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Napa County Transportation and Planning Agency (NCTPA)

Board of Directors

AGENDA

Wednesday, January 19, 2011

1:30 p.m.

**NCTPA/NVTA 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 NCTPA Board of Directors are posted on our website at www.nctpa.net/m_a.cfm at least 72 hours prior to the meeting and will be available for public inspection, on and after at the time of such distribution, in the office of the Secretary of the NCTPA Board of Directors, 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 the present members of the Board at the meeting will be available for public inspection at the public meeting if prepared by the members of the NCTPA Board 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 Board on any item at the time the Board 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 Board Secretary. Also, members of the public are invited to address the Board 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 Karrie Sanderlin, NCTPA Board Secretary, at (707) 259-8631 during regular business hours, at least 48 hours prior to the time of the meeting.

This Agenda may also be viewed online by visiting the NCTPA website at www.nctpa.net, click on Minutes and Agendas – NCTPA Board or go to www.nctpa.net/m_a.cfm

ITEMS

1. Call to Order – Chair Jim Krider
2. Pledge of Allegiance
3. Roll Call

Members:

Joan Bennett	City of American Canyon
Leon Garcia, Mayor	City of American Canyon
Michael Dunsford	City of Calistoga
Jack Gingles, Mayor	City of Calistoga
Jim Krider	City of Napa
Jill Techel, Mayor	City of Napa
Keith Caldwell	County of Napa
Bill Dodd	County of Napa
Del Britton, Mayor	City of St. Helena
Sharon Crull	City of St. Helena
Lewis Chilton	Town of Yountville
John F. Dunbar, Mayor	Town of Yountville
JoAnn Busenbark	Paratransit Coordinating Council

4. Public Comment
5. Chairperson, Board Members' and Metropolitan Transportation Commission (MTC) Update
6. Directors Update
7. Caltrans Update

8. CONSENT ITEMS (8.1 – 8.9)

RECOMMENDATION

- 8.1 Legislative Report December 2010 (*Pages 9-15*)

INFORMATION

- 8.2 Approval of Resolution No. 11-01 Authorizing the Submission of a Federal Transit Administration (FTA) Section 5311 Grant Application with the California Department of Transportation (Caltrans) (Tom Roberts) (*Pages 16-19*)

APPROVE

Board action will approve Resolution No. 11-01 authorizing the agency to submit a grant application for FTA 5311 funds in the amount of \$221,325 toward the purchase of one new replacement Trolley to serve the Town of Yountville.

- 8.3 Approval to Purchase Four Replacement Vehicles to Serve the Communities of Calistoga and St. Helena (Deborah Brunner) *(Pages 20-30)* APPROVE

Board action will (1) approve the purchase of four Class A narrow body cutaway, gas powered engine buses, and (2) authorize the Executive Director to issue a purchase agreement with Creative Bus Sales under NCTPA's membership with CalACT (California Association for Coordinated Transportation).

- 8.4 Agreement with the Napa County Office of Education to Continue and Expand the Countywide Safe Routes to School Program Agreement with the Napa County Office of Education (Eliot Hurwitz) *(Pages 31-36)* APPROVE

Board action will approve an agreement with the Napa County Office of Education for the countywide Safe Routes to School Program project.

- 8.5 Approval of Resolution No. 11-02 Creating a Classification Structure Based on the Compensation Study for the Agency Employees (Karrie Sanderlin) *(Pages 37-41)* APPROVE

Board action will (1) approve Resolution No. 11-02 creating a Classification Structure based on the compensation study for the Agency employees, and (2) Authorize and direct the Executive Director to work to match these classification titles to a position that most closely aligns with each qualification. Further, that a gap analysis be preformed to identify any training needs or special accommodations to help ensure a smooth transition and minimal impact to the agency. The Executive Director will report back to the Board during the presentation of the first reading of the FY 11/12 budget at its March meeting prior to implementation

- 8.6 Agricultural Worker Vanpool Program (AWVP) Update (Alberto Esqueda) *(Pages 42-43)* INFORMATION

The Board will be asked to provide direction on continuation, suspension, or reorganization of the AWVP program. This item will be brought back for action at the February Board meeting.

- 8.7 Approval of Resolution No. 11-03 Authorizing the Executive Director to Sign Agreements/Documents with or for the California Department of Transportation (Caltrans) and the Federal Highway Administration (FHWA) to Receive Funding and to Deliver Transportation Projects (Eliot Hurwitz) *(Pages 44-50)* APPROVE

Board action will approve Resolution 11-03 authorizing the NCTPA Executive Director or Acting Executive Director to sign, upon Board approval, Master, Supplemental, Fund and/or fund transfer and Cooperative Agreements and Right-of-Way Certifications.

- 8.8 Supporting a Subregion Formation for the 2014-22 Regional Housing Needs Allocation (RHNA) Process (Danielle Schmitz) *(Pages 51-55)* INFORMATION

An update on the Subregions formation for the 2014-22 RHNA process will be provided. This item will be brought back for action at the February board meeting.

- 8.9 Approval of Resolution No. 11-04 Authorization for the Execution of the Certifications and Assurances for the Public Transportation Modernization Improvement, and Service Enhancement Account Bond Program (Tom Roberts) *(Pages 56-60)* APPROVE

Board action will approve Resolution No. 11-04 authorizing the receipt of Proposition 1B funding Certification and Assurances and Authorized Agent language.

9. REGULAR AGENDA ITEMS – TRANSPORTATION

RECOMMENDATION

- 9.1 FY 09/10 Independent External Audit Report for NCTPA (Antonio Onorato) (*Pages 61-64*)

ACCEPT AND FILE

Board action will accept and authorize the Executive Director to file the FY 09/10 NCTPA financial audit and the return of \$1,766,285 to the County's Local Transportation Fund.

- 9.2 Transit Efficiency Committee Report (Paul W. Price) (*Pages 65-76*)

INFORMATION

Staff will provide a report of the December 15, 2010 TEC meeting.

- 9.3 Corridor System Management Plan (CSMP) SR-12 (Eliot Hurwitz) (*Pages 77-124*)

APPROVE

Board action will accept the Corridor System Management Plan SR-12 as proposed by Caltrans.

10. INTERJURISDICTIONAL ISSUES FORUM

RECOMMENDATION

- 10.1 Napa County Arts and Cultural Commission Governance Restructure (Paul W. Price) (*Pages 125-129*)

APPROVE

Board action will move forward with the creation of alternative governance in the form of a hybrid nonprofit. The nonprofit, or a subcommittee thereof, would continue to act in the capacity of NCTPA's Advisory Committee on issues related to county-wide art planning.

- 10.2 County/Cities Ordinances – Signage as Related to Public Art "The Values Project" (Paul W. Price) (*Pages 130-135*)

INFORMATION

This report is being presented to the NCTPA Board for dissemination to member jurisdictions, with direction back to NCCAC to disseminate this information more broadly.

10.3 Interjurisdictional Issues Discussion Forum and Information Exchange

INFORMATION

Board Members are encouraged to share specific new projects with interjurisdictional impacts.

11. **CLOSED SESSION**

11.1 **CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION** (Government Code Section 54956.9(a))

NCTPA v. Greenberg - Napa County Superior Court Case No. 10UD00360

NCTPA v. Jensen - Napa County Superior Court Case No. 10UD00361

NCTPA v. Gibson - Napa County Superior Court Case No. 10UD00362

NCTPA v. Evensen - Napa County Superior Court Case No. 10UD00363

12. **ADJOURNMENT**

RECOMMENDATION

12.1 Approval of Meeting Date of February 16, 2011 and Adjournment

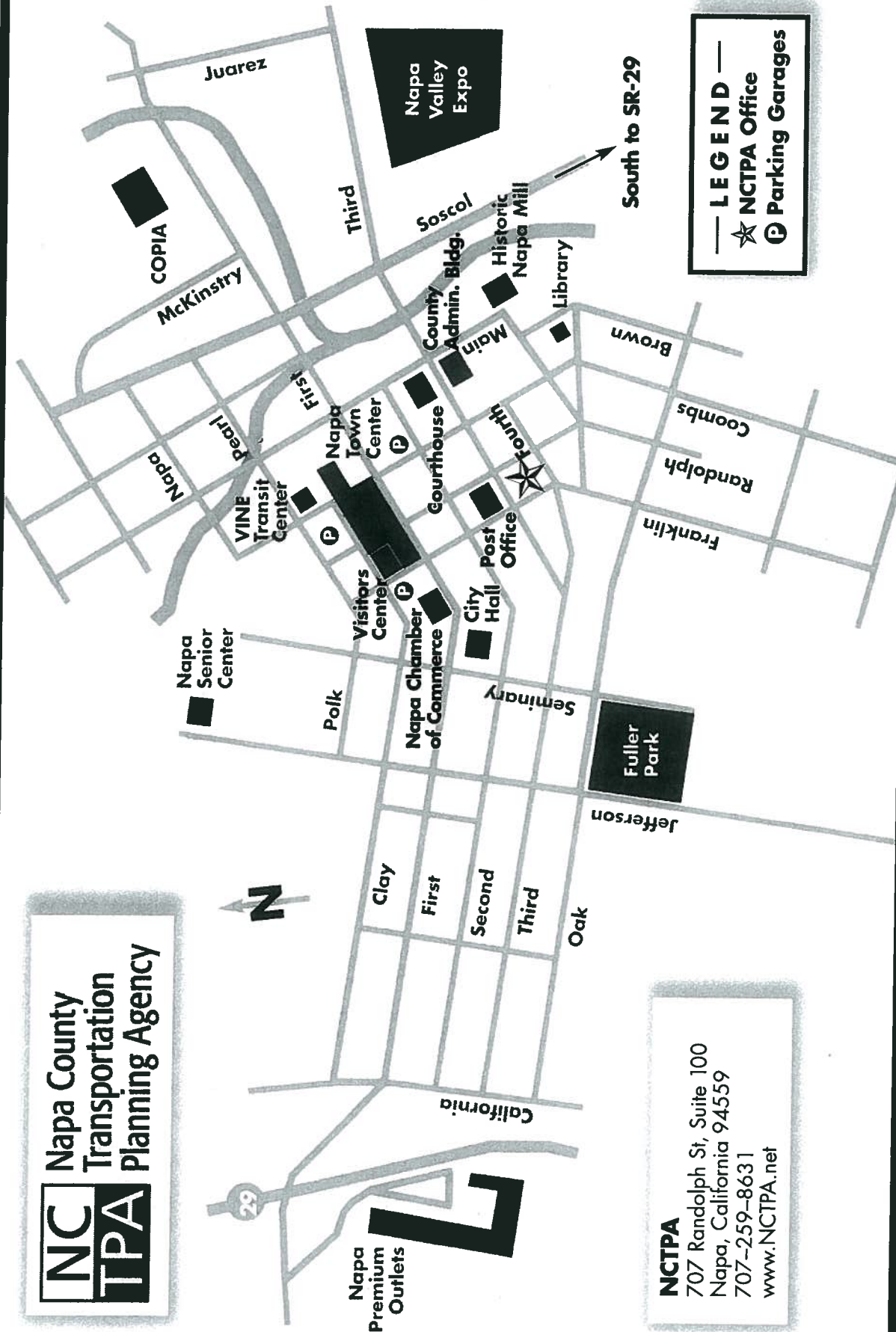
APPROVE

NCTPA BOARD MEMBERS AND ALTERNATES *

	<u>Agency</u>
Leon Garcia, Delegate Joan Bennett, Delegate Vacant, Alternate	City of American Canyon
Jack Gingles, Delegate Michael Dunsford, Delegate Karen Slusser, Alternate	City of Calistoga
Jill Techel, Delegate Jim Krider, Delegate Peter Mott, Alternate	City of Napa
Keith Caldwell, Delegate Bill Dodd, Delegate Diane Dillon, Alternate Mark Luce, Alternate	County of Napa
Del Britton, Delegate Sharon Crull, Delegate Vacant, Alternate	City of St. Helena
John F. Dunbar, Delegate Lewis Chilton, Delegate Margie Mohler, Alternate Marita Dorenbecher, Alternate	Town of Yountville
JoAnn Busenbark, Delegate	Paratransit Coordinating Council
Jim Krider, NCTPA Chair Keith Caldwell, NCTPA Vice-Chair	
Paul W. Price NCTPA Executive Director – (707) 259-8634	

* As of January 2011

NC Napa County
TPA Transportation
 Planning Agency



NCTPA
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MEMORANDUM

TO: Interested Parties

FROM: Kurt Evans, Government Affairs Manager
Santa Clara Valley Transportation Authority

DATE: December 30, 2010

RE: Monthly Legislative Summary for December 2010

FEDERAL

Bush-Era Tax Cuts: President Barack Obama signed into law legislation to extend jobless benefits and all of the expiring Bush-era tax cuts after it passed the House despite strong opposition from liberal Democrats. Side-stepping discontent within their own party that threatened to derail the measure, House Democratic leaders joined Republicans in turning back proposed last-minute changes that would have sent the legislation back to the Senate for another vote. The contentious negotiations underscored the anger that many House Democrats felt toward the bill, which represented a compromise between the President and GOP congressional leaders. By contrast, the measure drew support from 44 Democrats and 37 Republicans in the Senate, among the most bipartisan votes on a controversial issue in that chamber in years.

Bowing to pressure from the GOP, which made significant gains in last month's midterm elections, President Obama agreed to a two-year extension of the Bush-era tax cuts for all income levels, and backed off targeting the reductions solely at individuals with taxable incomes of \$200,000 or less and families with taxable incomes of \$250,000 or less. In return, Republicans accepted an extension of jobless benefits for the long-term unemployed for another 13 months. Without this provision, roughly 7 million workers would have faced the prospect of losing their benefits in the coming year. In addition, the bill:

- Cuts employees' Social Security taxes by 2 percentage points—from 6.2 percent to 4.2 percent—for one year. The White House estimates that this provision will reduce payroll taxes by \$120 billion next year for 155 million workers.
- Reduces the estate tax. This tax was repealed in 2010, but is scheduled to return next year with a top rate of 55 percent on the portion of estates above \$1 million for individuals and \$2 million for couples. For a two-year period, the bill allows individuals to pass up to \$5 million onto their heirs tax-free. For couples, it would be up to \$10 million. Inheritances above those amounts would then be taxed at 35 percent.

- Protects millions of Americans from seeing their taxes raised in 2010 and 2011 under the alternative minimum tax (AMT).
- Provides a credit for taxpayers who make energy-efficient improvements to their homes.
- Extends a deduction for mortgage insurance premiums through 2011.
- Extends for two years a child tax credit that allows eligible families to reduce their federal tax bill by up to \$1,000 for each qualifying child under the age of 17.
- Extends several tax breaks designed to reduce the cost of paying for college.

The legislation includes extensions for two tax provisions related to public transportation. First, it provides a one-year extension of the transit commuter benefit level established under the American Recovery and Reinvestment Act (ARRA). Under ARRA, the transit commuter pre-tax benefit was raised to \$230 per month from \$120, achieving parity with the parking benefit. Without the bill, this benefit would have reverted back to \$120 per month on January 1, effectively raising taxes on employers and public transit riders. Second, the legislation includes an extension of the alternative fuels tax credit to January 1, 2012. This provision actually expired at the end of 2009, but the tax credit will be applied retroactively to cover fuel purchased in 2010. The alternative fuels tax credit allows public transit agencies that use compressed natural gas (CNG) and liquefied natural gas (LNG) to receive a tax refund equivalent to a 50-cent-per-gallon credit.

The Congressional Budget Office (CBO) estimates that the legislation will cost \$858 billion over 10 years, adding more to the federal deficit than ARRA.

FY 2011 Appropriations: Lawmakers were unable to pass an omnibus appropriations bill. Instead, they opted for a stopgap continuing resolution to keep the federal government running through March 4, 2011. The resolution will give the new 112th Congress, which will convene in January, the opportunity to complete the appropriations process for FY 2011. Many congressional leaders, particularly within the new GOP majority in the House, have said they will attempt to reduce the overall level of spending for FY 2011 to help reduce the federal budget deficit.

The continuing resolution includes an extension of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), the current law governing federal surface transportation programs, through March 4. This is the sixth short-term extension of SAFETEA-LU since the original authorization expired on September 30, 2009. Incoming House Transportation and Infrastructure Committee Chairman John Mica (R-FL) has indicated that the drafting of a new, long-term surface transportation authorization bill to replace SAFETEA-LU will be a top priority when Congress returns in January.

Surface Transportation Authorization: Although committee leadership appointments and committee member assignments will not take place until after January 5 when the new 112th Congress begins, a number of chair positions are reasonably assured, including that of Congressman Mica, who is expected to head the House Transportation and Infrastructure Committee. Since the November 2 midterm elections, Mica has provided a number of signals about the direction he intends to take in developing a

surface transportation authorization bill to replace SAFETEA-LU. Mica's main goals for authorization legislation, which he hopes to pass during the first six months of 2011 before presidential politics monopolize the agenda, are: (1) stabilizing the Highway Trust Fund; (2) leveraging existing revenues; and (3) streamlining project delivery.

In terms of stabilizing the Highway Trust Fund, Mica does not support a gas tax increase at this time. Instead, he is looking to: (a) reprogram unused and underutilized money; (b) focus primarily on funding programs of national interest; (c) increase accountability and transparency in part through greater use of performance measures; and (d) discontinue many of the discretionary transportation programs, such as the Transportation Investment Generating Economic Recovery Program (TIGER) and high-speed rail, and, instead, send more federal money to the states on a formula basis. He is also considering the option of bringing surface transportation programs in line with existing Highway Trust Fund revenues, which would mean a federal highway program in the range of \$35 billion per year, down from \$42 billion in FY 2010, and a \$5 billion public transit program, down from \$10 billion.

With regard to leveraging existing resources, Mica wants to facilitate public-private partnerships; maximize tolling for new highway capacity, but not on existing lanes; expand State Infrastructure Banks; and encourage Private Activity Bonds, Build America Bonds and a new class of qualified tax credit bonds. He is generally not supportive of a National Infrastructure Bank, particularly if it primarily makes grants versus loans, and believes a better approach is to expand and enhance the existing Transportation Infrastructure Finance and Innovation Act (TIFIA) financing program.

As for project delivery, some of the ideas that Mica is considering include requiring hard deadlines for federal agency approvals; expanding the list of categorical exclusions under the National Environmental Policy Act (NEPA); allowing more activities to be undertaken prior to NEPA clearance, such as right-of-way acquisition; and allowing states to take more responsibility for the NEPA process.

