues (based on CY2009): | | <u>\$188,846.00</u> |
| (‘a’ minus ‘b’ equals Line 2.) | | |
| 3. Estimated New Allocation (Sum of Lines 1 and 2): | Line 3: | <u>\$180,011.11</u> |
| 4. Interest income. List interest earned on TFCA funds in calendar year 2010. | Line 4: | <u>\$6,894.93</u> |
| 5. Estimated TFCA funds budgeted for administration: Line 5: | | <u>\$9,000.55</u> |
| (Note: This amount may not exceed 5% of Line 3.) | | |
| 6. Total new TFCA funds available in FY11/12 for projects and administration | Line 6: | <u>\$186,906.04</u> |
| (Add Lines 3 and 4. These funds are subject to the six-month allocation deadline.) | | |

PART B: TFCA FUNDS AVAILABLE FOR REPROGRAMMING

- | | | |
|--|---------|--------------------|
| 7. Total amount from previously funded projects available for reprogramming to other projects. (Enter zero (0) if none.) | Line 7: | <u>\$52,001.38</u> |
|--|---------|--------------------|
- (Note: Reprogrammed funds originating from pre-2006 projects are not subject to the six-month allocation deadline.)

PART C: TOTAL AVAILABLE TFCA FUNDS

- | | | |
|--|---------|---------------------|
| 8. Total Available TFCA Funds (Sum of Lines 6 and 7) | Line 8: | <u>\$238,907.42</u> |
| 9. Estimated Total TFCA funds available for projects (Line 8 minus Line 5) | Line 9: | <u>\$229,906.87</u> |

I certify that, to the best of my knowledge, the information contained in this application is complete and accurate.

Executive Director Signature: _____

Date: 3/28/11

¹ As of 2/3/11, the FY10/11 actual revenues (based on CY2010) are not available from DMV, and are not anticipated to be available until March 31, 2010. Thus the difference between the FY10/11 estimated and actual revenues is not included in this form.

TFCA CALL FOR PROJECTS LIST 11/12 - Available Funds = \$248,591.14

Project Title	Project Sponsor	Contact Person	Total Project Cost	Amount of TFCA funds requested	Description	Air Quality Enhancement	Comments
California Blvd. Class II bike lane	City of Napa	Marlene Demery	\$295,000	\$95,000	Construction of a class II bike lane approximately .5 miles; consists of widening the road to put 5' bikelanes between Pueblo and Permanente Rd. It is estimated that 150 bicyclist/day will use the bike lane.	Encourage the public including students at Napa High School to bike.	Need more information on how the City estimates that approx. 150 bike trips/day. How did they calculate this assumption? If this is the case the project can be eligible for more than \$95,000. Will have to make sure this bikelane is identified in countywide bike plan and also does not already exist.
Lincoln Ave. class II bike lane	City of Napa	Marlene Demery	\$213,000	\$41,000	Construction of approximately 1200 feet of class II bike lane on Lincoln Ave. between Soscol and Silverado Trail. It is estimated that this bikelane will be used by approx. 100 cyclist/day.	Encourage residents, commuters, and visitors to ditch the car and bicycle. These lanes will provide a missing link in the bicycle network.	After running this project through preliminary cost effectiveness this project can qualify for more than requested amount. This project could qualify for \$97,000 dollars or more. Will have to make sure lane is identified in countywide bike plan and is not already an existing bike lane.
					qualifies	qualifies but needs more information	



July 7, 2011
TAC Agenda Item 7
Continued From: NEW
Action Requested: ACTION

NAPA COUNTY TRANSPORTATION AND PLANNING AGENCY TAC Agenda Letter

TO: Technical Advisory Committee (TAC)
FROM: Paul W. Price, Executive Director
REPORT BY: Eliot Hurwitz, Project Manager
(707) 259-8782 / Email: ehurwitz@nctpa.net
SUBJECT: Transportation Development Act Article 3 (TDA-3) Projects

RECOMMENDATION

TAC review Transportation development Act Article 3 (TDA-3) projects submitted for FY 11/12, consider the recommendations of the NCTPA Bicycle Advisory Committee (BAC), and recommend projects for funding to the NCTPA Board.

EXECUTIVE SUMMARY

TDA- 3 funds are restricted to engineering and construction of bicycle and pedestrian projects. Funds can also be used every five years for comprehensive bicycle and pedestrian plans. The funds are generated by a statutory two percent set-aside of the full TDA amount. Unallocated funds roll over and accumulate. The Metropolitan Transportation Commission accepts project applications annually. Projects must be completed within two (2) years plus the fiscal year of application. A call for projects was sent out on May 23; applications were due on June 25, 2011. Four (4) applications have been received, including three (3) after the June 25 deadline. A special meeting of the BAC will be held on July 5, 2011 to finalize their recommendations to the NCTPA Board.

FISCAL IMPACT

Is there a Fiscal Impact? Yes. \$368,735 in TDA-3 funds are available for allocation in FY 11/12

SUPPORTING DOCUMENTS

Attachments: (1) Submitted Projects for FY 11/12



July 7, 2011

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

Tel: (707) 259-8631

Fax: (707) 259-8638

**Project application for TDA-3 Funding –
Napa City Segments of Napa Valley Vine Trail**

Project Scope:

1. Solano Avenue from the Napa City limits to Redwood Road
2. Soscol Avenue from the end of the crosstown bike trail to south of the Third Street Bridge in the City of Napa

The objective for each segment is to complete environmental review and 35% engineering studies. TDA-3 Funds will be used for the engineering portion of the project.

Project cost estimates are:

1. \$118K – Solano Ave in the City of Napa
 2. \$76K – Soscol connector
- TOTAL = \$194K**

Of this amount, The Napa Valley Vine Trail Coalition has pledged \$50K and the City of Napa \$10K.

An additional \$50K is requested in TDA-3 funds.

The balance will be made up from STP/CMAQ funds

Although this project is within the City of Napa, the City does NOT wish to be the contracting entity for the project and has requested NCTPA to manage this.

