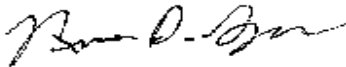


City of Calistoga

Staff Report

TO: Honorable Mayor and City Council
FROM: Michael Kirn, Public Works Director/City Engineer
DATE: October 15, 2013
SUBJECT: Resolution of the City Council of the City of Calistoga, County of Napa, State of California authorizing the filing of an application for funding assigned to the Metropolitan Transportation Commission and committing any necessary matching funds and stating the assurance to complete the Project.

APPROVAL FOR FORWARDING:



Richard D. Spitler, City Manager

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2 **ISSUE:**
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4 Consideration of a Resolution of the City Council of the City of Calistoga, County of
5 Napa, State of California authorizing the filing of an application for funding assigned to
6 the Metropolitan Transportation Commission and committing any necessary matching
7 funds and stating the assurance to complete the Project.
8

9 **RECOMMENDATION:**

10 Adopt the Resolution.
11
12

13 **BACKGROUND:**
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15 As the Regional Transportation Planning Agency for the Bay Area, the Metropolitan
16 Transportation Commission (MTC) is responsible for developing regional project
17 priorities for the RTIP for the nine counties of the Bay Area. The biennial Regional
18 Transportation Improvement Program (RTIP) is then submitted to the California
19 Transportation Commission (CTC) for inclusion in the State Transportation
20 Improvement Program (STIP).
21

22 The STIP is a multi-year capital improvement program of transportation projects on and

23 off the State Highway System, funded with revenues from the State Highway Account
24 and other funding sources. The STIP is composed of two sub-elements: the RTIP and
25 the Interregional Transportation Improvement Program (ITIP).

26
27 MTC, in cooperation with NCTPA, the other Bay Area Congestion Management
28 Agencies (CMA) and Caltrans, is currently preparing the 2014 RTIP. On July 17, 2013
29 the Napa County Transportation and Planning Agency (NCTPA) issued a call for
30 projects for funding under the 2014 Regional Transportation Improvement Program
31 (RTIP). For Napa County jurisdictions, the fund estimate is \$6.873M.

32
33 In the last RTIP (2012) the jurisdictions of Napa opted to program \$3.825M in Local
34 Streets and Roads (LSR) funding due to the declining condition of pavement in each
35 jurisdiction. The CTC awarded Napa half the amount of funding it applied for in LSR
36 funding and took the position that regions that allocate such funds to LSR have no
37 regionally significant projects and therefore do not warrant additional matching funds
38 from the CTC for other major projects, such as the Soscol Flyover, Hwy 29 Airport
39 interchange, etc.

40
41 **DISCUSSION:**

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43 Pursuant to the July 18th call for projects staff submitted the following projects for consideration:
44

| Project | Funding Request |
|--|------------------------|
| Fair Way Extension, Class I Bike Path Project | \$500,000 |
| Pioneer Park Bicycle/Pedestrian Bridge over Napa River | \$900,000 |
| SR 128 / Petrified Forest Rd. Traffic Signal | \$580,000 |
| SR 128 / Lincoln Avenue Planning Documents | \$300,000 |
| Calistoga Local Streets and Roads Paving | \$750,000 |

45
46 At the September 5, 2013 NCTPA Technical Advisory Committee meeting NCPTA staff
47 and Executive Director provided a summary of the requests for funding they received in
48 response to their July 15, 2013 call for projects. The total amount of funding requested
49 was over \$15m. NCTPA staff discussed their understanding of CTC's position that in
50 their opinion projects requesting funding should be on the state highway system or of a
51 regional significance.

52
53 At the October 3rd NCTPA Technical Advisory Committee meeting NCPTA staff
54 reinforced the need to prioritize projects to align with the "regionally significant" mantra.
55 The TAC agreed that given the diminishing dollars available for transportation projects
56 priority should be given to street improvement projects to the extent that a jurisdiction
57 has a street improvement project that meets the regional criteria.

58 Given the previous position of the CTC that local street rehabilitation projects should not

59 be funded, and their policy that projects should be on the state highway system and/or
60 of a “regionally significant” nature, staff identified the traffic signal at Petrified Forest as
61 having the best chance of competing for funds.

62
63 Due to the timing of the available funds the project is not scheduled to start until FY
64 16/17. The project will take several years to complete with engineering in FY 15/16,
65 Right-of-way acquisition in FY 16/17 and construction in FY 17/18.

66
67 Approval of the recommended resolution authorizes staff to file the application, commits
68 to the any necessary matching funds and states our assurance to complete the project.

69

70 **FISCAL IMPACT:**

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72 The total cost of the signalization is \$650,000. If our application is approved the City
73 would need to contribute \$70,000 towards the project. Funds for the local match are
74 available in the Traffic Signal Impact Fee Fund. If we are successful in our application
75 staff will include the anticipated expenditures in future CIP budgets.

76

77 **ATTACHMENT:**

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79 Resolution

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