Debt Commission: On December 3, the bipartisan National Commission on Fiscal Responsibility and Reform, by a vote of 11-7, approved its plan to cut federal deficits by \$3.9 trillion over the next decade. President Obama created the commission in February by executive order, charging it with identifying policies to improve the federal government's fiscal situation in the near term and to achieve fiscal sustainability over the long run. It was co-chaired by Democrat Erskine Bowles, a former White House chief of staff under President Bill Clinton, and former Republican Sen. Alan Simpson of Wyoming. The 11 supporters of the panel's plan consisted of five Democrats, five Republicans and one independent. While the number fell short of the 14 needed to move the plan directly to Congress for a vote, the bipartisan nature of the commission majority is likely to make its recommendations influential in future congressional debates on the federal deficit.

With regard to transportation, the plan suggests that Congress "fully fund the transportation trust fund instead of relying on deficit spending." Specifically, the commission recommends raising the federal gas tax by 15 cents per gallon between 2013 and 2015, and ending the practice of using General Fund revenues to prop up the Highway Trust Fund. In addition, the commission recommends adjusting the way that transportation is treated in the federal budget. Specifically, the plan suggests moving transportation from the discretionary side of the budget to the mandatory side, and capping spending at the amount raised in user fees during the prior year.

Overall, the commission's plan does not shy away from politically charged recommendations, including cuts to entitlement programs and defense spending. It also calls for eliminating popular tax breaks and exemptions, including deductions for mortgage interest and employer health plans, while lowering individual and corporate tax rates. The plan comes at an opportune time—a few weeks before the convening of a new Congress that will be made up of many members who campaigned on a platform of deficit reduction. However, in a sign of the challenges to come, the plan was rejected by the three House Republican lawmakers serving on the panel, all of whom will hold key leadership positions in the new Congress.

Climate Change: The fight over U.S. environmental policy will shift next year as Republicans take control of the House, leaving the Obama Administration chasing smaller victories in its effort to reduce greenhouse gas emissions. What is probably dead for now is the ambitious climate change bill that President Obama has been backing, which seeks to commit the United States to reduce greenhouse gas emissions by 17 percent from 2005 levels by 2020. The President could not get that bill passed this year with Democrats in control of both the House and Senate. In light of the results of the November 2 midterm elections, President Obama has said he will pursue smaller measures that could draw GOP support, such as promoting electric vehicles, nuclear power, renewable energy, and energy efficiency. He also is touting efforts on the part of the Environmental Protection Agency (EPA) to regulate carbon dioxide and other greenhouse gases. In 2007, the U.S. Supreme Court ruled that the agency could regulate greenhouse gases under the federal Clean Air Act if it deemed them pollutants, which EPA has done. However, House Republicans are expected to challenge this authority, contending that the EPA cannot impose limits without congressional approval.

Census: The political center of gravity in the United States will shift southward and westward in the next decade—and, at least in the short term, a bit to the right. In a 10-year constitutional process known as reapportionment, the Census Bureau said 12 House seats would move from one state to another. Ten seats are leaving states that voted for President Obama in 2008. States that voted for John McCain are gaining eight of them. Arizona, Georgia, Nevada, South Carolina, Utah, and Washington will gain one seat; Florida two; and Texas four. Illinois, Iowa, Louisiana, Massachusetts, Michigan, Missouri, New Jersey, and Pennsylvania will lose a seat, while Ohio and New York will lose two. The tally continues a shift in political power from the Rust Belt toward the Sun Belt.

California, where growth slowed to 10 percent from 14 percent in the 1990s, will not gain a seat for the first time since it became a state in 1850. Still, it remains the most populous state at 37 million. Texas, the big winner, gained more people than any other state for the first time, outpacing California, which had dominated for almost a century. Texas' four new House seats will give it 36, still behind California's 53. New York's loss of two seats and Florida's gain of two will give each state 27. Michigan was the only state to lose population, shedding about 55,000 people to 9.9 million.

The release of the Census numbers signals the beginning of a year-long battle for control of the political map that will be fought out in state capitals across the country. Because the GOP controls the majority of state legislatures and governorships, Republicans have an edge in drawing the districts for 210 House seats, while Democrats control redistricting in the case of only 104 seats. The rest are split or controlled by non-partisan commissions. California is one of the states where the districts will be drawn by a commission.

STATE

State Budget: On December 6, Gov. Arnold Schwarzenegger declared a fiscal emergency pursuant to Proposition 58 and called the new Legislature into special session to address California's \$28 billion General Fund shortfall. At the same time, the Governor proposed \$9.9 billion in budget solutions, including \$7.4 billion in expenditure reductions that were essentially rejected earlier this year by the prior Legislature. Those reductions rely almost exclusively on cuts to health, child care and human services programs. They include \$2.2 billion from the elimination of the California Work Opportunities and Responsibility to Kids Program (CalWORKs), \$1.4 billion from the elimination of state-subsidized child care services, \$1.3 billion from various changes to Medi-Cal, and \$900 million in cuts to county mental health funding.

Gov. Schwarzenegger's special session package includes two major revenue measures, both of which were previously rejected by the Legislature. First, the Governor is proposing an automated speed enforcement program to offset trial court costs, thereby reducing General Fund spending by \$400 million in FY 2012. Second, he is suggesting a property insurance surcharge to offset CalFire and other emergency services costs, resulting in General Fund savings of \$350 million in FY 2012.

Under the provisions of Proposition 58, the Legislature has 45 days to pass bills addressing the fiscal emergency—in this case, until January 20, 2011. However, before then, Jerry Brown will be inaugurated as the state's new governor. Democrats, who control both the Assembly and Senate, took no action on Gov. Schwarzenegger's proposals; instead, they will wait for Brown to present his own budget ideas. Brown appears poised to give voters the choice of either: (a) seeing drastic cuts in public education and other major state programs; or (b) reducing the impact by approving new taxes and/or a continuation of the temporary taxes on sales, income and vehicles that are set to expire at the end of the current fiscal year.

Transportation is by no means out of the woods when it comes to the upcoming budget debate in Sacramento. In March 2010, Gov. Schwarzenegger and lawmakers enacted a complicated restructuring of state transportation funding sources. This three-bill "swap" package eliminated the state sales tax on gasoline and replaced it with a 17.3-cent increase in the per-gallon gasoline excise tax. The revenues from the gasoline excise tax increase are to be used to: (a) pay debt service for highway bonds; and (b) provide money for the State Transportation Improvement Program (STIP), local streets and roads, and the State Highway Operation and Protection Program (SHOPP). The distribution of these revenues was structured in such a way as to ensure that the STIP and local streets/roads would be allocated at least the same amount of money that they would have received had the old Proposition 42 gasoline sales tax not been eliminated.

In the case of public transit, the swap retained the sales tax on diesel fuel for the Public Transportation Account in order to provide ongoing funding for the State Transit Assistance Program (STA). Beginning in FY 2012, the state diesel sales tax rate will increase to 6.75 percent, in conjunction with a corresponding drop in the per-gallon diesel fuel excise tax to ensure that consumers feel no impact at the pump. Transit bond debt service (including debt service for high-speed rail bonds) will have first call on the revenues generated by the diesel sales tax. Any remaining revenues will be split 75 percent to STA, and 25 percent to intercity rail and other miscellaneous state transit programs.

The primary objective of the swap was to enable transportation revenues to be used to help close General Fund shortfalls. Through the complicated restructuring of state transportation funding sources, lawmakers were able to get around voter-approved restrictions that applied to gasoline sales tax revenues, and create a revenue stream that could be tapped to pay debt service for transportation general obligation bonds and to make loans to the General Fund.

However, on November 2, California voters approved two ballot measures that could impact the swap. Proposition 22, which was sponsored by the California Transit Association, the League of California Cities and the California Alliance for Jobs, puts in place stronger protections that are intended to prevent the state from taking, diverting or borrowing local government and transportation money to address General Fund deficits. Proposition 26 prohibits the Legislature from engaging in the practice of raising one tax while simultaneously reducing another through a simple majority vote, an approach that lawmakers used to enact the transportation funding swap. Under Proposition 26, such “revenue-neutral” tax swaps require a two-thirds vote. Because these provisions are retroactive to January 1, 2010, the transportation funding swap is in jeopardy unless the Legislature adopts it by a two-thirds vote before November 2, 2011.

The Legislative Analyst’s Office contends that Proposition 22 prevents the state from borrowing transportation revenues for the General Fund, as was assumed in the FY 2011 budget. According to the Legislative Analyst’s Office, this means about \$400 million in loans from the Highway Users Tax Account (HUTA) to the General Fund that have not yet been executed would be impacted by Proposition 22. Another key assumption on the part of the Legislative Analyst’s Office is that the budgeted use of transportation funds to offset General Fund debt service costs related to transportation bonds is impermissible under Proposition 22, which would subtract \$400 million from the General Fund’s bottom line in FY 2011 and \$1 billion annually thereafter.

Based on this opinion, Gov. Schwarzenegger has suggested transferring vehicle weight fee revenues, which the Legislative Analyst’s Office believes are not protected by Proposition 22, from the State Highway Account to the General Fund to pay debt service for transportation bonds. This maneuver would achieve an estimated \$850 million in General Fund savings in FY 2011 and \$727 million in FY 2012. Revenues from the 17.3-cent gas tax increase resulting from the swap would then be used for transportation programs, backfilling for the loss of vehicle weight fee money to the General Fund. This appears to be the only special session proposal put forth by Gov. Schwarzenegger that has gained any amount of traction with lawmakers.

In the case of Proposition 26, the Legislative Analyst’s Office believes it would fully reverse the swap if it is not re-approved by the Legislature by a two-thirds vote before November 2011. In other words, without action, the Legislative Analyst’s Office says the state sales tax on gasoline would return, while the 17.3-cent-per-gallon increase in the gasoline excise tax would disappear, restoring transportation programs to the way they were under Proposition 42. Likewise, the increase in the diesel sales tax would go away and the cut to the diesel fuel excise tax would be undone. Attorneys for the California State Association of Counties (CSAC) and the California Transit Association disagree. They contend that neither the gasoline sales tax nor the decrease in the diesel fuel excise tax would be restored, jeopardizing \$2.5 billion in funding beginning in November 2011.

In response, a coalition consisting of CSAC, the California Transit Association, the League of California Cities, the California Alliance for Jobs, Transportation California, the Associated General Contractors (AGC), and the Regional Council of Rural Counties is drafting a legislative package for adoption in early 2011 that would: (a) reaffirm the transportation funding swap by a two-thirds vote; (b) address the General Fund's needs by supporting Gov. Schwarzenegger's proposed vehicle weight fee shift; and (c) in light of Proposition 22 legal interpretations, revise the distribution of revenues from the 17.3-cent gasoline excise tax and 1.75-percent diesel sales tax increases to achieve the same fiscal results that were anticipated with the enactment of the transportation funding swap.

Climate Change: The California Air Resources Board (CARB) voted to approve a cap-and-trade regulation that will go into effect in 2012. The regulation sets a statewide limit on sources responsible for 80 percent of California's greenhouse gas emissions and, per a recent CARB statement, "establishes a price signal needed to drive long-term investment in cleaner fuels and more efficient use of energy." The regulation is designed to provide covered entities the flexibility to seek out and implement the lowest-cost options to reduce emissions. It also is intended to work in concert with other California climate change initiatives, such as standards for cleaner vehicles, low-carbon fuels, renewable electricity, and energy efficiency.

Under the regulation, companies that emit less than their cap would be able to sell their unused allowances to companies that exceed their limit, creating a market incentive for voluntary emission reductions. Given the lack of cap-and-trade legislation at the federal level, California's program could become a model for how other states tackle the problem of global warming.

The regulation will have three compliance periods (2012-14, 2015-17 and 2018-20), and a declining cap on emissions over time. Transportation fuels will be covered by the cap-and-trade regulation starting in 2015. CARB voted to direct a minimum of 10 percent of cap-and-trade revenues to a fund dedicated to projects aimed at reducing greenhouse gas emissions and mitigating impacts to communities. It also supported the concept that a portion of these revenues be used for public transit and land-use planning, particularly in support of the implementation of SB 375 (Steinberg). Although the distribution of these revenues will be up to the Legislature, CARB did recognize the importance of directing investment into these areas.



January 19, 2011
NCTPA Agenda Item 8.2
Continued From: New
Action Requested: APPROVE

NAPA COUNTY TRANSPORTATION AND PLANNING AGENCY Board Agenda Letter

TO: Board of Directors
FROM: Paul W. Price, Executive Director
REPORT BY: Tom Roberts, Manager of Planning and Programming
(707) 259-8635 / Email: troberts@nctpa.net
SUBJECT: Approval of Resolution No. 11-01 Authorizing the Submission of a Federal Transit Administration (FTA) Section 5311 Grant Application with the California Department of Transportation (Caltrans)

RECOMMENDATION

That the NCTPA Board approve Resolution No. 11-01 (Attachment 1) authorizing the agency to submit a grant application for FTA 5311 funds in the amount of \$221,325 toward the purchase of one new replacement Trolley to serve the Town of Yountville.

COMMITTEE RECOMMENDATION

None.

EXECUTIVE SUMMARY

The U.S. Department of Transportation is authorized to make grants to states through the Federal Transit Administration to support capital and operating assistance projects for non-urbanized public transportation systems under Section 5311 of the Federal Transit Act and the California Department of Transportation (Department) has been designated by the Governor of the State of California to administer Section 5311 grants for public transportation projects. This action authorizes NCTPA to submit a grant application in the amount of \$221,325 towards one new replacement Trolley to serve the Town of Yountville.

FISCAL IMPACT

Is there a Fiscal Impact? Yes. If approved by Caltrans, the agency would receive \$221,325 in FTA 5311 funds to be matched by \$28,675 in local TDA funds.

CEQA REQUIREMENTS

The proposed action is not a project as defined in Section 15378 of the CEQA Guidelines, which define a project as an action, which has the potential for resulting in either a direct physical change in the environment or a reasonably foreseeable indirect physical change. Accordingly, no additional CEQA review is required at this time.

BACKGROUND AND DISCUSSION

The 5311 process is a competitive one. Each year the Metropolitan Transportation Commission (MTC) conducts a call for projects for Federal 5311 funding for our region and selects a short list of projects and recommended funding amounts to advance in the process for final application submission to Caltrans. This cycle, approximately \$1.2 million is available for the region.

Based upon the requirements of the 5311 program, MTC's scoring criteria, and review of NCTPA's Short Range Transit Plan, at this time staff recommends replacement of one of the Yountville Trolleys as the candidate project most likely to be successful in the funding competition.

The current Yountville Trolley is over ten years old and has in excess of 186,000 miles. Should the grant be successful, a new trolley themed vehicle would be purchased for use in daily service with the existing trolley moved into the back-up fleet. Other aging trolley units currently used for back up may then be disposed of.

Trolley themed vehicles range in price from \$125,000 - \$625,000. Based upon initial research, staff is using an estimated cost of \$250,000 for a replacement vehicle similar to the one currently in use. Given the grant has an 11.47% matching requirement, NCTPA's request for 5311 funding is \$221,325.

SUPPORTING DOCUMENTS

Attachment: (1) Resolution No. 11-01

RESOLUTION No. 11-01

**A RESOLUTION OF THE
NAPA COUNTY TRANSPORTATION AND PLANNING AGENCY (NCTPA)
AUTHORIZING FEDERAL FUNDING UNDER
FEDERAL TRANSIT ADMINISTRATION (FTA) SECTION 5311
(49 U.S.C. SECTION 5311)
WITH CALIFORNIA DEPARTMENT OF TRANSPORTATION**

WHEREAS, the U.S. Department of Transportation is authorized to make grants to states through the Federal Transit Administration to support capital and operating assistance projects for non-urbanized public transportation systems under Section 5311 of the Federal Transit Act; and

WHEREAS, the California Department of Transportation (Department) has been designated by the Governor of the State of California to administer Section 5311 grants for public transportation projects; and

WHEREAS, NCTPA desires to apply for said financial assistance for the purchase of one new replacement Trolley to serve the Town of Yountville; and

WHEREAS, NCTPA has, to the maximum extent feasible, coordinated with other transportation providers and users in the region (including social service agencies).

NOW THEREFORE BE IT RESOLVED that the Napa County Transportation Planning Agency does hereby authorize the Executive Director, to file and execute an application in an amount up to \$221,325 on behalf of NCTPA with the Department to aid in the financing of capital projects pursuant to Section 5311 of the Federal Transit Act of 1964, as amended.

BE IT FURTHER RESOLVED that the Executive Director is authorized to execute and file all assurances or any other document(s) required by the Department.

BE IT FURTHER RESOLVED that the Executive Director or designee is authorized to provide additional information as the Department may require in connection with the application for the Section 5311 projects.

BE IT FURTHER RESOLVED that the Executive Director or designee is authorized to submit and approve request for reimbursement of funds from the Department for the Section 5311 project.

BE IT FURTHER RESOLVED that the Executive Director or designee is authorized to submit an application to the Metropolitan Transportation Commission (MTC) for the required match for this project.

Passed and Adopted on the 16th day of February 2011.

Jim Krider, Chair, NCTPA

Ayes:

ATTEST:

Karrie Sanderlin, NCTPA Board Secretary

Noes:

APPROVED:

Janice D. Killion, NCTPA Legal Counsel

Absent:



January 19, 2011
NCTPA Agenda Item 8.3
Continued From: New
Action Requested: APPROVE

NAPA COUNTY TRANSPORTATION AND PLANNING AGENCY Board Agenda Letter

TO: Board of Directors
FROM: Paul W. Price, Executive Director
REPORT BY: Deborah Brunner, Manager of Public Transit
(707) 259-8778 / Email: dbrunner@nctpa.net
SUBJECT: Approval to Purchase of Four Replacement Vehicles to Serve the
Communities of Calistoga and St. Helena

RECOMMENDATION

That the NCTPA Board (1) approve the purchase of four Class A narrow body cutaway, gas powered engine buses, and (2) authorize the Executive Director to issue a purchase agreement with Creative Bus Sales under NCTPA's membership with CalACT (California Association for Coordinated Transportation).

COMMITTEE RECOMMENDATION

None.

EXECUTIVE SUMMARY

In February 2010 the NCTPA Board approved Resolution #10-07 authorizing the submission of a FTA Section 5311 Grant application to Caltrans for \$316,033 in funds to purchase four replacement vehicles for the cities of Calistoga and St Helena (two per city). The grant was awarded and the agreement was finalized the later part of November 2010. NCTPA has worked in conjunction with City of Calistoga and St Helena staff to select vehicles for the Calistoga HandyVan and St Helena Shuttle services.

The Morongo Basin Transit Authority (MBTA) a member of CalACT serves as the lead agency in the formation of the CalACT/MBTA Vehicle and Materials Purchasing Cooperative. This Cooperative has been approved by Caltrans for compliance with federal statutes and regulations applicable to all third party contracts. This then enables transit agencies to purchase vehicles from a menu of choices from different

vendors and manufactures that best suit their requirements without having issue their own bid package.