35% design + Env.

Napa Vine Trail, Segment 2 – Redwood Road to City Limit - City of Napa

Exhibit A - Scope of Work

The following Scope of Services is for preliminary design and environmental initial study of the Northern Napa section of the Vine Trail consisting of a Class I bikeway. This document is intended to provide a specific scope of work and budget to complete preliminary (35% progress) plans, specifications and estimate for the project as described below.

Project Description

The Napa Valley Vine Trail (the project) consists of a new Class I bike path along the Solano Avenue/Napa Wine Train right-of-way from approximately 500 feet south of Redwood Road to the Napa City limits (Locust Drive) in the City of Napa, a distance of about 2.53 miles. The project may require right-of-way from the Napa Valley Wine Train, and also requires intersection improvements at Redwood Road, Trower Avenue, Wine Country Avenue, and Salvador Avenue.

The Napa Valley Greenway Feasibility Study (2009) identified the pathway (Option 5A) as being located between Solano Avenue and the Wine Train ROW, either partially on the Wine Train, Solano Avenue, and/or the flood control channel (NCFCD-Salvador Creek) property.

Treatment options to be analyzed include the width of the proposed two-way pathway to conform to Caltrans standards, setback from the roadway and/or Wine Train, potential positive separation treatments, a new 80-foot long bridge over Salvador Creek, and intersection crossing treatments.

Scope of Work

Task 1. Project Initiation and Management

1.1 Kick-off Meeting

An organization and scoping meeting will be held with staff and others (as directed) to:

- Review objectives of Project
- Review scope of services
- Confirm study area
- Collect available data and published materials
- Establish meeting schedule
- Establish communication channels with other departments
- Review and list State and Federal required elements
- Review and list all applicable design and planning standards
- Coordinate with local governments and agencies

Napa Vine Trail, Segment 2 – Redwood Road to City Limit - City of Napa

Changes to the Scope of Work will be made (if necessary) at the conclusion of this effort, and an amended Scope of Work and Schedule will be published.

1.2 Project Management

We will provide overall Project management services. These services include:

- **General Project Management** – This task includes the time required for the Project Manager, with administrative assistance, to administer the project contract, coordinate personnel and sub-consultant activities, prepare and maintain the project schedule, and prepare invoicing.
- **QA/QC** – Each of our submittals will be reviewed by personnel not directly involved with the project to ensure that the City quality standards are met. We utilize senior level staff for all submittal reviews, and clearly communicate project requirements to the entire project team so all team members understand the project expectations.
- **Project Schedule** – We will prepare and maintain a project schedule throughout the life of the project. The schedule will be updated bi-weekly and provided to the City on a monthly basis.
- **Project Update Meetings** – We will attend monthly project update meetings (approximately 8 during an assumed 8 month schedule for completion of the scope of work), and submit progress reports. We will provide monthly schedule/milestone updates, including a Status of Open Items list/spreadsheet identifying open items/tasks, priorities, responsibilities, and brief status description. We will also participate in approximately 8 project coordination conference calls.

Task 2. Data Collection and Analysis

We will collect and review relevant background information and prepare base sheets and analyses to provide important information for design. Our three-tier process for information gathering is as follows:

- **TIER ONE: Data Collection**
Collect all available data, including relevant local, regional, and State planning documents. Work with the City of Napa to develop one comprehensive base map of existing conditions for field inventory.
- **TIER TWO: Field Inventory**
Conduct field inventory of potential bikeway corridor, photographing or otherwise recording all conditions observed in the field. Compare field notes, photographs, and drawings with maps, aerial photos, and other documents to ensure that the base map accurately reflects existing conditions. Information to be field surveyed and mapped.
- **TIER THREE: Data Synthesis & Presentation**
Synthesize field data and printed data into a map. Relevant conditions, opportunities and constraints will be clearly identified. We will supplement maps with our field notes so that they offer an accurate portrayal of existing and proposed conditions.

2.1 Bicycle and Pedestrian Facility Data

In order to ensure that the Project is integrated into the local bikeway and pedestrian network, existing and proposed pedestrian and bikeway connections will be evaluated from local plans. This includes the City of

Napa Vine Trail, Segment 2 – Redwood Road to City Limit - City of Napa

Napa Bicycle Master Plan, and the Napa County Bicycle Master Plan, the Napa Valley Greenway Feasibility Study, available City of Napa feasibility/traffic studies, and other relevant documents.

2.2 Base Mapping and Survey

Proposed scope for base mapping and survey:

- a. **Field Topographic Survey.** This task will include ground control, field surveying and office support required to prepare a record boundary and topographic survey map of the identified project alignment. The aerial mapping shall be prepared at 40 scale with a one-foot contour interval and spot elevations shown on an approximate 50-foot grid across the site. The mapping will include substantial surface features such as buildings, fences, concrete curbs or flatwork, retaining walls, decks/patios, tree driplines, pavement, striping, and surface visible utilities. The topographic mapping will be based upon an aerial photogrammetric base sheet and supplemented by ground surveys as field conditions and project requirements dictate. Significant features obscured under tree cover that are not visible during compilation of the aerial mapping will be added as a part of the supplemental field survey efforts. The data for this survey shall be NAD 83 for horizontal and NAVD 88 or a City/County benchmark for vertical.

Detailed property line surveys for the entire length of the route would be costly and possibly unnecessary as an initial item of work. Our proposed approach is to provide the initial mapping submittal with the approximate location of right of way lines and property lines based upon record data electronically available (Assessor's map data, record maps, right of way mapping and lines of occupation). This information will be compiled to provide a product with boundary information reliable to a tolerance of approximately 2 feet, more or less.

After more detailed project alignments have been researched/determined those areas in which a 2 foot margin of error in property line location is not sufficient, more detailed field surveys can commence as a separate item of work by addendum to this contract. This work is not included in the base price.

The final product deliverable for this task will be one set of black & white contact prints, and an AutoCAD v2007 digital file topographic map and a Record Right of Way alignment file.

