



Agenda Date: 6/7/2005
Agenda Placement: 6S

NAPA COUNTY BOARD OF SUPERVISORS Board Agenda Letter

TO: Board of Supervisors
FROM: Michael Stoltz for Robert Peterson - Director
Public Works
REPORT BY: Janet Walker, Assistant Engineer , 259-8383
SUBJECT: Oakville Crossroad Bridge Replacement Project - Authorize Program Supplement Agreement No. 007-M1 with the California Department of Transportation

RECOMMENDATION

Director of Public Works requests approval of and authorization for the Chair to sign Program Supplement Agreement No. 007-M1 with the California Department of Transportation to Administering Agency-State Agreement No. 04-5921 for the "Oakville Crossroad Bridge Replacement Project," RDS 05-05.

EXECUTIVE SUMMARY

Approval of Program Supplemental Agreement No. 007-M1 to Administer Agency-State Agreement 04-5921 will set up an instrument by which Caltrans can reimburse the County with Federal funding programmed for the preliminary engineering phase of the Oakville Crossroad Brige Replacement Project.

FISCAL IMPACT

Is there a Fiscal Impact?	Yes
Is it currently budgeted?	Yes
Where is it budgeted?	Roads Department
Is it Mandatory or Discretionary?	Discretionary
Discretionary Justification:	Caltrans Program Supplemental Agreement No. 007-M1 will allow the County to receive the Federal Highway Administration (FHWA) bridge rehabilitation grant in the amount of \$436,000 to complete the design phase to replace the Oakville Crossroads Bridge
Is the general fund affected?	No

Future fiscal impact:	The design of this project will continue in FY 05-06. The grant covers \$436,000 and the balance of the required funds of \$109,000 will come from appropriated Road's fund balance. Total preliminary engineering design costs are estimated at \$545,000.
Consequences if not approved:	The County has received grants to complete the design of the Oakville Bridge Replacement Project in the amount of \$436,000. By not approving this project these funds will be forfeited.
Additional Information:	None

ENVIRONMENTAL IMPACT

ENVIRONMENTAL DETERMINATION: The proposed action is not a project as defined by 14 California Code of Regulations 15378 (State CEQA Guidelines) and therefore CEQA is not applicable.

BACKGROUND AND DISCUSSION

This project began in May 1996, and did not progress due to unanticipated environmental issues related to cultural resources. The Federal Highway Administration (FHWA) and the State Historical Preservation Office (SHPO) had differing views of the extent of impact on the cultural resources as well as on the Area of Potential Effects and could not come to an agreement so that environmental clearance could be issued for the project. When the issue was not resolved after a number of years, the State Historical Preservation Office (SHPO) withdrew from consultation and the environmental phase of the project could not be completed.

The California Department of Transportation and FHWA, the project sponsoring agencies, have recently been working diligently toward resolving the issue so that the project can move forward. Consensus has been reached on the Area of Potential Effects and on the Findings of Effect and Data Recovery Plan to be implemented should any cultural resources be encountered during the course of construction. These documents have been forwarded to the National Advisory Council on Historical Preservation which has agreed to participate in the project in lieu of SHPO. The Advisory Council has the authority to execute a Memorandum of Agreement, allowing the completion of the environmental phase and therefore allowing the County to clear the greatest hurdle the project has encountered. The Area of Potential Effects and the Data Recovery Plan will mainly be limited to the existing right-of-way, with minor easements required on the river banks and along the shoulders of the approach roadways.

Once the environmental phase is cleared, the project will move into the right of way phase. As the easements are minimal and located on land unsuitable for vineyard development, the right of way phase is anticipated to go smoothly and expeditiously. From there the project will move into the construction phase; which is expected to take approximately two years for project construction completion.

The initial project budget award was \$704,000. In the ensuing years the project budget award has been amended several times, most recently on March 14, 2005 resulting in the current project budget of \$2,988,548. Of this amount, 80% is federally funded, with the remaining 20% being local matching funds.

In anticipation of resolution, a request was presented to CalTrans for an amendment to the amount authorized for the Preliminary Engineering phase. The funding amendment from \$320,000 to \$436,000 was authorized by the Federal Highway Administration (FHWA) and CalTrans on April 18, 2005. The purpose of the Program Supplement Agreement is to set up an instrument by which the California Department of Transportation (CalTrans) can reimburse the County for Preliminary Engineering expenses incurred up to environmental clearance, which is

expected to happen during Fiscal Year 2006. The budgeted amount for the Preliminary Engineering Phase is \$545,000, with \$436,000 coming from Federal funds and \$109,000 from local funds. \$545,000 is part of the \$2,988,548 programmed project budget.

SUPPORTING DOCUMENTS

None

CEO Recommendation: Approve

Reviewed By: Andrew Carey