FISCAL IMPACT

Is there a Fiscal Impact? Yes. NCTPA was awarded \$316,033 (88.53% of project) in Section 5311 funds, of which NCTPA will match \$40,945 (11.47%) in local TDA funds.

CEQA REQUIREMENTS

The proposed action is not a project as defined in Section 15378 of the CEQA Guidelines, which define a project as an action which has the potential for resulting in either a direct physical change in the environment or a reasonably foreseeable indirect physical change. Accordingly, no additional CEQA review is required at this time.

BACKGROUND AND DISCUSSION

The grant funding agreement approved the purchase of four Class A, narrow body cutaway, Ford E350 gas powered, accessible, 8 to 10 passengers with two wheelchair positions buses. The interior will include flip seating to maximize seating configurations for ambulatory and wheelchair passengers. A curbside, rear lift will allow easier entry/egress from the bus. A narrow body bus means that the rear 'passenger interior' section is not expanded to a wider profile than the front portion of the vehicle. The interior head room is similar to most cutaway style buses now being used in the St Helena Shuttle and VINE Go fleets. The vehicles will be equipped with front and side destination signs, interior stop request touch stripes, front exterior installed double bicycle rack and DriveCam windshield mounted digital recording devices.

The vehicles are scheduled to arrive this spring and be placed into service by May 2011. Calistoga and St Helena staff participated with the vehicle selection process.

SUPPORTING DOCUMENTS

- Attachments:
- (1) Caltrans Standard Agreement #640002 and Exhibit A - Scope of Work (Pgs 1-5)
 - (2) CalACT/MBTA Vehicle Purchasing Cooperative Narrative
 - (2) January 15, 2010 CalACT/MBTA Notification of Award Letter

STANDARD AGREEMENT

DOT-213 (REV 05/2009)

NOV 30 2010

ATTACHMENT 1
Board Agenda Item 8.3
January 19, 2011

AGREEMENT NUMBER

640002

AMENDMENT NUMBER

1. This Agreement is entered into between the State Agency and the Contractor named below:

STATE AGENCY'S NAME

DEPARTMENT OF TRANSPORTATION

CONTRACTOR'S NAME

Napa County Transportation and Planning

2. The term of this Agreement is:

July 1, 2009 through May 31, 2015

3. The parties agree to comply with the terms and conditions of the following exhibits which are by this reference made a part of the Agreement.

Exhibit A - Scope of Work

1 TO 5 page(s)

Exhibit B - Budget Detail and Payment Provisions

6 TO 11 page(s)

Exhibit C - General Terms and Conditions

12 TO 29 page(s)

Exhibit D - Special Terms and Conditions (Attached hereto as part of this agreement)

30 TO 34 page(s)

Exhibit E - Additional Provisions

☒ Yes ☐ No

35 TO 36 page(s)

IN WITNESS WHEREOF, this agreement has been executed by the parties hereto.**CONTRACTOR****California Department of
Transportation use only**

Contractor's Name (if other than an individual, state whether a corporation, partnership, etc.)

Napa County Transportation and Planning

BY (Authorized Signature)

DATE SIGNED

PRINTED NAME AND TITLE OF PERSON SIGNING

Paul W. Price, Executive Director

ADDRESS

707 Randolph Street, Suite 100, Napa, CA 94559

STATE OF CALIFORNIA

AGENCY NAME

TRANSPORTATION

BY (Authorized Signature)

DATE SIGNED

PRINTED NAME AND TITLE OF PERSON SIGNING

JAMES OGBONNA, Chief of Rural Transit and Intercity Bus Branch

ADDRESS

1120 N STREET, MS 39, SACRAMENTO, CA 95814

AMOUNT ENCUMBERED BY THIS DOCUMENT

\$316,033.00

PROGRAM/CATEGORY (CODE AND TITLE)

Transportation SA640002-00

FUND TITLE

Federal Trust

PRIOR AMOUNT ENCUMBERED FOR THIS CONTRACT

\$0.00

(OPTIONAL USE)

Fed. Cat No. 20.509 Fed. 88.53% Local 11.47%

TOTAL AMOUNT ENCUMBERED TO DATE

\$316,033.00

ITEM

2660-102-0890(2)

CHAPTER

1

STATUTE

2009

FISCAL YEAR

2009/10

OBJECT OF EXPENDITURE (CODE AND TITLE)

64 826 3C002 6049

I hereby certify upon my own personal knowledge that budgeted funds
available for the period and purpose of the expenditure stated above.

T.B.A. NO.

B.R. NO.

SIGNATURE OF ACCOUNTING OFFICER

DATE

ADA Notice

For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento, CA 95814.

EXHIBIT A**SECTION 5311****SCOPE OF WORK**

1. The parties agree that only those paragraphs that have a mark ("X") opposite to the transportation services category (hereafter called the PROJECT) shall apply to Exhibit A of this Agreement.

A. ☒ **Capital Project (Vehicle/Equipment)**

1. The CONTRACTOR's application for a capital assistance grant under 49 USC Section 5311 of the Federal Transit Act, as amended, has been certified to the Federal Transit Administration (FTA) by the California Department of Transportation (hereinafter referred to as STATE) as having met all the statutory and administrative requirements for PROJECT approval. The purpose of this Agreement is to implement the approved capital grant PROJECT.
2. The CONTRACTOR agrees to perform the PROJECT to provide public transportation service to the general public in a nonurbanized area of the State and in accordance with the terms and conditions of this Agreement.
3. The CONTRACTOR agrees to operate the equipment funded and made available through the PROJECT within the service area as described in Exhibit A. 1, A. 5.
4. The CONTRACTOR'S scope of work is described as follows:
 - A. At a minimum, transportation service shall be provided between 7: 45 AM to 5:00 PM, Monday through Saturday (or at a minimum of 20 hours per week) for each vehicle as described in the CONTRACTOR'S original Grant Application.
 - B. The CONTRACTOR'S geographic area that will be served by the transportation program as described in the original grant application is as follows:

Calistoga and St. Helena
5. The new PROJECT for equipment or new vehicles (not designated as "used" by Federal Trade Commission Agency 16 CFR Part 455.1(d)(2) as well as California Vehicle Code Section 100-680), and estimated cost, is as follows:

ITEM	QUANTITY	*AWARD	TOTAL AMOUNT
Class A, Narrow Body Cutaway, Ford E0350, Rear Lift, Gas, 5.4L V-8, Pax: 8-10 flip seating, 2 W/C positions, 20 ft	4	\$316,033.00	\$356,978.00
	Federal Share: 88.53%		\$ 316,033.00
	Local Share: 11.47%		\$ 40,945.00

*Maximum grant amount as determined by awarded project costs.

PROCUREMENT SCHEDULE

Bid Package to Caltrans

Award Contract

Issue Purchase Order to Vendor

Delivery or installation

Place into service

Date

December 2010

December 2010

April 30, 2011

May 2011



EXHIBIT A☐ **Operating Project**

1. The CONTRACTOR's application for an operating assistance grant under 49 USC Section 5311 of the Federal Transit Act, as amended, has been certified to the Federal Transit Administration (FTA) by the California Department of Transportation (hereinafter referred to as STATE) as having met all the statutory and administrative requirements for PROJECT approval. The purpose of this Agreement is to implement the approved operating assistance grant (hereinafter referred to as the PROJECT).
2. The CONTRACTOR agrees to provide public transportation service to the general public in a nonurbanized area of the State in accordance with the terms and conditions of this Agreement.
3. Operating assistance eligible for reimbursement under this Agreement are costs directly related to system operations and may include: fuel, oil, drivers' salaries and fringe benefits, dispatcher salaries and fringe benefits, and licenses. Up to percent of the net PROJECT costs are eligible for reimbursement under this Agreement, not to exceed \$. No payment shall be made in advance of performance of work.
4. For the purpose of carrying out the PROJECT, the operating costs pursuant to this Agreement shall not exceed the estimated cost specified herein:

Item DescriptionCost

Net PROJECT Cost:

\$

Federal Share*:

\$

**Not to exceed 55.33 percent of Net PROJECT Cost*

5. The CONTRACTOR agrees to operate the PROJECT in the service area as described in Exhibit A. 1, B. 6.
6. The CONTRACTOR'S scope of work is described as follows:
 - A. At a minimum, transportation service shall be provided between 7:00 AM to 5:30 PM, Monday through Friday (or at a minimum of 20 hours per week).
 - B. The CONTRACTOR'S geographic area that will be served by the transportation program as described in the original grant application is as follows:
- C. ☐ **Preventive Maintenance Project**

1. The CONTRACTOR's application for a preventive maintenance grant under 49 USC Section 5311 of the Federal Transit Act, as amended, has been certified to the Federal Transit Administration (FTA) by the California Department of Transportation (hereinafter referred to as STATE) as having met all the statutory and administrative requirements for PROJECT approval. The purpose of this Agreement is to implement the approved preventive maintenance grant (hereinafter referred to as the PROJECT).



EXHIBIT A

2. Preventive Maintenance activities consist of routine revenue and non-revenue vehicle inspection and maintenance for bus operations including: inspecting revenue vehicle components on a scheduled preventive maintenance basis (e.g., engine and transmission, fuel system, ignition system, chassis, body - exterior and interior, electrical system, lubrication system, trolleys, pantographs and third rail shoes, trucks, braking system, air-conditioning system); performing minor repairs to the above-listed revenue vehicle components; changing lubrication fluids; replacing minor repairable units of the above-listed revenue vehicle components; making road calls to service revenue vehicle breakdowns; towing and shifting revenue vehicles to maintenance facilities; rebuilding and overhauling repairable components; performing major repairs on revenue vehicles on a scheduled or unscheduled basis. For the purpose of carrying out the PROJECT, the labor, associated administrative, and incidental costs pursuant to this Agreement shall not exceed the estimated cost specified in the Agreement.
3. The CONTRACTOR agrees that the PROJECT will enhance provision of public transportation service provided to the general public in a nonurbanized area of the State in accordance with the terms and conditions of this Agreement.
4. For the purpose of carrying out the PROJECT, the labor and incidental costs pursuant to this Agreement shall not exceed the estimated cost specified herein:

<u>Item Description</u>	<u>Cost</u>
	\$
	\$
Net PROJECT Cost:	\$
Federal Share*:	\$
*Not to exceed ____ percent of Net PROJECT Cost	\$

5. The CONTRACTOR agrees to use PROJECT funds to maintain equipment to be used within the service area as described in the CONTRACTOR's application for Federal Assistance.

D. ☐ **Capital Project (Real Estate Acquisition/Construction)**

1. The CONTRACTOR's application for a capital assistance grant under 49 USC Section 5311 of the Federal Transit Act, as amended, has been certified to the FTA by the STATE as having met all the statutory and administrative requirements for PROJECT approval. The purpose of this Agreement is to implement the approved PROJECT.
2. The CONTRACTOR agrees to perform the PROJECT to provide public transportation service to the general public in a nonurbanized area of the State and in accordance with the terms and conditions as described in this Agreement.
3. For Real Estate Acquisition, the CONTRACTOR must follow the procedures below pursuant to FTA Circular 5010.1D; 49 CFR Part 18.31; 49 CFR Part 24 Subpart B; and by the FTA Master Agreement:
 - a. The conduct of Hazardous Waste Site Assessments before acquiring real property.
 - b. The conduct of an independent appraisal by a certified appraiser.
 - c. The requirement for a review appraisal of the initial appraisal.



EXHIBIT A

- d. FTA review and concurrence requirements related to the CONTRACTOR's offer to buy the property.
 - e. If the CONTRACTOR is leasing the property, incidental use of acquired real property as a means to supplement transit revenues.
 - f. Disposition of excess real property by sale, lease, donation, transfer to other programs, or other conveyance methods.
 - g. The requirement to prepare an excess property utilization plan for all real property no longer used for its original purpose.
4. CONTRACTOR must submit the Plans, Specifications, and Estimate (PS&E) Checklist for any construction PROJECT. CONTRACTOR certifies that the PROJECT was designed and prepared for advertisement in accordance with 49 CFR Part 18, Uniform Administrative Requirements for Grants and Cooperative Agreement to State Governments, Federal Transit Administration (FTA) circular 4220.1F-Third Party Contracts Guidance, FTA Circular 9040.1F – Construction Management and Oversight, the FTA Projects and Construction Management Guidelines, and the FTA Best Practices Procurement Manual.
5. CONTRACTOR understands and agrees that all documents relating to this project are subject to review by FTA and/or STATE in order to verify the PS&E certification. CONTRACTOR also understands and agrees that if deficiencies are found in subsequent reviews, the following actions may be taken:
- a. Where minor deficiencies are found, PS&E certification for future projects may be conditionally approved or not accepted until the deficiencies are corrected.
 - b. Where deficiencies are of such magnitude as to create doubt that the policies and objectives of applicable federal and State laws will not be accomplished by the project, federal funding may be withdrawn at the discretion of the Office Chief of Federal Transit Grants Programs.
6. For the purpose of carrying out the PROJECT, the following described Real Estate Acquisition/Construction PROJECT is to be purchased/constructed, pursuant to this Agreement at costs not to exceed the estimated cost specified herein:

<u>Quantity</u>	<u>Item Description</u>	<u>Cost</u>
-----------------	-------------------------	-------------

Net PROJECT Cost:

Federal Share*:

*Not to exceed _____ percent of Net PROJECT Cost

PROCUREMENT SCHEDULEDate

Environmental Clearance
(CEQA/NEPA)
Preliminary Engineering/PS&E
Right of Way Coordination
Construction



EXHIBIT A**E. ☐ Transfer of Used Vehicle/Equipment**

1. The CONTRACTOR agrees to perform the PROJECT to provide public transportation service to the general public in a nonurbanized area of the State and in accordance with the terms and conditions of this Agreement with the STATE.
2. The CONTRACTOR shall use the PROJECT equipment at all times exclusively and in conformity with the following project description for as long as the equipment is needed for the PROJECT. Vehicles may not be transferred without prior written approval from STATE.
3. The PROJECT equipment as described in Project Description and Justification for Funding Request as attached to attachment 1 of this Agreement was transferred from (AGENCY's NAME) SA# _____ to (AGENCY's NAME).
4. The STATE has evaluated and approved the transfer for vehicle/equipment based on the CONTRACTOR's request containing the following information.
 - A. Project Description and Justification for Funding Request (Replacement or Expansion);
 - B. Proposed Service and Operating Plan (including map of service area);
 - C. Existing Transportation Services (current fleet);
 - D. Proposed Transportation Services; and
 - E. Signed Certifications and Assurances
 - F. Board Resolutions of Both Parties

2. The PROJECT representatives during the term of this Agreement will be:

State Agency: Department of Transportation		CONTRACTOR: Napa County Transportation and Planning	
Name:	James Ogbonna	Name:	Paul W. Price
Title:	Chief, Rural Transit and Intercity Bus Branch	Title:	Executive Director
Phone:	(916) 651-6116	Phone:	(707) 259-8635
Fax:	(916) 654-9366	Fax:	

Direct all inquiries to:

State Agency: Department of Transportation		CONTRACTOR: Napa County Transportation and Planning	
Section/Unit:	Division of Mass Transportation MS 39	Section/Unit:	Manager, Planning and Programs
Attention:	Elaine Houmani	Attention:	Tom Roberts
Address:	P.O. Box 942874 Sacramento, CA 94274-0001	Address:	707 Randolph Street, Suite 100 Napa, CA 94559
Phone:	(916) 654-7205	Phone:	(707) 259-8635
Fax:	(916) 654-9366	Fax:	





**California Association for Coordinated Transportation (CalACT)
Vehicle Purchasing Cooperative
(Morongo Basin Transit Authority-Lead Agency)**

"The Cooperative"

The Morongo Basin Transit Authority (MBTA) a member of the California Association for Coordinated Transportation (CalACT) takes the lead agency role in the formation of the CalACT/MBTA Vehicle Purchasing Cooperative.

MBTA staff, consultants and counsel will independently develop bid requirements, product specifications and award contracts on behalf of the Cooperative. After awards, CalACT will take on the task of assignment of vehicles, collection of fees, and general administration of the contract.

How does the Cooperative work? The form of procurement to be employed by the Cooperative is the development of a **Local Government Purchasing Schedule** as defined in the Federal Transit Administration's (FTA) Circular 4220.1F Chapter V, Part 4. Wherein the FTA extends to local governments the authority to make arrangements with multiple vendors to provide options for goods or service in the future at established prices to the local government or others that the local government chooses to share these arrangements with. This form of procurement is sometimes known as a **"menu-style bid."** The bid will enable transit agencies to select vehicles from a menu of choices from different vendors and manufacturers that best suit their requirements without having to go out to bid.

Can I buy a product from the menu that is not the lowest price? Yes! In accordance with 49 U.S.C. 5325 (c) FTA recipients may award contracts to parties other than a low bidder in order to further objectives such as long term efficiency and lower costs and in 49 U.S.C. 5325 (f) (1b) authorizes recipients to base awards for rolling stock on factors such as performance, standardization, life cycle costs or other factors or on a competitive process for selection of award such as this solicitation's (49 U.S.C. 5325 (f) (2)).

Further, the California legislature in Public Contract Code 20217 (a) finds and declares that it is in the public interest for **transit agencies** to "consider the broadest possible range of competing products and materials available, fitness of purpose, manufacturer's warranty, vendor financing, performance reliability, standardization, life cycle costs, delivery timetables, support logistics, and other similar factors in addition to price in the award of these contracts."

The above, as well as precedents set by practices in other states provide a preponderance of clear and compelling justifications for the Cooperative to create and maintain a bid schedule with multiple awards for products and for its assignees to purchase from the schedule considering factors other than lowest price.

How are the products on the Schedule Awarded? The method of selection for this procurement is by Negotiated Procurement, a competitive price-based procurement process based on accepting vehicles that meet the bid specifications and whose price falls within a competitive range established by the Cooperative which is pre-determined, but undisclosed until after awards are made.

What Can I buy? Initially, The Cooperative will seek bids for CalACT Class A (E350/GM3500 cutaways), Class B and C (E450/GM4500 Cutaways), Altoona tested CNG and hybrid cutaways and Class D (low-floor minivan) vehicles. Solicitations for additional vehicle types including larger buses will be considered in the future as workloads permit.

When can I order my buses? The Cooperative has completed the work of developing bid documents and vehicle specifications. These will be submitted to CALTRANS, Division of Mass Transportation for pre-bid review by the first week of November. The Cooperative is confident these documents contain all federally required certifications and assurances, is a valid form of procurement and expects a positive response from the Department. The Cooperative hopes to be able to go out to bid by the middle to end of November and issue conditional awards by the end of the year.