Task a. does not include determination or plotting of existing easements. This service can be provided as a separate item of work.

2.3 Site Inventory

We will conduct a site inventory of the study area with City staff and members of the City advisory committee, if desired. The inventory will include site photography, general assessment of traffic conditions and bicycling and walking patterns, and other features and information.

RSA will conduct a general inventory of infrastructure including paved roads, curbs and gutters, drainage features, surface utilities, fencing, railroad tracks, buildings, parking lots, and other features in the corridor, and note these features on the base maps. We will also inventory relevant traffic control devices including signals, signal coordination, signal equipment, pedestrian activation, crosswalks, curb ramps, line of sight, on-street parking, and other relevant features. Critical features will be identified more precisely as part of surveying efforts.

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Alta will conduct a general inventory of landscape features including trees, mature vegetation, landscaped areas, irrigation, amenities, benches, transit stops, and other relevant features in and around the corridor. Potential impacts on existing trees will be identified. Critical features will be identified more precisely as part of optional/future surveying efforts.

Our fieldwork effort will be documented as a memorandum on existing conditions and descriptions of field observations and site conditions. It will be accompanied by a base map mark-up with field measurements and notations. Field measurements will be taken at key constraint areas.

2.4 CEQA Initial Study

We will conduct an environmental review and prepare an Administrative Draft Initial Study as part of the screening process to identify potential issues. Given the highly-developed nature of the project area and relatively limited extent of the project, it is expected that this project will qualify for a Categorical Exemption under CEQA, or at most a Mitigated Negative Declaration. It is our intention to 'pre-mitigate' significant impacts in the planning process and therefore avoid any potential significant impacts. The Administrative Draft Initial Study will be based on review of existing environmental data and the analysis conducted for other project tasks. No additional field studies are anticipated. The document will be provided for the City to use in completing the CEQA process.

Task 2 Products

- Base mapping
- Notes of Existing Conditions
- CEQA Initial Study

Task 3. Agency and Stakeholder Coordination

We will lead the agency and stakeholder outreach process, and will develop appropriate graphic and written materials necessary to support the process.

3.1 Stakeholder Meetings and Contacts

We will meet or communicate individually with stakeholders for input on this project, including:

- Fire and Police Departments
- Community Planning
- Caltrans
- Napa Valley Wine Train
- Napa County Bicycle and Pedestrian Advisory Committee
- Property and business owners and residents along the corridor

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We propose meeting directly with key property owners on or adjacent to the corridor prior to a first public meeting. We will follow up with a second meeting bringing specific design recommendations that attempt to balance the needs of the trail users with those of the property owners. This will help avoid potential problems at the first public workshop.

We will coordinate with the City in arranging these meetings and contacts, and prepare an overall contacts list and notes.

Task 3 Products

- Project Information Sheet/Materials
- Summary of Stakeholder Interviews

Task 4. Design Development

The objective is to develop a bikeway design that minimizes traffic, property and other impacts while providing a safe and enjoyable experience, and an aesthetic enhancement to adjacent properties and the City overall. Based upon our field reconnaissance work, site analysis, and input from stakeholders, we will graphically depict bikeway design features and options that meet the City's objectives, discuss those options with the City, and ultimately arrive at a preferred treatment that will be carried forth into construction document preparation.

4.1 Design Development

The trail design, and alternative design elements, if any, will be developed to address relevant bikeway and multi-use path design criteria, including: safety and liability, function and efficiency for users, aesthetics, cost and constructability, compatibility with vehicular traffic, and compatibility with adjacent land uses.

4.2 Planning-Level Cost Estimate

We will prepare a planning level estimate for the proposed improvements, including cost for completing design, permitting, any related acquisitions, as well as all construction items. We will work with appropriate City staff to determine the likely level of operation and maintenance costs for this project

4.3 Preliminary Design Review

All materials will be incorporated into a Preliminary Design Review package. The package will include the summary of existing conditions, opportunities and constraints prepared for Task 2. It will include a preliminary bikeway layout plan, with alternatives where warranted. Typical cross sections and details will be developed for the bikeway, road, driveway, and rail crossings, and other features, conforming to the above criteria.

Plans will include schematic or conceptual plan, profile, and sections (as needed) views on the digital topographic mapping, showing all program elements, ADA access, crossing locations (unsignalized, signalized), pathway sections, signage location, and other improvements.

Napa Vine Trail, Segment 2 – Redwood Road to City Limit - City of Napa

We will transmit the schematic plans and discuss them at a meeting with City staff, potentially to include key stakeholders. Based on comments from this internal review meeting, we will then begin work on the 35% PS&Es.

Task 4 Products

- Preliminary Design Review package, incorporating:
 - Schematic plans and design details, including alternatives
 - Written description of proposed improvements
 - Planning-level cost estimate
- Administrative Draft
- Public Review Draft

Task 5. Preliminary Design (35% PS&E)

5.1 Preliminary Plans

Preliminary plans will be prepared in AutoCAD 2007 at a scale of approximately 1"= 20' using the base sheets prepared under Task 2. Preliminary design plans are anticipated to include the following sheets (assuming that 2 trail segments are stacked on each sheet):

- Cover Sheet
- Layout Sheets (4)
- Typical Sections Sheet (2)
- Drainage/Utilities Sheets (4)
- Detail Sheets (2), including pavement types, conceptual bridge layout, retaining walls (if necessary) and other features

The following elements will be reflected on the plans:

Pathway Alignment. The pathway geometrics will be shown in plan view on the layout sheets, including centerlines and edges of the path. Centerline profiles will not be prepared for the initial concepts; however, critical clearance requirements will be identified.

Access options to the pathway will also be considered from adjacent land uses. We will review existing walking and bicycling patterns, available right-of-way, crossing options, and other elements to ensure that the project is functional and integrated with the existing access routes.