Who developed this bid? MBTA staff developed the bid documents, product specifications and vendor procedures. Significant assistance on specifications and evaluating vehicle types was provided by an advisory panel consisting of Maintenance Managers and Procurement officers from neighboring agencies including Barstow Area Transit, Mountain Area Regional Transit, Omnitrans and the Victor Valley Transit Authority. Consultants Dan Mundy, Halsey King and Edward Pigman of the Transit Resource Center have also been engaged to assist the Cooperative in its efforts. Legal review was conducted by the Law Offices of Rutan and Tucker, MBTA General Counsel.

Will my Agency be charged? No, not directly. A reasonable procurement fee to cover the costs of contract development and maintenance is charged to the vendors. Your agency will not receive any billing for this service.

What else do I need to know? Users of this bid are responsible for selection and inspection of the vehicles as well as enforcement of the contract provisions. The Cooperative can refer you to firms that can assist with these but will not make recommendations. If you don't have a strong maintenance staff and your knowledge of vehicle specifications is limited, this bid may not be for you.

Why should I use this Bid? This procurement intends to serve as convenient, federally compliant solution for transit agencies to be able to select, not settle for, the vehicles or vendors that best meet their needs. The Cooperative hopes that the power of choice afforded to the agencies will incentivize the vendors to offer us better vehicles and provide better service. The Cooperative's efforts will inject a much needed dose of capitalism and competitiveness in the market for one of the most important things we buy-buses.

Who is eligible to use this Bid? Assignment of vehicles is a benefit afforded to members of CalACT. If you are not a member and are interested, please contact Jacklyn Montgomery at 916.920.8018.

More Questions or Comments? Please contact Joe Meer, MBTA General Manager, at 760.366.2986 ext. 101 or joe@mbtabus.com



Morongo Basin Transit Authority (MBTA)
62405 Verbena Road
Joshua Tree, California, 92252
760.366.2986, 760.366.2445 (f)

January 15, 2010

Dear Friends and Colleagues:

We are pleased to announce that the CalACT/MBTA Vehicle Purchasing Cooperative extended Notices of Award today to the proposers to our RFP for Accessible Paratransit vehicles.

Your agency may now select from a menu of vehicle choices for most of the vehicle types you have been accustomed to purchasing from the state bid. CalACT Class A (Ford E350/GMC 3500), Class B and C (Ford E450/GMC4500) cutaways, Class D minivans and new vehicle types that were previously unavailable such as Altoona tested hybrid and CNG vehicles. CalTrans has approved our bid documents for compliance with federal statutes and regulations applicable to all third party contracts. This correspondence is available to your agency upon request.

The CalACT website will shortly be updated to display brands and models available from Braun, Champion, Eldorado, Elkhart Coach, Glaval, Goshen, StarCraft and Supreme from AZ-Bus Sales, BusWest and Creative Bus Sales. After analyzing the proposals, we were gratified to receive proposals that we believe were very competitive with pricing obtained from the state bid and other known procurements.

As our procurement activities continue, additional manufacturers and vehicle types such as low floor buses will become available shortly. As well, we expect bus shelters to be available from the CalACT bid as early as next week.

It is hoped that you believe in the values of choice and fair competition that we believe is promoted by this procurement and show your support by participating in our Cooperative. Please contact Jacklyn Montgomery at CalACT or your preferred bus dealer to purchase vehicles through our efforts.

Sincerely,

Joe Meer
General Manager, MBTA



January 19, 2011
NCTPA Agenda Item 8.4
Continued From: New
Action Requested: **APPROVE**

NAPA COUNTY TRANSPORTATION AND PLANNING AGENCY Board Agenda Letter

TO: Board of Directors
FROM: Paul W. Price, Executive Director
REPORT BY: Eliot Hurwitz, Manager of Transportation, Land Use and Climate
(707) 259-8779 / Email: ehurwitz@nctpa.net
SUBJECT: Agreement with the Napa County Office of Education to Continue
and Expand the Countywide Safe Routes to School Program

RECOMMENDATION

That the Board authorize the Executive Director to enter into a pass-through agreement with the Napa County Office of Education to continue and expand the countywide Safe Routes to School program.

COMMITTEE RECOMMENDATION

Original application for this grant was recommended by TAC at their July meeting.

EXECUTIVE SUMMARY

The Safe Routes to School community effort is administered through the Napa County Office of Education and plans to expand the program and its influence within the public school system to 15 Elementary Schools.

The Program Expansion enabled by this grant will provide:

- Classes on "How to share the road with bicycles and pedestrians
- safety brochures in multiple languages
- free reflectors that clip onto school backpacks
- Classes on Bike Safety for grades 4-5 and Pedestrian Safety for grades 2-3
- Maps that identify the safest routes to a school from a community
- Bike Rodeos with free helmet give-a-ways and free bike tune-up/repairs
- 8 Weeklong Bike/Walk events will take place at all SRTS participating schools
- Bike Safety classes for the public
- Data collection

The ultimate goal of the effort is to reduce driving and increase safe walking and bicycle riding by means of community education of both students and adults and improvement of community attitude toward biking and walking.

FISCAL IMPACT

Is there a fiscal impact? No. Having received approval of the project by Caltrans before the Dec 31 2010 deadline, no local matching funds will be required.

CEQA REQUIREMENTS

The proposed action is not a project as defined in Section 15378 of the CEQA Guidelines, which define a project as an action, which has the potential for resulting in either a direct physical change in the environment or a reasonably foreseeable indirect physical change. Accordingly, no additional CEQA review is required at this time.

BACKGROUND AND DISCUSSION

The Safe Routes to School community effort is administered through the Napa County Office of Education and plans to expand the program and its influence within the public school system to 15 Elementary Schools.

The Safe Routes to School teacher and coordinator develop educational lesson plans for the students to teach them about safe biking and walking to and from school. Students learn about the mechanics of the bicycle and how to write about their biking and walking experience in a journal. The program strives to make safe biking and walking a continuation of the students' everyday lives by encouraging and showcasing biking and walking to youth themed activities lead by the coordinator and teacher.

Major events such as the Bike Rodeo and Community Bike Rides teach students about safety by taking them on bikes rides through Napa. Informational events for parents and community members are held at each participating Elementary school to answer safety concerns and to train parents using the experience of the Napa Safekids chapter on the importance of biking and walking in their community.

The ultimate goal of the effort is to reduce driving and increase safe walking and bicycle riding by means of community education of both students and adults and improvement of community attitude toward biking and walking.

The Program Expansion enabled by this grant will provide:

- Nine additional schools countywide will provide classes focusing on "How to share the road with bicycles and pedestrians".
- Safety brochures in multiple languages will go home for parents and students with tips on safe biking and walking at all participating SRTS schools

- 27,000 students will receive free reflectors that clip onto their backpacks so they can be more visible when they walk or bike to school at participating SRTS schools
- Classes on Bike Safety will be taught at 15 participating SRTS schools for grades 4-5 and Pedestrian Safety will be taught to grades 2-3.
- Maps that can clearly identify the safest routes to a school from a community will be developed and given out to every student at 15 participating SRTS schools.
- Bike Rodeos will be offered to elementary schools throughout the county.
 - Free helmet give-a-ways for any student needing a helmet.
 - Free bike tune-up and minor repairs by voluntary community bicycle enthusiasts.
- 8 Weeklong Bike/Walk events will take place at all SRTS participating schools during the month of May as participants in International Bike/Walk to school day.
- 8 Bike Safety classes will be held for the public.
- All SRTS equipment will be maintained and well kept.
- Data will be collected for every school that identifies the community attitude towards biking and walking and if there are any physical barriers to biking and walking in the community.

SUPPORTING DOCUMENTS

Attachment: (1) Resolution No. 11-34 (dated October 20, 2010)



RESOLUTION No. 11-34

**A RESOLUTION OF THE
NAPA COUNTY TRANSPORTATION AND PLANNING AGENCY (NCTPA)
AUTHORIZING THE FILING OF AN APPLICATION FOR
FEDERAL SURFACE TRANSPORTATION PROGRAM (STP) AND/OR
CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT (CMAQ)
FUNDING AND COMMITTING THE NECESSARY NON-FEDERAL MATCH
AND STATING THE ASSURANCE TO COMPLETE THE PROJECT**

WHEREAS, The Napa County Transportation and Planning Agency (herein referred to as APPLICANT) is submitting an application to the Metropolitan Transportation Commission (MTC) for \$315,000 in funding from the federal Surface Transportation Program (STP) and/or Congestion Mitigation and Air Quality Improvement (CMAQ) program for the Safe Routes To School Program Expansion (herein referred to as PROJECT) for the MTC Resolution, No. 3925, New Federal Surface Transportation Act (FY 2009-10, FY 2010-11 and FY 2011-12) Cycle 1 STP/CMAQ Program: Project Selection Criteria, Policy, Procedures and Programming (herein referred to as PROGRAM); and

WHEREAS, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA) (Public Law 109-59, August 10, 2005) authorized the Surface Transportation Program (23 U.S.C. § 133) and the Congestion Mitigation and Air Quality Improvement Program (CMAQ) (23 U.S.C. § 149) through September 30, 2009; and

WHEREAS, SAFETEA has been extended through December 31, 2010 pursuant to Public Law 111-147, March 18, 2010 and may be subsequently extended pending enactment of successor legislation for continued funding; and

WHEREAS, pursuant to SAFETEA, and the regulations promulgated thereunder, eligible project sponsors wishing to receive federal Surface Transportation Program and/or Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funds for a project shall submit an application first with the appropriate Metropolitan Planning Organization (MPO), for review and inclusion in the MPO's Transportation Improvement Program (TIP); and

WHEREAS, the Metropolitan Transportation Commission (MTC) is the MPO for the nine counties of the San Francisco Bay region; and

WHEREAS, MTC has adopted a Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised) that sets out procedures governing the application and use of STP/CMAQ funds; and

WHEREAS, APPLICANT is an eligible project sponsor for STP/CMAQ funds;
and

WHEREAS, as part of the application for STP/CMAQ funding, MTC requires a resolution adopted by the responsible implementing agency stating the following:

- 1) the commitment of necessary local matching funds of at least 11.47%; and
- 2) that the sponsor understands that the STP/CMAQ funding is fixed at the programmed amount, and therefore any cost increase cannot be expected to be funded with additional STP/CMAQ funds; and
- 3) that the project will comply with the procedures specified in Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised); and
- 4) the assurance of the sponsor to complete the project as described in the application, and if approved, as included in MTC's TIP; and
- 5) that the project will comply with all the project-specific requirements as set forth in the PROGRAM.; and
- 6) that the project (transit only) will comply with MTC Resolution No. 3866, which sets forth the requirements of MTC's Transit Coordination Implementation Plan to more efficiently deliver transit projects in the region.

NOW, THEREFORE, BE IT RESOLVED that the APPLICANT is authorized to execute and file an application for funding for the PROJECT under the Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) of SAFETEA, any extensions of SAFETEA or any successor legislation for continued funding; and be it further

RESOLVED that the APPLICANT by adopting this resolution does hereby state that:

1. APPLICANT will provide \$36,130.50 in non-federal matching funds; and
2. APPLICANT understands that the STP/CMAQ funding for the project is fixed at the MTC approved programmed amount, and that any cost increases must be funded by the APPLICANT from other funds, and that APPLICANT does not expect any cost increases to be funded with additional STP/CMAQ funding; and
3. APPLICANT understands the funding deadlines associated with these funds and will comply with the provisions and requirements of the Regional Project Funding Delivery Policy (MTC Resolution No. 3606, as revised); and
4. PROJECT will be implemented as described in the complete application and in this resolution and, if approved, for the amount programmed in the MTC federal TIP; and
5. APPLICANT (for a transit project only) agrees to comply with the requirements of MTC's Transit Coordination Implementation Plan as set forth in MTC Resolution 3866; and
6. APPLICANT and the PROJECT will comply with the requirements as set forth in the program; and therefore be it further

RESOLVED that APPLICANT is an eligible sponsor of STP/CMAQ funded projects; and be it further

RESOLVED that APPLICANT is authorized to submit an application for STP/CMAQ funds for the PROJECT; and be it further

RESOLVED that there is no legal impediment to APPLICANT making applications for the funds; and be it further

RESOLVED that there is no pending or threatened litigation that might in any way adversely affect the proposed PROJECT, or the ability of APPLICANT to deliver such PROJECT; and be it further

RESOLVED that APPLICANT authorizes its Executive Director, General Manager, or designee to execute and file an application with MTC for STP/CMAQ funding for the PROJECT as referenced in this resolution; and be it further

RESOLVED that a copy of this resolution will be transmitted to the MTC in conjunction with the filing of the application; and be it further

RESOLVED that the MTC is requested to support the application for the PROJECT described in the resolution and to include the PROJECT, if approved, in MTC's TIP

Passed and Adopted on the 20th day of October 2010.


Jim Krider, Chair, NCTPA

ATTEST:


Karalyn E. Sanderlin, NCTPA Board Secretary

APPROVED:


Jacqueline Gong, NCTPA Legal Counsel

Ayes: BENNETT, GINGLES,
KRIDER, TECHEL,
DILLON, CALDWELL,
BRITTON, CHILTON,
SAUCERMAN

Noes: NONE

Absent: GARCIA, DUNSFORD,
CRULL



January 19, 2011
NCTPA Agenda Item 8.5
Continued From: December 15, 2010
Action Requested: APPROVE

NAPA COUNTY TRANSPORTATION AND PLANNING AGENCY Board Agenda Letter

TO: Board of Directors
FROM: Paul W. Price, Executive Director
REPORT BY: Karrie Sanderlin, Manager of Human Resources and Administration
(707) 259-8633 / Email: ksanderlin@nctpa.net
SUBJECT: Approval of Resolution No. 11-02 Creating a Classification Structure
Based on the Compensation Study for the Agency Employees

RECOMMENDATION

That the NCTPA Board (1) approve Resolution No. 11-02 (Attachment 1) creating a Classification Structure based on the compensation study for the Agency employees, and (2) Authorize and direct the Executive Director to work to match these classification titles to a position that most closely aligns with each qualification. Further, that a gap analysis be preformed to identify any training needs or special accommodations to help ensure a smooth transition and minimal impact to the agency. The Executive Director will report back to the Board during the presentation of the first reading of the FY 11/12 budget at its March meeting prior to implementation.

COMMITTEE RECOMMENDATION

None.

EXECUTIVE SUMMARY

The Board, at its December 16, 2009 meeting, authorized the Executive Director to enter into an agreement with CPS Human Resource Services for the development of a Comprehensive Compensation and Classification Study to better serve the needs of the Agency. On June 21, 2010, NCTPA executive management was presented by CPS their findings and recommendations after conducting and completing a Position Description Questionnaire (PDQ) for each of 12 staff classifications. The results of the Classification Study were provided at the December 15, 2010 for Board review and Comment.

FISCAL IMPACT

Is there a Fiscal Impact? No, not at this time with this action.

CEQA REQUIREMENTS

The proposed action is not a project as defined in Section 15378 of the CEQA Guidelines, which define a project as an action which has the potential for resulting in either a direct physical change in the environment or a reasonably foreseeable indirect physical change. Accordingly, no additional CEQA review is required at this time.

BACKGROUND AND DISCUSSION

The NCTPA was formed in July of 1998 as a joint powers effort by the cities of American Canyon, Calistoga, Napa, St. Helena, the town of Yountville and the County of Napa. Prior to that time, the functions performed by what is now the NCTPA were administered under the County of Napa and employees were County employees. Upon formation of the NCTPA as a separate agency on July 1, 2008, position classifications were established based on the County of Napa's classification structure recognizing that, at some future point, a comprehensive review of its positions and classifications would be needed. In 2009, this study was initiated by the NCTPA to establish an appropriate, duties-based classification structure based on the current organizational roles and assignments of each position in the organization.

It is a good business practice to periodically conduct a comprehensive study of the classification plan. As the NCTPA has recently become an independent agency and has never had a classification study, this study has provided executive management a good benchmark for helping to achieve the needs of our stakeholders. Individual positions change over time due to advances in technology, changes in business practices and the changing needs of the Agency. Job specifications need to address the agencies core functions to meet the needs necessary to comply with both federal and state laws as well as meet the Boards goals and objectives. NCTPA must match those core functions to corresponding personnel based on established knowledge, skills, and abilities necessary to perform and accomplish these tasks and activities.

On December 15, 2010, the results of the Classification Study were presented to the Board for a first reading in order to receive their comments on the proposed titles. There were no comments received and therefore there are no proposed changes. For additional information on proposed titles and classification methodology please go to [http://www.nctpa.net/Agendas/160/Board Agenda Packet 12-15-2010.pdf](http://www.nctpa.net/Agendas/160/Board%20Agenda%20Packet%2012-15-2010.pdf) December 15, 2010 Board agenda item 9.4.

SUPPORTING DOCUMENTS

Attachment: (1) Resolution No. 11-02

RESOLUTION No. No. 11-02

**A RESOLUTION OF THE
NAPA COUNTY TRANSPORTATION AND PLANNING AGENCY (NCTPA)
CREATING A CLASSIFICATION STRUCTURE BASED ON THE
COMPENSATION STUDY FOR THE AGENCY EMPLOYEES**

WHEREAS, the Agency's policy is to establish and maintain a general compensation and classification structure for Agency Employees that is externally competitive and internally aligned; and

WHEREAS, the compensation plan, including salary ranges, should be reviewed and updated as necessary based on marketplace survey data, internal relationships, and NCTPA financial conditions; and

WHEREAS, the salary ranges of Senior Manager (Exempt) form the ceiling and salary ranges for First Working Level (non-exempt) classifications form the floor between which the salary ranges of exempt and non-exempt classifications must be slotted; and

WHEREAS, the NCTPA has conducted a review of the agency's classification and compensation plan as it pertains to existing employees' job classifications through a Position Description Questionnaire; and

WHEREAS, for job classifications, the NCTPA has proposed to link salary ranges either to external marketplace survey data or to the highest-level job classification supervised; and

WHEREAS, the NCTPA has received recommendations through a commissioned study for employee compensation and classification; and

WHEREAS, the NCTPA managers have met with, and sought feed-back from, the employees regarding the findings contained in the formal study; and

WHEREAS, the Board recognizes that it is desirable for the NCTPA management to be granted the authority to administer the classification and compensation plan for its Employees with broad discretion so that proper internal pay relationships can be maintained over time.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the Napa County Transportation and Planning Agency that the classification titles below are approved and the Executive Director is authorized to develop a compensation plan as follows:

ARTICLE 1 GENERAL PROVISIONS

1.1 APPLICATION

This Resolution applies to Employees in the following job classifications:

1.1.1 Job Classifications

Senior Manager:

1. Executive Director (Exempt)
2. Deputy Director – Administration (Exempt)

Program Manager:

3. Human Resource Administrator (Exempt)
4. Program Manager – Finance (Exempt)
5. Program Manager – Planning (Exempt)
6. Program Manager – Programming and Grant Administrator (Exempt)
7. Program Manager – Public Transit (Exempt)

Advanced Level:

8. Senior Program Planner/Administrator (Non-Exempt)

Full Working Level:

9. Associate Program Planner/Administrator (Non-Exempt)
10. Accounting Technician (Non-Exempt)
11. Administrative Technician (Non-Exempt)
12. Administrative Assistant (Non-Exempt)

Entry Working Level:

13. Assistant Program Planner/Administrator (Non-Exempt)

ARTICLE 2 COMPENSATION

2.1 SALARIES

The salary ranges for job classes and employees covered by this Resolution will be set forth in the Compensation Plan for FY 11/12, which will be presented to the Board during the first reading of the budget.

2.2 OVERTIME-EXEMPT STATUS

Employees in Management positions are exempt from the overtime provisions of the State and Federal Fair Labor Standards Acts (FLSA).

Passed and adopted this 19th day of January 2011

Jim Krider, NCTPA Chair

Ayes:

ATTEST:

Karalyn E. Sanderlin, NCTPA Board Secretary

Noes:

APPROVED:

Janice D. Killion, NCTPA Legal Counsel

Absent:



January 19, 2010
NCTPA Agenda Item 8.6
Continued From: September 22, 2010
Action Requested: INFORMATION

NAPA COUNTY TRANSPORTATION AND PLANNING AGENCY Board Agenda Letter

TO: Board of Directors
FROM: Paul W. Price, Executive Director
REPORT BY: Alberto Esqueda, Agricultural Transportation Coordinator
(707) 259-5976 / Email: aesqueda@nctpa.net
SUBJECT: Agricultural Worker Vanpool Program Update

RECOMMENDATION

This item is for informational purposes only. Staff is seeking direction on the continuation, suspension, or reorganization of the Agricultural Worker Vanpool Program (AWVP). Staff will bring back this item at the February Board meeting for action.

COMMITTEE RECOMMENDATION

None.

EXECUTIVE SUMMARY

In November 2008, the Napa County Transportation and Planning Agency (NCTPA) was awarded a \$572,250 grant for the implementation of an agricultural vanpool service to provide alternative transportation to workers, who normally do not access to public transit due to variable work schedules.

Staff is currently working with a Lake County resident who commutes with a large group of coworkers to work in Napa. Staff received notice from a previous driver who would like to request a van again if he can foment sufficient interest among his coworkers. Treasury Wine Estates has also expressed interest in receiving a couple of vans for employees who commute to Napa from the Bay Area.

FISCAL IMPACT

Is there a Fiscal Impact? No.

CEQA REQUIREMENTS

The proposed action is not a project as defined in Section 15378 of the CEQA Guidelines, which define a project as an action which has the potential for resulting in either a direct physical change in the environment or a reasonably foreseeable indirect physical change. Accordingly, no additional CEQA review is required at this time.

BACKGROUND AND DISCUSSION

At the September 22, 2010 meeting, the Board instructed staff to pursue an alternative direction and target marketing efforts towards a broader pool of agricultural workers beyond field workers and reduce the current marketing efforts. Shortly after the Board meeting newspaper advertisements were terminated. Multiple businesses with large warehouses were contacted including Constellation Vineyards, Seguin Moreau, Trincherro Family Estates (TFE), Mezzetta, and Fosters. The most responsive of these was TFE, who determined that this program was not a good fit for their company. I have met with staff at the Treasury Wine Estates, they have seen the vehicles and they have expressed an interest in potentially using a few vans for their employees. The driver who drove the only van in operation last year called to request the van again for this season. A Lake County resident called to request a van too. He and his coworkers currently commute to Napa County in multiple cars.

After considering various options, a viable alternative to the status quo of the AWVP is to restructure the current program framework and convert it into a general vanpool program, open to any group of eight workers or more. The only caveat to this approach is that funding sources have yet to be identified to finance operations and install monitoring units on the vehicles. The Agency has secured an additional \$50,000 through Section 5316, Job Access Reverse Commute (JARC), of the Federal Transit Administration (FTA). These funds are directly linked to the AWVP and available to offset the costs of low-income vanpool users. If the AWVP is reorganized, an amendment to the JARC funding agreement will be necessary to accommodate this modification. Additionally, at least one member jurisdiction has voiced an interest in purchasing a van for their use.

SUPPORTING DOCUMENTS

None.



January 19, 2010
NCTPA Agenda Item 8.7
Continued From: New
Action Requested: APPROVE

**NAPA COUNTY TRANSPORTATION AND PLANNING AGENCY
Board Agenda Letter**

TO: Board of Directors
FROM: Paul W. Price, Executive Director
REPORT BY: Eliot Hurwitz – Manager of Land Use, Transportation and Climate
(707) 259-8782 / Email: ehurwitz@nctpa.net
SUBJECT: Approval of Resolution No. 11-03 Authorizing the Executive Director to Sign Agreements/Documents with or for the California Department of Transportation (Caltrans) and the Federal Highway Administration (FHWA) to Receive Funding and to Deliver Transportation Projects

RECOMMENDATION

That the NCTPA Board approve Resolution 11-03 (Attachment 1) authorizing the NCTPA Executive Director or Acting Executive Director to sign, upon Board approval, Master, Supplemental, Fund and/or fund transfer and Cooperative Agreements and Right-of-Way Certifications. The new resolution will supersede Resolution No. 06-15 (Attachment 2).

COMMITTEE RECOMMENDATION

None.

EXECUTIVE SUMMARY

The existing NCTPA/State master agreement allows the Agency to draw certain types of federal and state funds. The revised resolution will continue to allow the Executive Director or the Acting Executive Director to sign these Master Agreements and the various supplemental, fund and fund transfer agreements that actually control the release of dollars to individual projects. It will broaden authorization, upon specific Board approval to Cooperative Agreements and Right-of-Way Certifications. This will be particularly useful for non-construction projects using federal construction funds which may nonetheless require such agreements and certifications.

Caltrans has requested that we make this change and has provided as a sample the existing resolution from the Solano Transportation Authority (Attachment 3).

FINANCIAL IMPACT OF RECOMMENDATION

None directly, but does allow the NCTPA to directly accept and use certain classes of state and federal funds for roads projects in the future.

CEQA REQUIREMENTS

The proposed action is not a project as defined in Section 15378 of the CEQA Guidelines, which define a project as an action which has the potential for resulting in either a direct physical change in the environment or a reasonably foreseeable indirect physical change. Accordingly, no additional CEQA review is required at this time.

BACKGROUND AND DISCUSSION

Many state and federal funds that are managed and distributed through Caltrans require a master agreement. That master agreement is then amended to cover specific projects with a supplemental, fund and/or fund transfer agreement(s) as well as other forms of agreement including Cooperative Agreements and Right-of-Way certifications. The NCTPA has had a master agreement for transit projects for some time and highway projects since 2006. In recent months, Caltrans has requested a modification of our current resolution to signature authorization Cooperative Agreements and Right-of-Way certifications.

SUPPORTING DOCUMENTS

Attachment: (1) Resolution No. 11-03
 (2) Resolution No. 06-15
 (3) Solano Transportation Authority (STA) Resolution 2007-10

RESOLUTION No. 11-03

**A RESOLUTION OF THE
NAPA COUNTY TRANSPORTATION AND PLANNING AGENCY (NCTPA)
AUTHORIZING THE EXECUTIVE DIRECTOR OR DESIGNEE TO SIGN
AGREEMENTS/DOCUMENTS WITH OR FOR THE
CALIFORNIA DEPARTMENT OF TRANSPORTATION (CALTRANS)
AND THE FEDERAL HIGHWAY ADMINISTRATION TO RECEIVE FUNDING
AND TO DELIVER TRANSPORTATION PROJECTS**

WHEREAS, the Napa County Transportation and Planning Agency is eligible to receive Federal and/or State funding for certain transportation projects, through the California Department of Transportation (Caltrans) and the Federal Highway Administration (FHWA); and

WHEREAS, Master Agreements, Program Supplemental Agreements, Fund Exchange Agreements and/or Fund Transfer Agreements need to be executed with the Caltrans or FHWA before such funds can be claimed; and

WHEREAS, the Napa County Transportation and Planning Agency, pursuant to Streets and Highways Code Section 1124, is authorized to enter into cooperative Agreements for implementing the delivery of proposed improvements to State highways within the County of Napa; and

WHEREAS, various cooperative Agreements need to be executed and Right-of-Way Certifications signed for implementing the delivery of said proposed improvements to State Highways within the County of Napa; and

WHEREAS, the Napa County Transportation and Planning Agency wishes to delegate authorization to execute these agreements/documents and any amendments thereto to the Executive Director or designee following Project approval by the NCTPA Board, whether through project-specific action of the Board or through approval of the NCTPA Budget which Budget includes projects and their funding.

NOW THEREFORE BE IT RESOLVED that the Napa County Transportation and Planning Agency Executive Director or designee is authorized to execute all Master Agreements, Program Supplemental Agreements, Fund Exchange Agreements, Fund Transfer Agreements, Cooperative Agreements, Right-of-Way Certifications and any amendments thereto with or for Caltrans or FHWA following approval by the NCTPA

Board through either project-specific action of the Board or approval of the NCTPA Budget which budget includes or references projects and their funding.

Passed and adopted this 19th day of January, 2011.

Jim Krider, Chair, NCTPA

Ayes:

ATTEST:

Karalyn E. Sanderlin, NCTPA Board Secretary

Noes:

APPROVED:

Janice D. Killion, NCTPA Legal Counsel

Absent:



ATTACHMENT 2
Board Agenda Item 8.7
January 19, 2011

707 Randolph Street, Suite 100 • Napa, CA 94559-2912
Tel: (707) 259-8631
Fax: (707) 259-8638

RESOLUTION No. 06-15

**A RESOLUTION OF THE
NAPA COUNTY TRANSPORTATION PLANNING AGENCY (NCTPA)
AUTHORIZING THE EXECUTIVE DIRECTOR TO SIGN AGREEMENTS WITH THE
CALIFORNIA DEPARTMENT OF TRANSPORTATION**

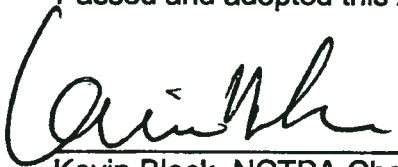
WHEREAS, the Napa County Transportation Planning Agency is eligible to receive Federal and/or State funding for certain transportation projects, through the California Department of Transportation and

WHEREAS, Master Agreements, Program Supplemental Agreements, Fund Exchange Agreements and/or Fund Transfer Agreements need to be executed with the California Department of Transportation before such funds could be claimed and

WHEREAS, the Napa County Transportation Planning Agency wishes to delegate authorization to execute these agreements and any amendments thereto to the Executive Director or the Acting Executive Director and

NOW THEREFORE BE IT RESOLVED that the Executive Director or Acting Executive Director be authorized to execute all Master Agreements, Program Supplemental Agreements, Fund Exchange Agreements, Fund Transfer Agreements and any amendments thereto with the California Department of Transportation.

Passed and adopted this 20th day of September, 2006.


Kevin Block, NCTPA Chair

Ayes: **BLOCK, KRIDER, WAGENKNECHT,
DODD, DUNSFORD, GARCIA, ROSA
POTTER**

ATTEST:


Karalyn E. Sanderlin, NCTPA Board Secretary

Noes: **NONE**

APPROVED:


Robert Paul, NCTPA Legal Counsel

Absent: **NONE**

SOLANO TRANSPORTATION AUTHORITY
RESOLUTION No. 2007-10

**RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY
AUTHORIZING THE EXECUTIVE DIRECTOR TO SIGN
AGREEMENTS/DOCUMENTS WITH OR FOR THE
CALIFORNIA DEPARTMENT OF TRANSPORTATION (CALTRANS) AND THE
FEDERAL HIGHWAY ADMINISTRATION
TO RECEIVE FUNDING AND TO DELIVER TRANSPORTATION PROJECTS**

WHEREAS, the Solano Transportation Authority is eligible to receive Federal and/or State funding for certain transportation projects, through the California Department of Transportation (CALTRANS) and the Federal Highway Administration (FHWA); and

WHEREAS, Master Agreements, Program Supplemental Agreements, Fund Exchange Agreements, Fund Transfer Agreements, need to be executed with CALTRANS or FHWA before such funds could be claimed; and

WHEREAS, the Solano Transportation Authority, pursuant to Streets and Highways Code Section 114 is authorized to enter into Cooperative Agreements for implementing the delivery of proposed improvements to State highways within the County of Solano; and

WHEREAS, various Cooperative Agreements need to be executed and Right-of-Way Certifications signed for implementing the delivery of said proposed improvements to State Highways within the County of Solano; and

WHEREAS, the Solano Transportation Authority wishes to delegate authorization to execute these agreements/documents and any amendments thereto to the Executive Director or the Acting Executive Director following Project approval by the STA Board whether through project-specific action of the Board or through approval of the STA Budget which Budget includes projects and their funding.

NOW, THEREFORE BE IT RESOLVED that the Executive Director or Acting Executive Director be authorized to execute all Master Agreements, Program Supplemental Agreements, Fund Exchange Agreements, Fund Transfer Agreements, Cooperative Agreements, Right-of-Way Certifications and any amendments thereto with or for CALTRANS or FHWA following approval by the STA Board through either project-specific action of the Board or approval of the STA Budget which Budget includes or references projects and their funding.

I HEREBY CERTIFY that the foregoing resolution was introduced and passed at a regular meeting of the Board of the Solano Transportation Authority, held on the 10th day October, 2007, by the following vote:

Ayes: 8
No's: 0
Absent: 0
Abstain: 0

Attest by:



Johanna Masiel
Clerk of the Board



Anthony Intintoli, Chair
Solano Transportation Authority

I, Daryl K. Halls, the Solano Transportation Authority Executive Director, do hereby certify that the above and foregoing resolution was introduced, passed, and adopted by said Authority at a regular meeting thereof held this the day of October 10, 2007.



Daryl K. Halls, Executive Director
Solano Transportation Authority



January 19, 2011
NCTPA Board Agenda Item 8.8
Continued From: December 2010
Action Requested: INFORMATION

NAPA COUNTY TRANSPORTATION AND PLANNING AGENCY Board Agenda Letter

TO: Board of Directors
FROM: Paul W. Price, Executive Director
REPORT BY: Danielle Schmitz, Environmental Analyst/Coordinator
(707) 259-5968 / Email: dschmitz@nctpa.net
SUBJECT: Supporting a Subregion Formation for the 2014-22 Regional Housing Needs Allocation (RHNA) Process

RECOMMENDATION

Information Only

COMMITTEE RECOMMENDATION

The Technical Advisory Committee recommends to the NCTPA Board that on their February agenda they consider the adoption of a resolution forming a subregion reflecting the actions of the member agencies to that date, and adoption of a contracting action to resource the planning effort and bring on a planning firm to start the next day.

EXECUTIVE SUMMARY

The Association of Bay Area Governments (ABAG) recently released a memo informing local agencies about an upcoming deadline to form subregions for the next round of Regional Housing Needs Allocation (RHNA). The planning process for the fifth round of RHNA allocations is scheduled to start in January of 2011. As in the last cycle, local governments will have an opportunity to form "subregions". According to state law, at least two or more cities and a county, or counties, may form a subregional entity for the purpose of allocating the subregion's existing and projected housing need for housing among its members. A subregion may include a single county and each of the cities in that county or any other combination of geographically contiguous local governments. All subregions need to be approved by the adoption of a resolution by each of the local governments in the subregion as well as by the council of governments.

Local governments choosing to form subregions will be responsible for devising the Regional Housing Needs Allocation methodology, which will be used to allocate the

2014-2022 RHNA to its members. ABAG will assign a subregional share of the Bay Area's total Regional Housing Need Determination to the subregion. The subregion will then develop a methodology to allocate this share within the subregion. The deadline for forming a subregion is March 16, 2011. All members of the proposed subregion are required to have resolution's confirming their participation in the subregion by this date, as well as the council of governments representing the subregion.

FINACIAL IMPACT

Is there a fiscal impact? Yes, the fiscal impact for this effort is not to exceed \$200,000 dollars.

CEQA REQUIREMENTS

The proposed action is not a project as defined in Section 15378 of the CEQA Guidelines, which define a project as an action which has the potential for resulting in either a direct physical change in the environment or a reasonably foreseeable indirect physical change. Accordingly, no additional CEQA review is required at this time.

BACKGROUND AND DISCUSSION

The jurisdictions of Napa County have expressed interest in forming a subregion. Therefore, NCTPA is coordinating the creation of a countywide "subregion". If the jurisdictions of Napa County deem NCTPA as the representative of the subregion, NCTPA will research potential funding options to support the subregional RHNA process.

SB 375 has established the requirement for a Sustainable Communities Strategy to integrate transportation and land use plans in metropolitan regions. In the Bay Area this integration includes ABAG's Projections and Regional Housing Needs Allocation (RHNA) and MTC's Regional Transportation Plan (RTP). Every eight years the Sustainable Communities Strategy and the Regional Housing Needs Assessment (RHNA) must be consistent. The establishment of the initial Sustainable Community Strategy will also include an update to the RHNA even though it was done in 2007. The new cycle will be eight years instead of seven. As in the last RHNA cycle, jurisdictions will have the ability to form subregions. These subregions will be responsible for devising the Regional Housing Needs Allocation methodology, which will be used to allocate the 2014-2022 RHNA to its members. Procedure calls for subregions to follow the same substantive and procedural rules and guidelines that ABAG follows when distributing housing allocations. Subregions must also enter into an agreement with ABAG that specifies the process, timing, and other terms and conditions for administering the local housing needs determination process.

Creating a subregion in Napa County to administer the allocation process can increase local control. Members of the subregion will have the flexibility to negotiate with other

members for adjustments to their allocations. Jurisdictions that want fewer units might offer incentives to other jurisdictions that might accept additional units. Incentives could include cash payments to help subsidize the cost of providing services for new development or the costs of roadway and transportation improvements. This concept of swap and credits is not possible under state law using the current ABAG process. However, swaps and credits can be developed through the subregional delegation process. With the formation of a subregion there can be better engagement by all jurisdictions and better flexibility in the RHNA process. There is also a greater ability to negotiate with regional agencies as a collective unit. If the Napa subregion fails to complete the allocation process within the deadline, ABAG will allocate the subregion's share of housing to the jurisdictions within the subregion, according to the regionally adopted method.