Right-of-Way. We will identify the property ownership based upon available data. Where acquisition is needed, we will recommend a minimum width for path construction based upon multi-use path

Napa Vine Trail, Segment 2 – Redwood Road to City Limit - City of Napa

development standards and provide an estimate for acquisition based upon square foot costs of similar land in the vicinity.

Pathway Materials and Fixtures. We will develop a design palette of materials based on City guidelines and neighborhood and adjacent property owner preferences, standard bike path and sidewalk construction practices, and the input of the Project Designers. The objective will be to develop a coherent materials treatment that will lend the pathway a distinct and attractive identity, be and yet be affordable within the project budget.

Lighting. Existing lighting on roadways and within the corridor will be identified. New lighting or other utility services is assumed to be not a part of the project, but can be included as an option if desired.

Traffic Control Measures. We will develop traffic control measures (e.g. striping, marking, bollards, chicanes) for the bikeway, consistent with the latest state and federal standards and best practices. The design will include modifications to crosswalks, traffic calming measures, and potentially minor vehicle lane modifications. The design may include recommendations for changes to traffic signalization. Design of any signalization changes or improvements, if desired, would be provided as an optional, additional cost. All designs will conform to City and Caltrans standards, and will maximize smooth traffic flow and capacity.

Sign Plan and Schedule. We will develop a preliminary plan and schedule for traffic control and directional signs for the bikeway, and potential additions or modifications to signage directed at motorists.

5.2 Outline Specifications

We will prepare outline specifications identifying the sections and construction elements to be included. This will include manufacturer's or supplier's specifications or catalogue cut sheets of materials and fixtures represented in the plans.

5.3 Preliminary Cost Estimate

We will calculate the quantities of all project elements and prepare a preliminary estimate of probable construction cost, updating and expanding on the estimate prepared for the Project Study Report. We will work with the Department of Public Works to ensure consistency with local practices and experiences. Appropriate contingencies and other factors will be applied to the construction estimate to yield a range of probable costs. The design will be prepared and adjusted to ensure that the estimated costs are within the approved project budget, or we will work with the City to determine if the budget or project scope should be adjusted.

5.4 Plan Review and Public Draft

We will transmit the administrative draft 35% PS&E and meet with City staff to review these products. We will revise the products based on City comments, and prepare and transmit a final draft version of all materials.

5.5 City Council/Public Presentation

We will prepare a PowerPoint presentation of the preliminary plans, incorporating elements of the slide show for the Public Workshop. We will present the draft PS&E at a meeting of the City Council. Notice will be provided by the City to the stakeholders, adjacent property owners, residents and businesses, and other interested parties identified for the Public Workshop and through contacts regarding the project.

Napa Vine Trail, Segment 2 – Redwood Road to City Limit - City of Napa

5.6 Finalize Preliminary PS&E

Based on Council and public comments and direction from City staff, we will finalize the preliminary plans, outline specifications, and cost estimate and transmit as final products of this scope of work.

Tasks 6 Products

- Preliminary Plans (35%)
- Outline Specifications
- Preliminary Cost Estimate
- Presentation Materials
- Administrative and Public Drafts, and Final version, of the 35% PS&E

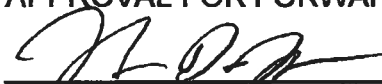
7

City of Calistoga

Staff Report

TO: Honorable Mayor and City Council
FROM: Dan Takasugi, Public Works Director/City Engineer
DATE: June 21, 2011
SUBJECT: Consideration of a Resolution Authorizing a Request to the Metropolitan Transportation Commission for the Allocation of Fiscal Year 2011/12 Transportation Development Act Article 3 Pedestrian/Bicycle Project Funding and Authorizing the City Manager to Appropriate and Adjust the 2011/12 Budget if TDA-3 Grant Funding is Approved

APPROVAL FOR FORWARDING:



Richard D. Spitler, City Manager

ISSUE:

Consideration of a Resolution authorizing a request to the Metropolitan Transportation Commission for the allocation of Fiscal Year 2011/12 Transportation Development Act Article 3 Pedestrian/Bicycle project funding and authorizing the City Manager to appropriate and adjust the 2011/12 budget if TDA-3 grant funding is approved.

RECOMMENDATION:

Adopt the Resolution.

BACKGROUND/DISCUSSION:

The Transportation Development Act (TDA), Public Utilities Code Sections 99233.3 and 99234, makes funds available in the nine-county Metropolitan Transportation Commission (MTC) Region for pedestrian/bicycle purposes. Transportation Development Act Article 3 (TDA-3) funds are intended to be used exclusively for bicycle and pedestrian projects. These funds are allocated annually to Napa County and its incorporated cities and are locally administered by the Napa County Transportation and Planning Agency (NCTPA). The TDA-3 grant program generally funds minor (low cost) pedestrian and bicycle projects and safety education.

Date: June 21, 2011

Subject: Consideration of a Resolution Authorizing a Request to the Metropolitan Transportation Commission for the Allocation of Fiscal Year 2011/12 Transportation Development Act Article 3 Pedestrian/Bicycle project funding and Authorizing the City Manager to Appropriate and Adjust the 2011/12 Budget if TDA-3 Grant Funding is Approved

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22
23 TDA Article 3 funds may be used for the following activities related to the planning and
24 construction of bicycle and pedestrian facilities:

- 25
26 ▪ Engineering expenses leading to construction;
27 ▪ Right-of-way acquisition;
28 ▪ Construction and reconstruction;
29 ▪ Retrofitting existing bicycle and pedestrian facilities, including installation of
30 signage to comply with the Americans with Disabilities Act (ADA);
31 ▪ Route improvements such as signal controls for cyclists, bicycle loop detectors,
32 rubberized rail crossings and bicycle-friendly drainage grates; and
33 ▪ Purchase and installation of bicycle facilities such as secure bicycle parking,
34 benches, drinking fountains, changing rooms, rest rooms and showers which are
35 adjacent to bicycle trails, employment centers, park-and-ride lots, and/or transit
36 terminals and are accessible to the general public.