At the TAC meeting on January 6th jurisdictions gave updates on when they were planning on taking the Subregion formation resolution to their individual councils/board:

- County of Napa – taking for approval January 11th
- City of St. Helena – taking for approval January 11th
- City of Calistoga – taking as an informational item on January 18th and for approval February 1st
- City of Napa – taking for approval February 1st
- City of American Canyon – taking for approval February 1st
- Town of Yountville – taking for approval February 1st

NCTPA staff laid out a strategy for being able to assist in overseeing the Subregional formation

SUPPORTING DOCUMENTS

Attachment: (1) October 12, 2010 Letter from ABAG Regarding the 2014-22 RHNA Requirements to Form a Subregion

ASSOCIATION OF BAY AREA GOVERNMENTS

Representing City and County Governments of the San Francisco Bay Area



October 12, 2010

M E M O

To: Responsible Local Government Representative

From: Paul Fassinger, ABAG Research Director

Re: 2014-22 Regional Housing Need Allocation- Requirements to Form a Subregion

The fifth Regional Housing Needs Determination and Allocation (RHND and RHNA) process for the 2014-2022 planning period is scheduled to begin in January 2011. The Regional Housing Needs Determination and Allocation are mandated by State housing element law (Government Code Section 65588), which requires local governments in California to adopt a general plan for the physical development of the city, city and county, or county. The housing element is one of the seven mandated elements of the local general plan. Within the housing element, cities and counties are to demonstrate how the existing and projected housing needs of all economic segments of the community can be met. The intent of the law is to allow the private market to adequately address housing needs and demand, by requiring local governments to adopt land use plans and regulatory systems which provide opportunities for, and do not unduly constrain, housing development.

As in last RHNA cycle, in this upcoming RHNA period local governments will have the opportunity to form "subregions". According to state law, at least two or more cities and a county, or counties, may form a subregional entity for the purpose of allocating the subregion's existing and projected housing need for housing among its members. A subregion may include a single county and each of the cities in that county or any other combination of geographically contiguous local governments. All subregions need to be approved by the adoption of a resolution by each of the local governments in the subregion as well as by the council of governments.

Local governments choosing to form subregions will be responsible for devising the Regional Housing Needs Allocation methodology, which will be used to allocate the 2014-2022 RHNA to its members. ABAG will assign a subregional share of the Bay Area's total Regional Housing Need Determination to the subregion. The total Regional Need Determination is determined by the State Department of Housing and Community Development. The subregion's share of the total RHND is to be consistent with the distribution of households assumed for the comparable time period within the Regional Transportation Plan.

Each subregion would also be required to undertake the revision, appeal and final allocation process. The final subregional allocation would be submitted to ABAG for approval by the HCD. In the event the subregion fails to make the allocation or can not complete the allocation process within the state mandated deadlines, ABAG will be required to allocate the subregion's share of housing to the jurisdictions within the subregion, according to the regionally adopted method.

If there is interest in your community to form a subregion with your neighboring jurisdiction(s) please note the schedule below. **The deadline for forming a subregion is March 16, 2011.** All members of the proposed subregion will have to have resolution's confirming their participation in the subregion by this date.



DRAFT DATES - SUBJECT TO CHANGE

Milestones	Completion Date	Subregional Milestones
Update Growth Forecast	December 1, 2011	
Survey Jurisdictions on RHNA factors	January 1, 2011	
Subregions Inform ABAG of Intention to Form	March 16, 2011	Deadline for Subregion Formation
Consult with HCD on Determination	July 1, 2011	
Adopt Draft RHNA Method	July 21, 2011	Subregions Adopt Proposed Method
Final RHNA Method/Public Hearing	September 15, 2011	Subregions Adopt Final Method
HCD Issues Regional Housing Needs Determination	October 1, 2011	Housing Need Assigned Subregions
Draft RHND Allocation	January 19, 2012	Subregions Make Draft Allocation
		ABAG Reviews Subregion Allocation
Local Gov't Request for Revisions to RHNA	March 15, 2012	Local Jurisdictions May Request Revisions
ABAG Responds to Revisions/Appeals Period Begins	May 17, 2012	Subregion Responds to Revision Request
Final Date to File Appeal/Public Hearing on Appeals	July 19, 2012	Local Jurisdictions May Appeal
		Subregions Make Proposed Final Allocations
Proposed Final RHNA Allocation	July 19, 2012	
Board Adopts Final RHNA Plan (Public Hearing)	September 20, 2012	Subregion Adopts Final Allocation Plan
HCD Adopts RHN Plan	October 1, 2012	
Housing Elements Due	September 10, 2014	

DRAFT DATES - SUBJECT TO CHANGE

ABAG staff is available to discuss the subregion option with you and to answer any questions you may have. Please contact Christy Riviere at (510)464-7923 or email christyr@abag.ca.gov.



January 19, 2011
NCTPA Agenda Item 8.9
Continued From: New
Action Requested: **APPROVE**

NAPA COUNTY TRANSPORTATION AND PLANNING AGENCY Board Agenda Letter

TO: Board of Directors
FROM: Paul W. Price, Executive Director
REPORT BY: Tom Roberts, Manager of Planning and Programming
(707) 259-8782 / Email: troberts@nctpa.net
SUBJECT: Approval of Resolution No. 11-04 Authorization for the Execution of the Certifications and Assurances for the Public Transportation Modernization Improvement, and Service Enhancement Account Bond Program

RECOMMENDATION

That the NCTPA Board approve Resolution No. 11-04 (Attachment 1) authorizing the receipt of Proposition 1B funding Certification and Assurances and Authorized Agent language.

COMMITTEE RECOMMENDATION

None.

EXECUTIVE SUMMARY

NCTPA is an eligible recipient of Proposition 1B Public Transportation Modernization, Improvement, and Service Enhancement Program (PTMISEA) funding. As the administrator of these funds, Caltrans has established various prerequisites including a new provision that our agency adopt by resolution standardized Certification and Assurances and Authorized Agent language. The documents have been reviewed by in-house legal counsel and staff recommends their adoption.

FINANCIAL IMPACT

Is there a Fiscal Impact? Yes, future funding.

NCTPA will receive future formula based funding for various transit projects.

CEQA REQUIREMENTS

The proposed action is not a project as defined in Section 15378 of the CEQA Guidelines, which define a project as an action, which has the potential for resulting in either a direct physical change in the environment or a reasonably foreseeable indirect physical change. Accordingly, no additional CEQA review is required at this time.

BACKGROUND AND DISCUSSION

Proposition 1B Public Transportation Modernization, Improvement, and Service Enhancement Program (PTMISEA) was passed by the voters of California in 2006. Of the \$19.925 billion available to Transportation, \$3.6 billion dollars was allocated to PTMISEA to be available to transit operators over a ten-year period. PTMISEA funds may be used for transit rehabilitation, safety or modernization improvements, capital service enhancements or expansions, new capital projects, bus rapid transit improvements, or rolling stock (buses and rail cars) procurement, rehabilitation or replacement.

NCTPA presently has two projects in the proposition 1B pipeline awaiting the proceeds of future bond sales. These are:

VINE Go van purchase	\$169,845
City/County Bus Shelter Improvements	\$178,992

The allocation of PTMISEA funding to NCTPA is formula based and contingent on future bond sales. Proposed projects must meet certain eligibility criteria.

As the administrator of these funds, Caltrans has established various prerequisites including a new provision that our agency adopt by resolution standardized Certification and Assurances and Authorized Agent language. The documents have been reviewed by in-house legal counsel and staff recommends their adoption.

SUPPORTING DOCUMENTS

Attachments: (1) Resolution No. 11-04
(2) Caltrans Service Enhancement Account (PTMISEA) Authorized Agent Form

RESOLUTION NO. 11-04

**A RESOLUTION OF THE
NAPA COUNTY TRANSPORTATION AND PLANNING AGENCY (NCTPA)
AUTHORIZATION FOR THE EXECUTION OF THE
CERTIFICATIONS AND ASSURANCES FOR
THE PUBLIC TRANSPORTATION MODERNIZATION, IMPROVEMENT,
AND SERVICE ENHANCEMENT ACCOUNT BOND PROGRAM**

WHEREAS, the Napa County Transportation and Planning Agency is an eligible project sponsor and may receive state funding from the Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA) now or sometime in the future for transit projects; and

WHEREAS, the statutes related to state-funded transit projects require a local or regional implementing agency to abide by various regulations; and

WHEREAS, Senate Bill 88 (2007) named the Department of Transportation (Department) as the administrative agency for the PTMISEA; and

WHEREAS, the Department has developed guidelines for the purpose of administering and distributing PTMISEA funds to eligible project sponsors (local agencies); and

WHEREAS, the Napa County Transportation and Planning Agency wishes to delegate authorization to execute these documents and any amendments thereto to the Manager of Programming and Planning, Finance Manager, or Deputy Director.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the Napa County Transportation and Planning Agency that the fund recipient agrees to comply with all conditions and requirements set forth in the Certification and Assurances document and applicable statutes, regulations and guidelines for all PTMISEA funded transit projects.

NOW THEREFORE, BE IT FURTHER RESOLVED that the Manager of Programming and Planning, Finance Manager, or Deputy Director be authorized to execute all required documents of the PTMISEA program and any Amendments thereto with the California Department of Transportation.

Passed and Adopted on the 19th day of January 2011.

///
///

Jim Krider, Chair, NCTPA

Ayes:

ATTEST:

Karalyn E. Sanderlin, NCTPA Board Secretary

Noes:

APPROVED:

Janice D. Killion, NCTPA Legal Counsel

Absent:

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION
Division of Mass Transportation
Public Transportation Modernization, Improvement, and
Service Enhancement Account (PTMISEA)
Authorized Agent Form



ATTACHMENT 2
Board Agenda Item 8.9
January 19, 2011

Authorized Agent

AS THE Executive Director
(Chief Executive Officer / Director / President / Secretary)

OF THE Napa County Transportation and Planning Agency
(Name of County/City Organization)

I hereby authorize the following individual(s) to execute for and on behalf of the named Regional Entity/Transit Operator, any actions necessary for the purpose of obtaining Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA) funds provided by the California Department of Transportation, Division of Mass Transportation. This form shall remain valid for one year from date signed.

Tom Roberts, Manager of Planning and Programming OR
(Name and Title of Authorized Agent)

Antonio Onorato, Manager of Finance OR
(Name and Title of Authorized Agent)

Diana Vargas, Deputy Director
(Name and Title of Authorized Agent)

Paul W. Price Executive Director
(Print Name) (Title)

(Signature)

Approved this _____ day of _____, 20____



January 19, 2011
NCTPA Agenda Item 9.1
Continued From: New

Action Requested: ACCEPT AND FILE

NAPA COUNTY TRANSPORTATION AND PLANNING AGENCY Board Agenda Letter

TO: Board of Directors
FROM: Paul W. Price, Executive Director
REPORT BY: Antonio Onorato- Manager of Finance
(707) 259-8779 / Email: aonorato@nctpa.net
SUBJECT: FY 09/10 Independent External Audit Report for NCTPA

RECOMMENDATION

The NCTPA Board accept and authorize the Executive Director to file the FY 09/10 NCTPA financial audit and the return of \$1,766,285 to the County's Local Transportation Fund.

COMMITTEE RECOMMENDATION

None.

EXECUTIVE SUMMARY

NCTPA is required to complete an annual financial audit and a federal single audit report. Brown Armstrong Certified Public Accountants have completed both for NCTPA for FY 09/10.

Attachment 1 is the Audit Report for the fiscal year ended June 30, 2010.

Attachment 2 is the Single Audit Report for the year ended June 30, 2010. This report provides a discussion of findings in the FY 09/10 audit.

FISCAL IMPACT

NCTPA will return the unspent portion of TDA in the amount of \$1,766,285 to the Local Transportation Fund (TDA trust account) as indicated by the audit. These funds will be available in FY 10/11 for transportation related projects.

CEQA REQUIREMENTS

The proposed action is not a project as defined in Section 15378 of the CEQA Guidelines, which define a project as an action which has the potential for resulting in either a direct physical change in the environment or a reasonably foreseeable indirect physical change. Accordingly, no additional CEQA review is required at this time.

BACKGROUND AND DISCUSSION

NCTPA's Audit for FY 10/11 was prepared by Brown Armstrong Certified Public Accountants in accordance with auditing standards generally accepted in the United States. The report includes a Management's Discussion and Analysis, basic financial statements including government-wide and three separate fund financial statements, notes to the statements, and other required supplementary information. Additionally, Brown Armstrong prepared a separate Single Audit Report (Attachment 2) for discussing findings of weakness and deficiencies in internal controls. The Audit for the fiscal year ended June 30, 2010 will be the third Audit performed by Brown Armstrong for NCTPA. The other two audits were for the fiscal years ended June 30, 2008 and June 30, 2009.

NCTPA Financial Activities

NCTPA financial activities are separated into three fund types:

1. **Governmental Fund Type (or Special Revenue Funds):** This fund type accounts for all of the non-trust, non-transit, non-capital activities of NCTPA. It includes Agency administration, Paratransit Coordinating Council, Pass through activities and planning costs. The Governmental Fund balance as of June 30, 2010 was \$339,623, an increase of \$186,867 over the previous fiscal year.
2. **Proprietary Fund Type (or Enterprise Fund):** This fund accounts for the financial activity for all public transit services. At the end of FY 09/10, the enterprise fund held \$1,766,285 in excess LTF revenue. These funds will be returned to the Napa County Local Transportation Fund (Transportation Development Act (TDA) trust) for future use.
3. **Fiduciary Funds (or Expendable Trust Funds):** This fund type accounts for the Abandoned Vehicles Abatement Trust (AVAA) and the Bay Area Air Quality Management (BAAQMD) Fund. These funds pass through NCTPA to other agencies. NCTPA charges an administration fee to the BAAQMD program. At the end of FY 09/10, the Fiduciary Fund Type shows net assets of \$962,407 due to the carry over of projects into later years.

Changes in Net Assets

In Fiscal Year 09/10, NCTPA net assets, governmental and business type combined, increased by \$2,383,742 or 42.95%. The Proprietary fund added \$2,196,875 in net assets for the year due to capital investments of four (4) gas-electric hybrid buses, engine rebuilds, and ongoing construction costs for the Trancas Park N Ride and future Soscol Gateway Transit Center.

The governmental activities net assets increased by \$186,867 in local funds. This increase resulted from recovery of reimbursable expenses from prior years. The net result is an overall increase in net assets from \$5,549,631 in FY 0/09 to \$7,933,373 in FY 09/10.

Farebox Ratio

The audit calculates the farebox ratio for the services and determines compliance with the TDA statute requiring a specific farebox recovery ratio. Penalties may apply to transit services that are unable to meet the requirement.

The VINE combined with the Downtown Trolley and American Canyon Transit are required to make a 16% farebox recovery and made a 13.59% farebox ratio in FY 09/10. The Agency was not in compliance with the minimum farebox ratio required for Article 4 transit operations for the fiscal year ended June 20, 2010.

The Agency will make up the difference in FY10/11 by requesting an exemption from MTC due to the operational costs associated for the newly launched Express service. New service costs typically lower farebox recovery ratios. Reporting the ratio of fare revenues two years after the implementation of new service will modify the reporting year's ratios.

The Transportation Development Act (TDA) statute 99268.8 allows transit operators to delay reporting required ratios of fare revenues on new services until two years after the end of the fiscal year in which the new service was put into operation.

Also, the Agency will make up the difference with savings achieved from the multi-year contract with our purchased transportation contract provider which began in September 2009 and increased ridership from expected route changes.

The combined Article 8 services, including VINE Go, the Yountville Shuttle, the Calistoga HandyVan, the St. Helena VINE Shuttle and the Taxi Scrip Program are required to make 10% and achieved a 13.13% ratio.

Findings

There were no financial findings in the FY 09/10 audit. Material weaknesses and deficiencies identified by Brown Armstrong in FY 08/09 have been address by NCTPA.

As discussed in detail in the attached Management Report, in performing the FY 09/10 audit Brown Armstrong noted findings of significant deficiencies and material weakness in NCTPA's internal controls over financial reporting. These findings are related to NCTPA's practices accounting for:

- Policies and Procedures

In NCTPA's response to Brown Armstrong, NCTPA management concurs with the finding. This finding has been addressed by the NCTPA Board of Directors with the approval and adoption of the Financial Policies, Practices, and Procedures in September 2010. The Procurement Section of the Policies, Practices, and Procedures was formally approved and adopted by the Board of Director's of NCTPA in November 2010.

The complete audits are available on request and will be distributed to Board members at the meeting. The financial audit and single audit will also be available on NCTPA's website after the Board acceptance.

SUPPORTING DOCUMENTS

Attachments: (1) NCTPA Audit Report for the Fiscal Years Ended June 30, 2010 and 2009
(2) NCTPA Single Audit Report for the Fiscal Ended June 30, 2010

NOTE: both audit reports are provided in Board Member packets only, copies will be available at the January 20th Board meeting and are also available for review at the NCTPA office, 707 Randolph Street Suite 100 Napa CA 94559)



January 19, 2011
NCTPA Agenda Item 9.2
Continued From: New
Action Requested: INFORMATION

NAPA COUNTY TRANSPORTATION AND PLANNING AGENCY Board Agenda Letter

TO: Board of Directors
FROM: Paul W. Price, Executive Director
REPORT BY: Paul W. Price, Executive Director
(707) 259-8634 / Email: pprice@nctpa.net
SUBJECT: Transit Efficiency Committee Report

RECOMMENDATION

Information only.

COMMITTEE RECOMMENDATION

None.

EXECUTIVE SUMMARY

The Board has established a Transit Efficiency Committee (TEC) to review the performance of its Transit Services Contractor (Veolia Transportation Services, Inc.) in meeting performance goals established as a result of the new Transit Service contract. The fifth quarterly meeting was held on November 15, 2010. Attached to this agenda item is a summary of the performance indicators presented to the TEC.

FISCAL IMPACT

Is there a Fiscal Impact? No

CEQA REQUIREMENTS

The proposed action is not a project as defined in Section 15378 of the CEQA Guidelines, which define a project as an action which has the potential for resulting in either a direct physical change in the environment or a reasonably foreseeable indirect physical change. Accordingly, no additional CEQA review is required at this time.

BACKGROUND AND DISCUSSION

At its August 5, 2009 Board meeting, the Board created a Transit Efficiency Committee (TEC) whose function is to review the performance of our Transit Services contract operator in regards to safety, on-time performance, customer complaints, and reliability of the Vine and Vine Go operations. The fifth quarterly meeting of the committee was held on November 19, 2010 and the committee discussed (a) road calls; (b) complaints; (c) on-time performance; (d) accidents.