37
38 The City has a number of desired bicycle and pedestrian projects, but minimal staff time
39 to execute the projects. Thus, the range of projects has been limited to those that can
40 be more easily accomplished within the grant deadlines.

41
42 The following project is recommended for TDA-3 grant funding application in the coming
43 year:

- 44
45 ▪ ADA-Compliant Pedestrian Curb Ramps at various intersections (\$60,000)

46
47 The City's ADA Transition Plan from February 2008, lists 211 curb ramps that are out of
48 ADA compliance for one reason or another. The total estimated cost to retrofit or install
49 new curb ramps at those 211 locations was approximately \$515,000. If TDA-3 grant
50 funds are obtained, then selected curb ramp locations will be prioritized and made
51 compliant within the amount of grant funds attained.

52
53 The City's Bicycle Advisory Committee (BAC) was not able to attain a quorum to
54 convene a meeting to recommend projects for the TDA-3 grant, prior to this staff report
55 being prepared. Thus, staff anticipates providing verbal presentation of BAC project
56 options during discussion of this issue on the June 21, 2011 Council Agenda.

57
58 The MTC and the NCTPA requires a standard model Resolution from all local agency
59 claimants for this grant. Such a model Resolution is provided here for adoption.

Date: June 21, 2011

Subject: Consideration of a Resolution Authorizing a Request to the Metropolitan Transportation Commission for the Allocation of Fiscal Year 2011/12 Transportation Development Act Article 3 Pedestrian/Bicycle project funding and Authorizing the City Manager to Appropriate and Adjust the 2011/12 Budget if TDA-3 Grant Funding is Approved

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60
61 **FISCAL IMPACT:**
62

63 The Fiscal Year 2011-2012 General Fund Capital Improvement Program – Access
64 Facility and Sidewalk Improvements Account (No. 5502) does not anticipate this
65 program funding. As such, a budget adjustment would be needed to increase the
66 program funding and appropriations to account for this TDA-3 grant if the grant funding
67 is approved by MTC. The TDA-3 grant program does not require any City matching
68 funds for these projects.
69

70 Staff recommends City Council authorize the City Manager to accept the funding (upon
71 grant approval) and approve the budget adjustment to recognize the additional revenue
72 and the corresponding expenditure for this project during FY 2011/12.
73

74 **ATTACHMENTS**

75 1. Resolution

RESOLUTION NO. 2011 -

**AUTHORIZING A REQUEST TO THE METROPOLITAN TRANSPORTATION
COMMISSION FOR THE ALLOCATION OF FISCAL YEAR 2011/12
TRANSPORTATION DEVELOPMENT ACT ARTICLE 3 PEDESTRIAN/BICYCLE
PROJECT FUNDING AND AUTHORIZING THE CITY MANAGER TO APPROPRIATE
AND ADJUST THE 2011/12 BUDGET IF TDA-3 GRANT FUNDING IS APPROVED**

WHEREAS, Article 3 of the Transportation Development Act (TDA), Public Utilities Code (PUC) Section 99200 et seq., authorizes the submission of claims to a regional transportation planning agency for the funding of projects exclusively for the benefit and/or use of pedestrians and bicyclists; and

WHEREAS, the Metropolitan Transportation Commission (MTC), as the regional transportation planning agency for the San Francisco Bay region, has adopted MTC Resolution No. 875, Revised, entitled "Transportation Development Act, Article 3, Pedestrian/Bicycle Projects," which delineates procedures and criteria for submission of requests for the allocation of "TDA Article 3" funding; and

WHEREAS, MTC Resolution No. 875, Revised requires that requests for the allocation of TDA Article 3 funding be submitted as part of a single, countywide coordinated claim from each county in the San Francisco Bay region; and

WHEREAS, the **City of Calistoga** desires to submit a request to MTC for the allocation of TDA Article 3 funds to support the projects described in Attachment B to this resolution, which are for the exclusive benefit and/or use of pedestrians and/or bicyclists.

NOW THEREFORE, BE IT RESOLVED, that the **City of Calistoga** declares it is eligible to request an allocation of TDA Article 3 funds pursuant to Section 99234 of the Public Utilities Code, and

NOW THEREFORE, BE IT FURTHER RESOLVED, that there is no pending or threatened litigation that might adversely affect the project or projects described in Attachment B to this resolution, or that might impair the ability of the **City of Calistoga** to carry out the project; and

NOW THEREFORE, BE IT FURTHER RESOLVED, that the **City of Calistoga** attests to the accuracy of and approves the statements in Attachment A to this resolution; and

NOW THEREFORE, BE IT FURTHER RESOLVED, that a certified copy of this resolution and its attachments, and any accompanying supporting materials shall be forwarded to the congestion management agency, countywide transportation planning agency, or county association of governments, as the case may be, of **Napa County** for submission to MTC as part of the countywide coordinated TDA Article 3 claim; and

NOW THEREFORE, BE IT FURTHER RESOLVED, that the **City of Calistoga**, City Council hereby authorizes the City Manager or his designee to accept and appropriate a grant for TDA-3 funding in the amount up to \$60,000 to the Access Facility and Sidewalk Fund 5502; and

NOW THEREFORE, BE IT FURTHER RESOLVED, that the City Council hereby designates the City Manager or his designee as the individual authorized to submit and carry out the project.