On the issue of road calls, the NCTPA has set its standard to at least 10,000 miles between road calls. For VINE transit, four road calls have been registered since February 2010, three of them occurring in November. However, Veolia performance was above the nominated benchmark displaying results beyond the minimal requirements. Cumulative average reaches its all-time high in October. In case of VINE Go, two road calls have been recorded throughout the entire year: one in January, the other in September. Hence the long run value rocketed to 157,000 miles in August – an all-time-high for the current year. Cumulative values never dipped below 100,000 miles, which is 10 times better than the standard. Thus, the statistical data suggests outstanding compliance with NCTPA's requirements on road calls, as the mileage of the past few months adds up again to shape an upward sloping long term average line.

For complaints, the NCTPA standard applied to the transit system is one complaint per 15'000 riders (approximately 4 per month). After significant fluctuations in Jan-May 2010 and a downward trend in summer, the fall months proved to be the best three months ever. The committee received complaint and compliment logs as additional information to the statistical data. The Vine Go standard for the same indicator is one complaint per 2'000 passengers. The only two complaints registered so far in the current year occurred in April and July, determining the monthly performance to always be better than the norm set. The cumulative average carries on the positive trend started months earlier reaching its all-time-low in November.

NCTPA's goal for on-time performance is 90% on-time (no more than 3 minutes late at a time point). For VINE system, these requirements were met in the current year so far. Last three months show stable performance varying around 97%. The long term average has been consistently above the standard level (always greater than 95%). It reached its 2010 peak in November. Great performance is recorded in case of Vine Go on-time performance indicator: after a gradual decrease through the Feb-Sep span the monthly actuals soared 4 points up from 93%. The cumulative average continues to grow reaching an all-time-high in November: 93.6% - as a result of a consistent performance above the standard.

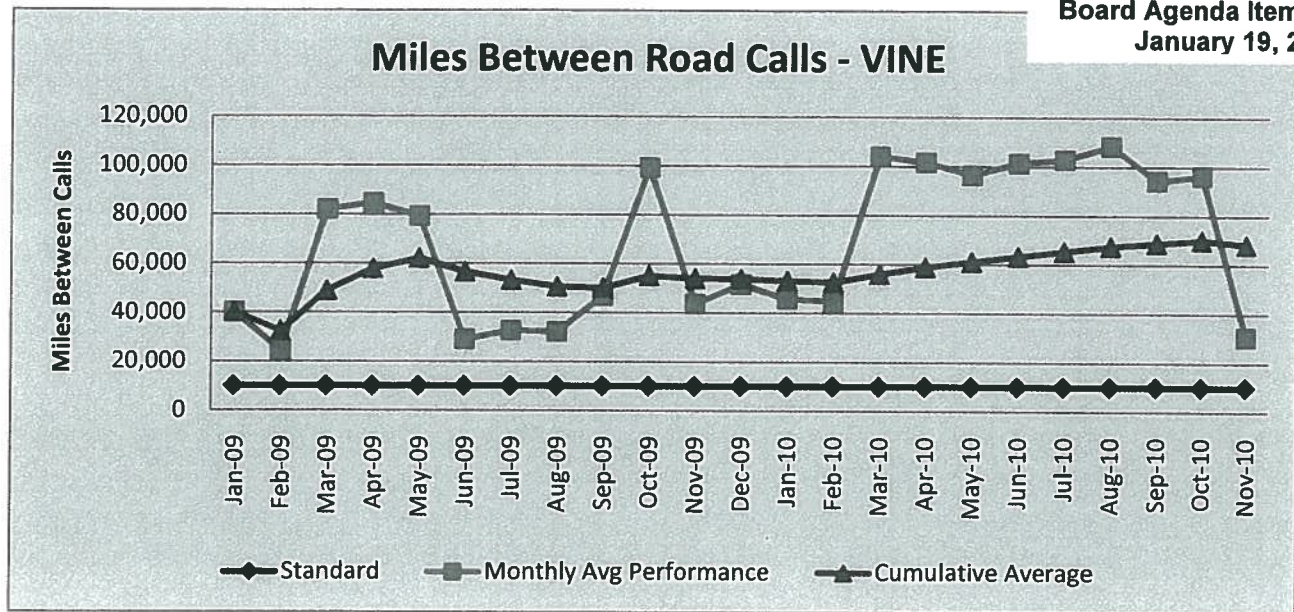
The accident information is sub-divided by accident rate, severity, and cost per claim. As agreed to in the contract between the parties, the CalTIP rate, severity, and cost per claim averages will be used to measure and evaluate Veolia performance. For accident

rate, the goal is a maximum of one claim per 100,000 miles. Veolia's monthly performance exceeded the agreed mark in summer, after a spring with values within the initially established range. The last 5 months of the period in review clearly indicate a diminishing tendency of the parameter levels. Long term average has been steadily improving, however. Though frequency rate is high, the accidents' severity and costs of the respective claims are, on average; three times lower than CalTIP severity and cost-per-claim benchmark.

While the accident rate is beyond the initially agreed mark, the accidents per se are minor (low value). The CalTIP average severity rate is \$4,954; actual data displays low level values for the long run performance, which is below one third of the above mentioned standard mark. After a sudden increase in September (\$ 3006.39), the indicator figures went down, dipping below \$ 2000. Stable dynamics characterize the average-cost-per-claim curve: Veolia's stats indicate (in the long run) a level almost thrice lower compared to the agreed standard – \$ 5,484 CalTIP benchmark. The array of values exhibits a steady performance during spring with an increase in July and August of the current year, followed by a mild down-sloping segment for the Aug-Nov period.

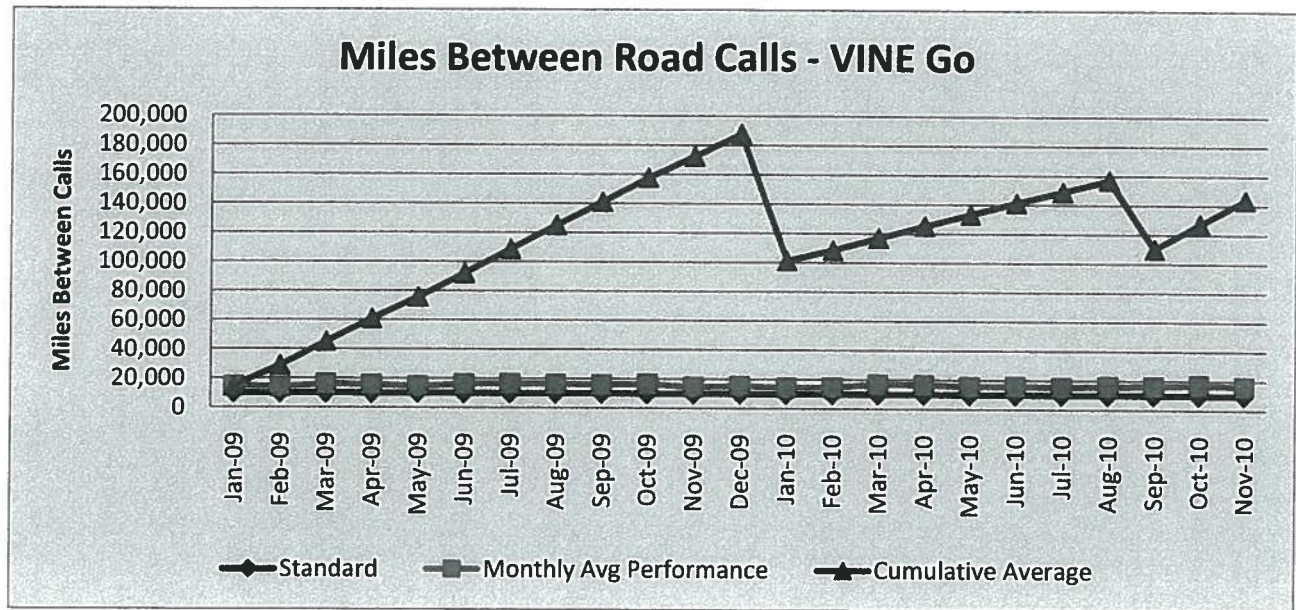
SUPPORTING DOCUMENTS

Attachment: (1) Transit Efficiency Committee, November 15 Report



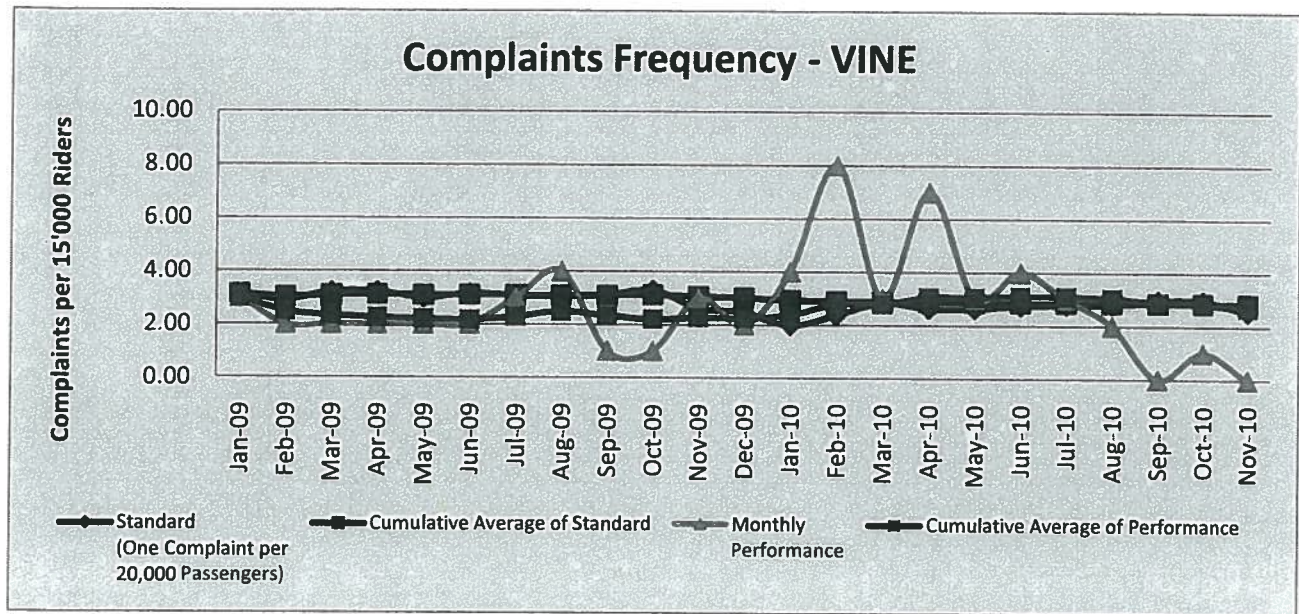
The standard re miles between road calls set by NCTPA for VINE transit system is 10,000 miles. The entire period in review is characterized by a performance above the nominated standard (red line with diamond markers) displaying results far beyond the minimal requirements (tenfold mark surpassed in Jun-Aug 2010). Only four road calls have been registered since Feb 2010: one in July and three in November. Over the long run (dark blue line with triangle markers) Veolia's performance has been steadily improving: February through October; November shows a slight decrease due to the calls registered in this last month of the studied period.

Month	Standard	Monthly Mileage	Road Calls	Monthly Avg Performance	Cumulative Average
Jan-09	10,000	80,375	2	40,188	40,187.50
Feb-09	10,000	73,781	3	24,594	32,390.58
Mar-09	10,000	82,029	1	82,029	48,936.72
Apr-09	10,000	84,707	1	84,707	57,879.29
May-09	10,000	79,261	1	79,261	62,155.63
Jun-09	10,000	87,204	3	29,068	56,641.03
Jul-09	10,000	97,906	3	32,635	53,211.64
Aug-09	10,000	96,507	3	32,169	50,581.31
Sep-09	10,000	93,563	2	46,782	50,159.11
Oct-09	10,000	99,216	1	99,216	55,064.80
Nov-09	10,000	87,409	2	43,705	54,032.05
Dec-09	10,000	103,435	2	51,718	53,839.17
Jan-10	10,000	91,521	2	45,761	53,217.73
Feb-10	10,000	89,327	2	44,664	52,606.71
Mar-10	10,000	103,997	0	103,997	56,032.73
Apr-10	10,000	101,714	0	101,714	58,887.81
May-10	10,000	96,480	0	96,480	61,099.12
Jun-10	10,000	101,375	0	101,375	63,336.67
Jul-10	10,000	102,883	1	102,883	65,418.05
Aug-10	10,000	108,385	0	108,385	67,566.40
Sep-10	10,000	94,278	0	94,278	68,838.38
Oct-10	10,000	96,387	0	96,387	70,090.59
Nov-10	10,000	92,114	3	30,705	68,378.16



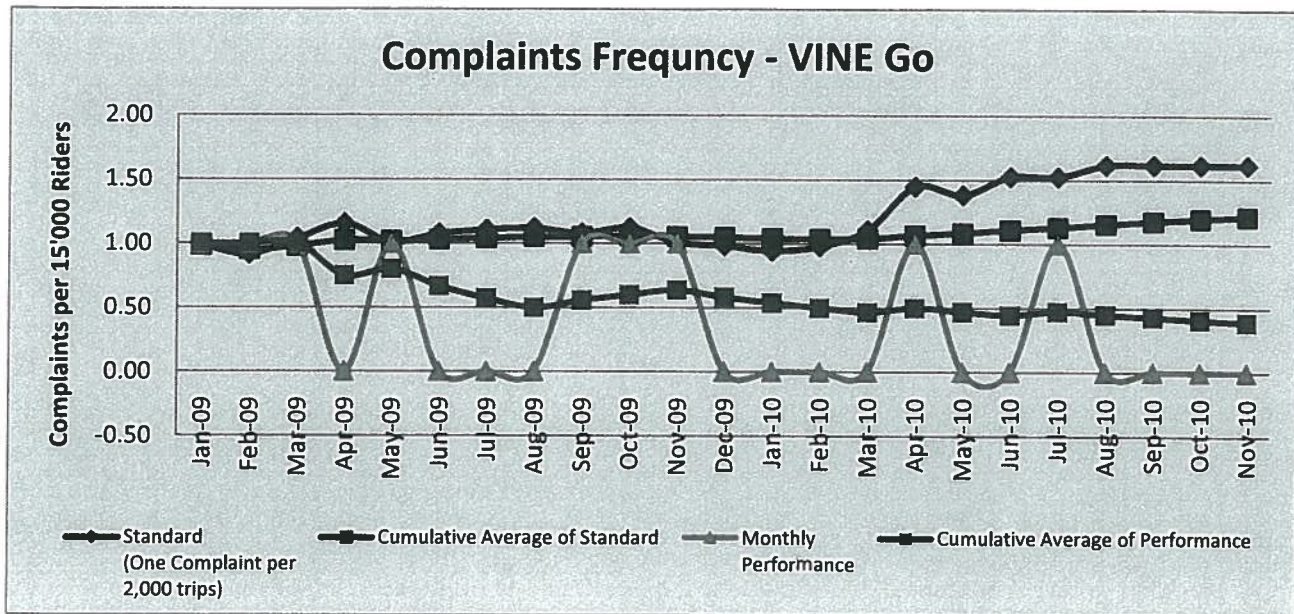
In case of 'VINE Go' service, the standard is also 10,000 miles between road calls. However, only one road call has been registered during 2009, while the annual mileage reached 187,150, thus, at the end of 2009 Veolia cumulative performance (dark blue line with triangle markers) after a steady growth achieved a 18-fold value compared to the set benchmark (flat red line with rhombus markers). Only two road calls have been recorded this year: in January and September, due to this fact the indicator values never dipped below 100,000 miles, which is 10 times better than the standard.

Month	Standard	Monthly Mileage	Road Calls	Monthly Avg Performance	Cumulative Average
Jan-09	10,000	14,692	0	14,692	14692
Feb-09	10,000	14,222	0	14,222	28914
Mar-09	10,000	16,200	0	16,200	45114
Apr-09	10,000	15,910	0	15,910	61024
May-09	10,000	14,658	0	14,658	75682
Jun-09	10,000	16,370	0	16,370	92052
Jul-09	10,000	16,708	1	16,708	108760
Aug-09	10,000	16,318	0	16,318	125078
Sep-09	10,000	16,016	0	16,016	141094
Oct-09	10,000	16,639	0	16,639	157733
Nov-09	10,000	14,645	0	14,645	172378
Dec-09	10,000	15,472	0	15,472	187850
Jan-10	10,000	14,411	1	14,411	101131
Feb-10	10,000	14,826	0	14,826	108544
Mar-10	10,000	16,948	0	16,948	117018
Apr-10	10,000	16,688	0	16,688	125362
May-10	10,000	15,681	0	15,681	133202
Jun-10	10,000	16,138	0	16,138	141271
Jul-10	10,000	15,380	0	15,380	148961
Aug-10	10,000	16,178	0	16,178	157050
Sep-10	10,000	16,218	1	16,218	110106
Oct-10	10,000	17,285	0	17,285	127391
Nov-10	10,000	16,350	0	16,350	143741



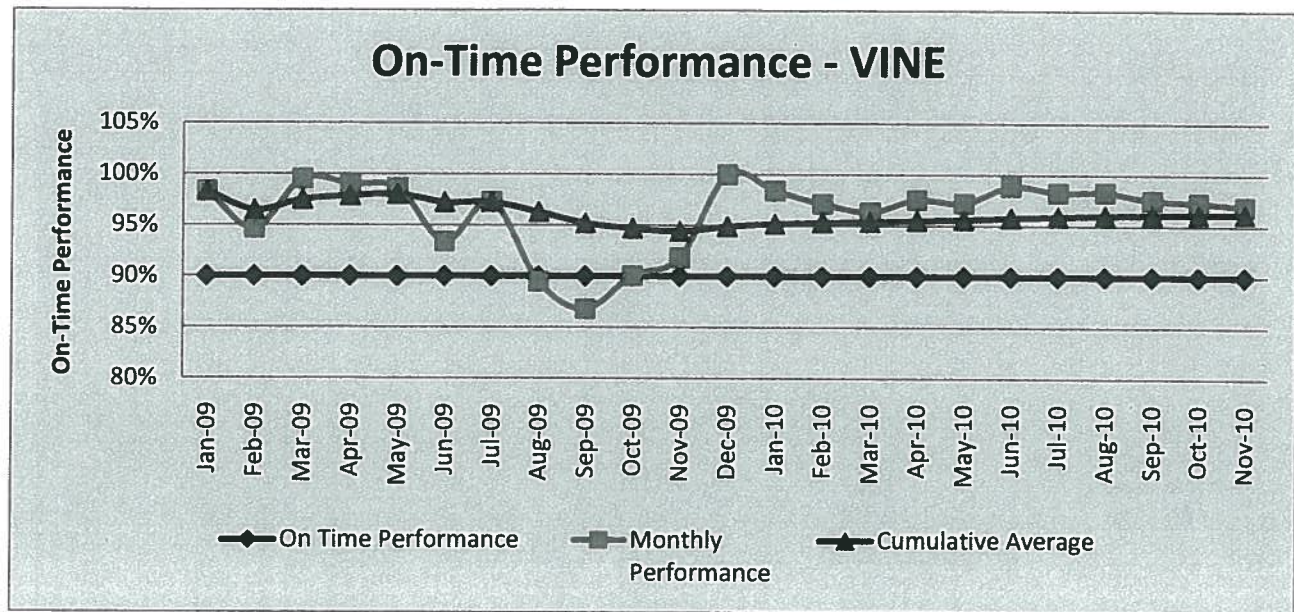
For the Transit System, the standard set by NCTPA constitutes one complaint per 15,000 passengers. After significant fluctuations in Jan-May 2010, the monthly count of complaints went down in summer: August value falls below the maximum agreed mark. The fall months are the best three months of the entire period in review, since only one complaint has been registered in the Sep-Nov 2010 span.