PASSED, APPROVED, AND ADOPTED by the City Council of the City of Calistoga at a regular meeting held this 21st day of June 2011, by the following vote:

AYES:

NOES:

ABSENT/ABSTAIN:

JACK GINGLES, Mayor

Certified to by (signature): _____
SUSAN SNEDDON, City Clerk

Resolution No. 2011 -
Attachment A

Re: Request to the Metropolitan Transportation Commission for the Allocation of Fiscal Year 2011/2012
Transportation Development Act Article 3 Pedestrian/Bicycle Project Funding

Findings
Page 1 of 1

1. That the **City of Calistoga** is not legally impeded from submitting a request to the Metropolitan Transportation Commission for the allocation of Transportation Development Act (TDA) Article 3 funds, nor is the **City of Calistoga** legally impeded from undertaking the project(s) described in "Attachment B" of this resolution.
2. That the **City of Calistoga** has committed adequate staffing resources to complete the project(s) described in Attachment B.
3. A review of the project(s) described in Attachment B has resulted in the consideration of all pertinent matters, including those related to environmental and right-of-way permits and clearances, attendant to the successful completion of the project(s).
4. Issues attendant to securing environmental and right-of-way permits and clearances for the projects described in Attachment B have been reviewed and will be concluded in a manner and on a schedule that will not jeopardize the deadline for the use of the TDA funds being requested.
5. That the project(s) described in Attachment B comply with the requirements of the California Environmental Quality Act (CEQA, Public Resources Code Sections 21000 et seq.).
6. That as portrayed in the budgetary description(s) of the project(s) in Attachment B, the sources of funding other than TDA are assured and adequate for completion of the project(s).
7. That the project(s) described in Attachment B are for capital construction and/or design engineering; and/or for the maintenance of a Class I bikeway which is closed to motorized traffic; and/or for the purposes of restriping Class II bicycle lanes; and/or for the development or support of a bicycle safety education program; and/or for the development of a comprehensive bicycle and/or pedestrian facilities plan, and an allocation of TDA Article 3 funding for such a plan has not been received by the **City of Calistoga** within the prior five fiscal years.
8. That the project(s) described in Attachment B which are bicycle projects have been included in a detailed bicycle circulation element included in an adopted general plan, or included in an adopted comprehensive bikeway plan (such as outlined in Section 2377 of the California Bikeways Act, Streets and Highways Code section 2370 et seq.).
9. That any project described in Attachment B that is a "Class I Bikeway," meets the mandatory minimum safety design criteria published in Chapter 1000 of the California Highway Design Manual.
10. That the project(s) described in Attachment B are ready to commence implementation during the fiscal year of the requested allocation.
11. That the **City of Calistoga** agrees to maintain, or provide for the maintenance of, the project(s) and facilities described in Attachment B, for the benefit of and use by the public.

Resolution No. 2011 -

Attachment B

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TDA Article 3 Project Application Form

Fiscal Year of this Claim: 2011-2012 Applicant: City of Calistoga

Contact person: Dan Takasuqi, Public Works Director

Mailing Address: 414 Washington St., Calistoga, CA 94515

E-Mail Address: dtakasugi@ci.calistoga.ca.us Telephone: 707-942-2828

Secondary Contact (in event primary not available): Bill McBride

E-Mail Address: bmcbride@ci.calistoga.ca.us Telephone: 707-942-2828

Short Title Description of Project:: ADA—Compliant Pedestrian Curb Ramps at Various Locations

Amount of claim: \$60,000

Functional Description of Project:

Improve Pedestrian Safety and ADA compliance at various intersections throughout the City, in accordance with the City's ADA Transition Plan.

Financial Plan:

List the project elements for which TDA funding is being requested (e.g., planning, environmental, engineering, right-of-way, construction, inspection, contingency, audit). Use the table below to show the project budget. Include prior and proposed future funding of the project. If the project is a segment of a larger project, include prior and proposed funding sources for the other segments.

Project Elements:

Funding Source	All Prior FYs	Application FY	Next FY	Following FYs	Totals
TDA Article 3		\$60,000			\$60,000
List all other sources:					
1.					
2.					
3.					
4.					
Totals		\$60,000			\$60,000

Project Eligibility:	YES?/NO?
A. Has the project been approved by the claimant's governing body? (If "NO," provide the approximate date approval is anticipated).	Yes June 21, 2011
B. Has this project previously received TDA Article 3 funding? If "YES," provide an explanation on a separate page.	No
C. For "bikeways," does the project meet Caltrans minimum safety design criteria pursuant to Chapter 1000 of the California Highway Design Manual? (Available on the Internet via: http://www.dot.ca.gov).	N/A
D. Has the project been reviewed by a Bicycle Advisory Committee? (If "NO," provide an explanation).	Yes
E. Has the public availability of the environmental compliance documentation for the project (pursuant to CEQA) been evidenced by the dated stamping of the document by the county clerk or county recorder? (required only for projects that include construction).	No
F. Will the project be completed before the allocation expires? Enter the anticipated completion date of project (month and year) <u>May 2012</u>	Yes
G. Have provisions been made by the claimant to maintain the project or facility, or has the claimant arranged for such maintenance by another agency? (If an agency other than the Claimant is to maintain the facility provide its name: _____)	Yes



CITY of NAPA

Project Name:

Highway 29/Napa Creek Undercrossing Feasibility Study

Requested Funding Amounts

Phase 1	Feasibility Study:	\$28,000
Phase 2	Preliminary Design (35% PS&E)	\$22,000
Phase 3	CEQA Analysis	\$50,000
Total TDA-3 Funding		\$100,000

Project Location:

Existing trail along the northern bank of Napa Creek crossing State Highway 29 at approximately post mile 11.29 in Napa, CA.

Type of Work:

Prepare a study to examine the feasibility of upgrading an existing trail to a current standards for a Class 1 Bikeway.

Project Description:

The project consists of upgrading an existing trail to a current standards for a Class 1 bikeway to provide the missing link for the Park Corridor (Segment No. 14) as identified in Napa's Bicycle Transportation Plan.

Currently, on the west side of the highway, an existing Class II bikeway from Browns Valley Road to the south and an existing Class 2/3 bikeway from Solano Avenue/Coffield Avenue to the north each terminate at the existing creek side trail. On the eastside of the highway, a new public Class 1 bikeway will be constructed along the creek as part of residential development project, but it will terminate at the westerly property line leaving a gap in the trail under the highway. This Class 1 bikeway will connect to the north-south Class II bikeway along California Boulevard and to the Clay Street Bike Boulevard which ultimately leads to the City's Clay Street parking garage downtown which will have new bicycle locker facilities installed in summer 2011.

Benefits to Bicycle Commuters

Since the 1960's, when State Highway 29 bisected the City of Napa, only one east-west Class I bikeway has been developed across it (on the north end of town at Trancas Blvd). There are other highway overcrossings to the south (Lincoln St., First St., and Old Sonoma Blvd), but each of these locations are problematic for bicyclists (and pedestrians) as evidenced by the Collision Map enclosed.

There also exists trail under the highway along Napa Creek, and despite its non-standard geometrics and somewhat precarious access points, it is still a far safer route than the other overcrossings because those functionally obsolete facilities weren't generally designed to accommodate bicycles or pedestrians.

This project will study the feasibility of upgrading the existing trail undercrossing to allow bicycle commuters and pedestrian to safely cross the highway and continue into downtown. Conversely, residents living in downtown will be able to safely travel to the commercial shopping center located to the east side of the highway without conflict.

Once completed, a new Class I bikeway crossing's benefits are two-fold; (1) It will provide a safe alternative to the nearby functionally obsolete overcrossings; and (2) It will also improve the safety and accessibility of the existing trail.

Expected Increase in Bicycle Commuters

The Park Corridor, as identified in the Bicycle Transportation Plan (BTP), links nearby residential areas with downtown Napa east of the highway and a large outlet shopping mall on the west side of the highway. Approximately 35,000 residents live in the residential neighborhood west of the highway or in the residential areas in downtown Napa.

The BTP estimates 1.5% of these residents commute for work or recreation. These bicyclists are currently forced to use one of the several on-street highway overcrossings or the substandard creek trail undercrossing. These crossings are either Class II, Class III or unmarked for bicyclists and these intersections across the highway are some of the most frequent accident areas as evidenced by the Collisions Map. It is estimated between 500 to 1,000 bicyclists use the existing creek trail undercrossing per day.

Safety is a large factor in bicycle ridership. Moreover, perceived lack of safety is significant barrier to increasing ridership, especially among regular bicyclist and children. Napa's General Plan, *Envision Napa 2020* predicts another 0.5% increase in ridership once the projects identified in the Future Bikeway System are completed, so it is reasonable to expect an increase in ridership to between 5,000 and 7,000 bicyclist per day would eventually use this new Class I bikeway.

Best Alternative

The project is the most cost-effective alternative because it will upgrade and re-use existing facilities rather than constructing expensive new ones.

The localized alternative would be to construct a new aerial pedestrian/bicycle facility above the highway. Regional alternatives would require widening or replacing functionally obsolete highway overcrossings at either First Street or Lincoln Avenue.

The project location is the best alternative because it will link the existing Class II bikeway from Browns Valley Road Class II bikeway and the existing from Solano/Coffield Avenue Class II/III bikeway with a new Class I bikeway along Napa Creek. This Class I bikeway will connects to the existing north-south Class II bikeway along California Boulevard and to the Clay Street Bike Boulevard which ultimately leads to the City's Clay Street parking garage downtown which will have new bicycle locker facilities installed in summer 2011.

The crossing location has been identified in the City's General Plan and Bicycle Transportation Plan for many years, and it ranks on the Bicycle and Trails Advisory Commission project list as the #1 priority.

In addition the Project enjoys great support from the community and the City is prepared to begin the feasibly study immediately. Assuming the study finds the undercrossing to be feasible, the project could be designed and built within a very short time frame, likely opening in Summer 2012, and it will provides enormous benefit to our community.

Community Involvement

The project has been identified in the City's General Plan and Bicycle Transportation Plan for many years, and it ranks on the Bicycle and Trails Advisory Commission project list as the #1 priority.

As you will see from the enclosed letters, the project enjoys great support from the community and the City is prepared to begin the feasibly study immediately. Assuming the study finds the undercrossing to be feasible, the project could be designed and built within a very short time frame, likely opening in Summer 2012.

In addition, the developer of the multifamily site to the east of the trail has agreed to construct the Class I bikeway along their property frontage and this aspect of their project enjoyed great community support during the public hearing process.

The Public Works Department will coordinate the design and construction of the project and the Park and Recreation Department will assume responsibility for maintenance upon completion.

Usage Restrictions

The facility will have unrestricted usage times. The project will be proposing appropriate lighting to illuminate the undercrossing which will remain on during the night hours. This path will be a resource for commuters and recreational users who will use the path at all hours of the day.

The project may require frequent policing, especially in the initial stages after opening since people tend to congregate under crossings, especially near creeks. As part of the feasibility study, the local police will be contacted to discuss policing procedures for this new undercrossing.

Jason B. Holley, P.E.
Senior Civil Engineer
Development Engineering Division
City of Napa Public Works Department
(707) 257-9372 (direct)
(707) 257-9522 (fax)
jholley@cityofnapa.org (email)

Eliot,
Here is the project for the TDA-3 funds.

Project Description:

Rowena Lane Sidewalk Amount Requested **\$169,000**

The proposed project consists of construction of approximately 1560 linear feet of sidewalk improvements curb, gutter, curb ramps per ADA current standards. Minor street asphalt concrete conforms to match new curb and gutter.

Sidewalk, curb and gutter improvements will consist of a standard 5 foot width which will allow for the separation of students and other pedestrians from vehicular traffic.

The proposed project is located in western Napa, on Rowena Lane between Browns Valley Road and Partrick Road. The project site is approximately 460 feet from the school grounds and is a major route for children walking to Browns Valley Elementary School.

This proposed project: Rowena Lane Sidewalk has no right of way conflict or known utility conflicts.

The following is a description of the student population for Snow Elementary School:

Socio-economic status: Middle class

Socio-economically disadvantaged: 16%

Transportation options: Vehicle, bus, walking, biking

School type: Suburban

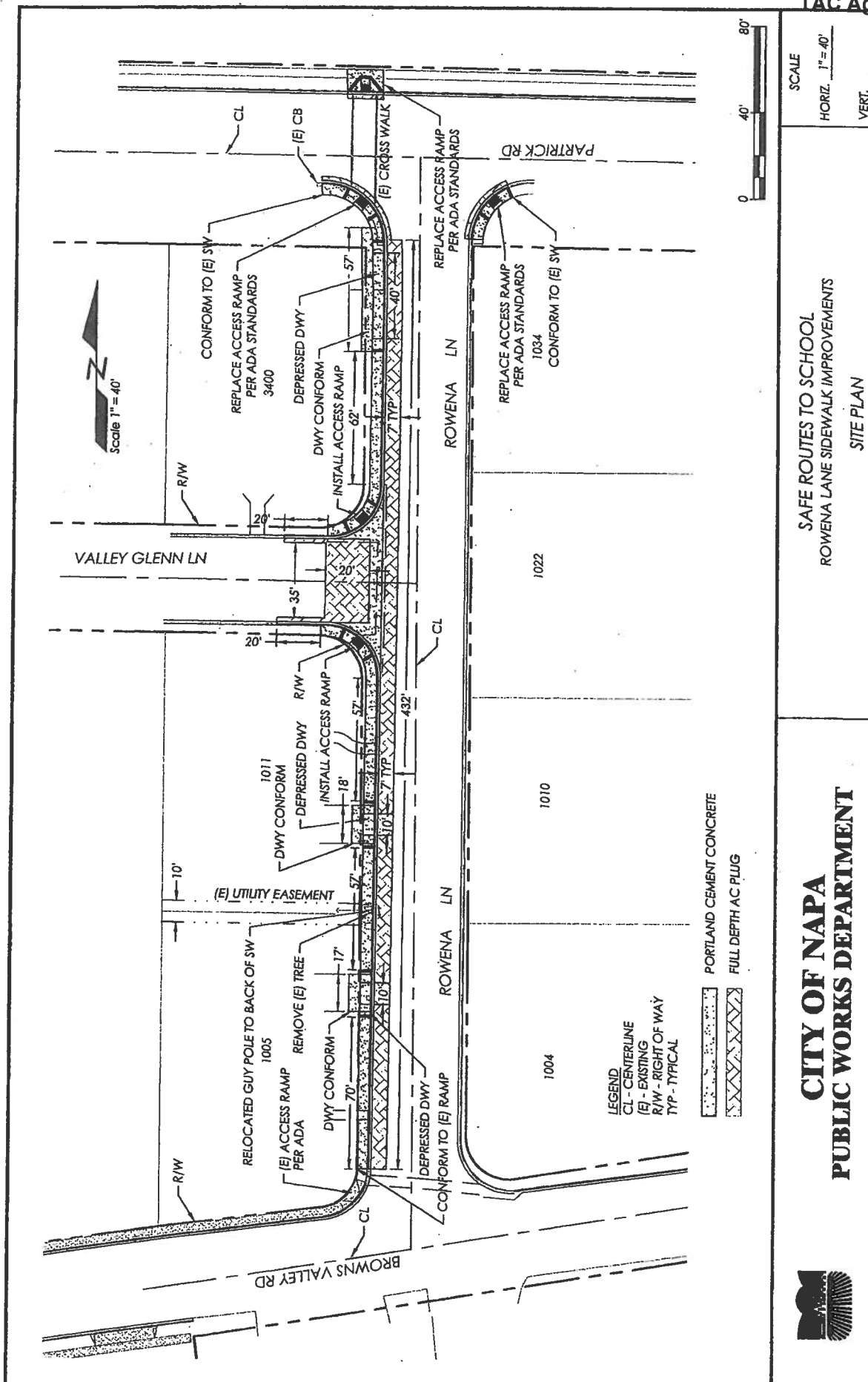
A **site plan** for improvements and preliminary **cost estimate** are attached.

Please call me if you have any questions.

Helena

707 257 9623





Detailed Engineer's Estimate For Construction Items Only					
Agency: City of Napa, Public Works Department					
Project Name: Safe Routes to School Cycle 9- Rowena Drive Sidewalk					
Project Location: Rowena Drive, Napa, California					
Date of Estimate: July 15, 2010					
Prepared by: TAB, HCF					
Item No.	Description	Quantity	Units	Unit Cost	Total
1	WATER POLLUTION CONTROL PROGRAM	1	EA	\$1,000.00	\$1,000
2	MOBILIZATION	1	EA	\$3,500.00	\$3,500
3	TRAFFIC CONTROL SYSTEM	1	EA	\$5,000.00	\$5,000
4	CLEARING, GRUBBING AND LANDSCAPE RESTORATION	1	EA	\$1,000.00	\$1,000
5	REMOVE AND DISPOSE PCC CURB AND GUTTER	450	LF	\$15.00	\$6,750
6	REMOVE AND DISPOSE PCC FLATWORK	1950	SF	\$4.00	\$7,800
7	REMOVE & DISPOSE OF STREET TREE (11"-20")	1	EA	\$550.00	\$550
8	RELOCATE STREET SIGN	2	EA	\$200.00	\$400
9	INSTALL PCC CURB & 12" GUTTER	450	LF	\$35.00	\$15,750
10	INSTALL PCC VALLEY GUTTER (6")	505	SF	\$10.00	\$5,050
11	INSTALL PCC DRIVEWAY (6")	940	SF	\$10.00	\$9,400
12	INSTALL PCC SIDEWALK	1560	SF	\$8.00	\$12,480
13	INSTALL PCC CURB RAMP	5	EA	\$3,000.00	\$15,000
14	FULL DEPTH ASPHALT CONCRETE PLUG (7.5")	3750	SF	\$8.50	\$31,875
CONSTRUCTION TOTAL:					\$115,555

PER APPLICATION

PS&E	\$20,000
R/W (Survey & RoE Conforms)	\$8,000
Const Engr, Testing & Inspection	\$10,000
Subtotal	\$153,555
Contingency (10% **)	\$15,356
Total Proj Cost	\$168,911

**For purposes of the SR2S grant application
contingency can be used for all items