Month	Standard (One Complaint per 20,000 Passengers)	Cumulative Average of Standard	Monthly Performance	Cumulative Average of Performance	Passengers
Jan-09	3.13	3.13	3	3.00	62,592
Feb-09	2.93	3.03	2	2.50	58,545
Mar-09	3.21	3.09	2	2.33	64,175
Apr-09	3.22	3.12	2	2.25	64,431
May-09	2.99	3.10	2	2.20	59,865
Jun-09	3.16	3.11	2	2.17	63,120
Jul-09	3.08	3.10	3	2.29	61,681
Aug-09	3.06	3.10	4	2.50	61,184
Sep-09	3.11	3.10	1	2.33	62,260
Oct-09	3.29	3.12	1	2.20	65,774
Nov-09	2.62	3.07	3	2.27	52,388
Dec-09	2.47	3.02	2	2.25	49,480
Jan-10	1.99	2.94	4	2.38	39,725
Feb-10	2.37	2.90	8	2.79	47,386
Mar-10	2.83	2.90	3	2.80	56,638
Apr-10	2.63	2.88	7	3.06	52,554
May-10	2.63	2.87	3	3.06	52,537
Jun-10	2.74	2.86	4	3.11	54,858
Jul-10	2.79	2.86	3	3.11	55,753
Aug-10	2.81	2.85	2	3.05	56,251
Sep-10	2.97	2.86	0	2.90	59,366
Oct-10	2.95	2.86	1	2.82	58,927
Nov-10	2.54	2.85	0	2.70	50,893



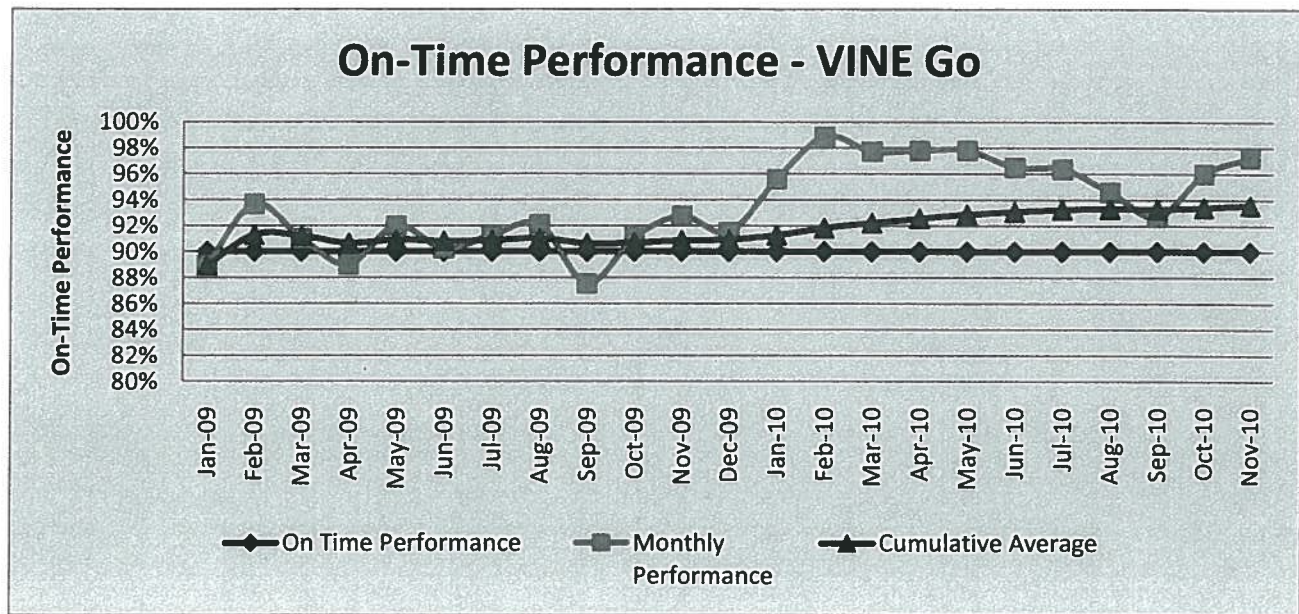
One complaint per 2,000 trips is the norm set for VINE Go. Current's year monthly counts have never gone over the maximum agreed. Over the long run, Veolia's index has followed a downward trend. The last four months do not have any complaints at all on record; resulting in an all-time-low cumulative average of the complaints count.

Month	Standard (One Complaint per 2,000 trips)	Cumulative Average of Standard	Monthly Performance	Cumulative Average of Performance	Trips
Jan-09	0.98	0.98	1	1.00	1,969
Feb-09	0.92	0.95	1	1.00	1,830
Mar-09	1.04	0.98	1	1.00	2,077
Apr-09	1.15	1.02	0	0.75	2,307
May-09	1.01	1.02	1	0.80	2,023
Jun-09	1.08	1.03	0	0.67	2,152
Jul-09	1.11	1.04	0	0.57	2,214
Aug-09	1.12	1.05	0	0.50	2,239
Sep-09	1.08	1.05	1	0.56	2,158
Oct-09	1.12	1.06	1	0.60	2,246
Nov-09	1.01	1.06	1	0.64	2,020
Dec-09	0.98	1.05	0	0.58	1,967
Jan-10	0.94	1.04	0	0.54	1,887
Feb-10	0.98	1.04	0	0.5	1,958
Mar-10	1.11	1.04	0	0.47	2,211
Apr-10	1.45	1.07	1	0.50	2,891
May-10	1.38	1.09	0	0.47	2,761
Jun-10	1.52	1.11	0	0.44	3,047
Jul-10	1.52	1.13	1	0.47	3,047
Aug-10	1.62	1.16	0	0.45	3,232
Sep-10	1.62	1.18	0	0.43	3,195
Oct-10	1.62	1.20	0	0.41	3,372
Nov-10	1.62	1.22	0	0.39	3,228



On-Time performance goal of NCTPA is 90% on-time (no more than 3 minutes late at a time point). For VINE, these requirements were met during the 2010 analyzed period. The last three months display great performance averaging 97%. The cumulative mean (dark blue line with triangle markers) has been consistently above the standard level (red line with diamond markers).

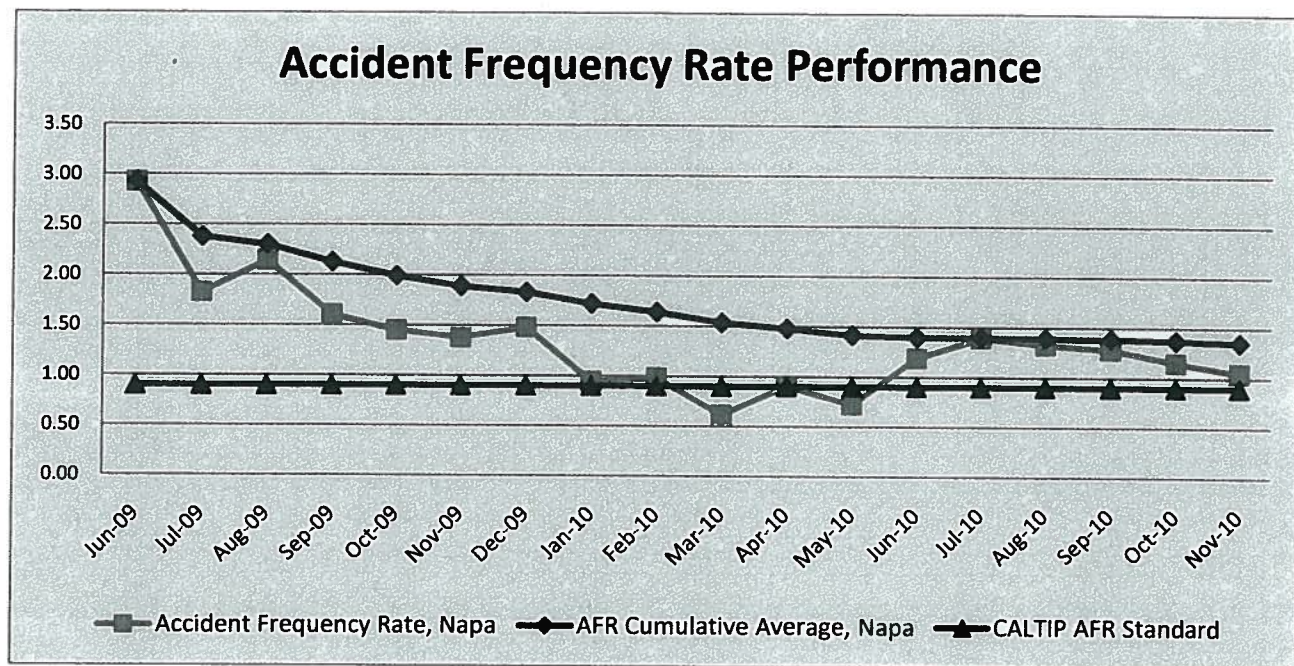
Month	On Time Performance	Monthly Performance	Cumulative Average
Jan-09	90%	98.30%	98.30%
Feb-09	90%	94.64%	96.47%
Mar-09	90%	99.50%	97.48%
Apr-09	90%	99.00%	97.86%
May-09	90%	98.60%	98.01%
Jun-09	90%	93.38%	97.24%
Jul-09	90%	97.29%	97.24%
Aug-09	90%	89.46%	96.27%
Sep-09	90%	86.77%	95.22%
Oct-09	90%	90.04%	94.70%
Nov-09	90%	91.82%	94.44%
Dec-09	90%	99.97%	94.90%
Jan-10	90%	98.40%	95.17%
Feb-10	90%	97.12%	95.31%
Mar-10	90%	96.34%	95.38%
Apr-10	90%	97.53%	95.51%
May-10	90%	97.21%	95.61%
Jun-10	90%	98.85%	95.79%
Jul-10	90%	98.26%	95.92%
Aug-10	90%	98.28%	96.04%
Sep-10	90%	97.52%	96.11%
Oct-10	90%	97.30%	96.16%
Nov-10	90%	96.92%	96.20%



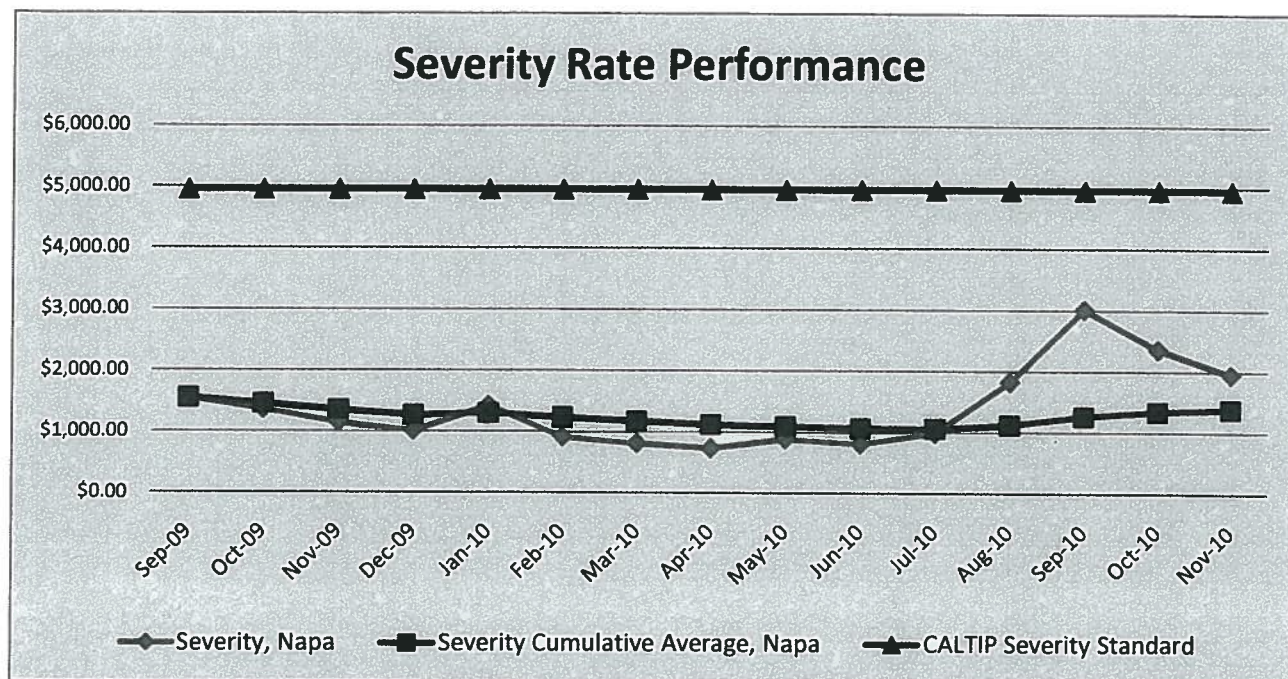
VINE Go on-time performance standard is also 90%. February 2010 stats indicate an incredible performance – close to 99%. Seven months later, the down-sloping curve reaches the 92.7% mark. The October and November values spring back however, climbing over 96%. The cumulative average (dark blue line with triangle markers) is steadily growing throughout the current year.

Month	On Time Performance	Monthly Performance	Cumulative Average
Jan-09	90%	88.95%	88.95%
Feb-09	90%	93.66%	91.31%
Mar-09	90%	91.00%	91.20%
Apr-09	90%	89.00%	90.65%
May-09	90%	92.00%	90.92%
Jun-09	90%	90.23%	90.81%
Jul-09	90%	91.27%	90.87%
Aug-09	90%	92.09%	91.03%
Sep-09	90%	87.53%	90.64%
Oct-09	90%	91.09%	90.68%
Nov-09	90%	92.75%	90.87%
Dec-09	90%	91.50%	90.92%
Jan-10	90%	95.58%	91.28%
Feb-10	90%	98.86%	91.82%
Mar-10	90%	97.71%	92.21%
Apr-10	90%	97.79%	92.56%
May-10	90%	97.80%	92.87%
Jun-10	90%	96.50%	93.07%
Jul-10	90%	96.36%	93.25%
Aug-10	90%	94.59%	93.31%
Sep-10	90%	92.68%	93.28%
Oct-10	90%	96.00%	93.41%
Nov-10	90%	97.24%	93.57%

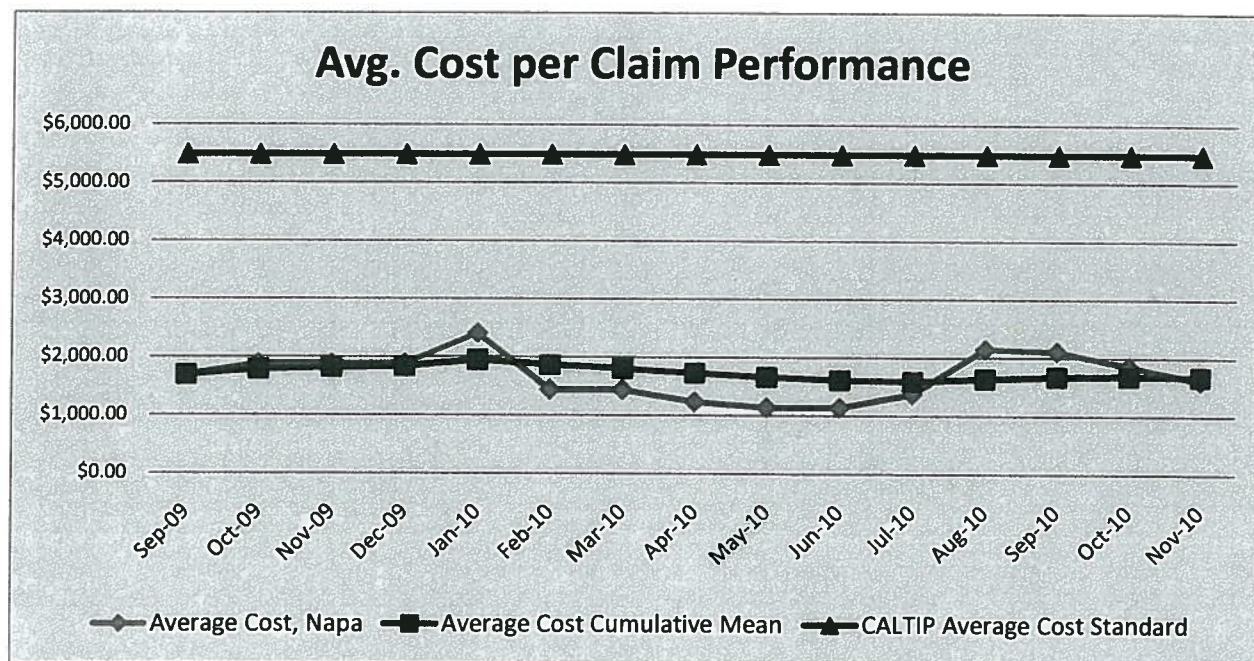
The contract between Veolia and NCTPA agrees on three CalTIP indicator standards to measure and evaluate the former's performance re accidents: accident frequency rate (1), severity (2) and cost per claim (3).



The goal for accident frequency rate is one claim per 100,000 miles. Veolia's monthly performance (light blue line with square markers) exceeded the agreed mark in summer, after a spring with values within the initially established range. The fall months define a downward trend, coming close to the standard in November. The long term average (dark blue line with diamond markers) has been steadily improving, however. Though frequency rate is high, the accidents' severity and costs of the respective claims are, on average, three times lower than CalTIP severity and cost-per-claim benchmark.



NCTPA and Veolia aimed at a \$ 4,594 limit – the CalTIP standard – for severity. Actual data displays very stable low level values for the long run performance, which is below one third of the above mentioned standard mark. After a surge in September, the indicator values decreased again in the next two months, falling below \$ 2,000 in November.



Veolia's stats on average cost per claim indicate (in the long run – dark blue line with square markers) a level almost thrice lower compared to the agreed standard – \$ 5,484 CalTIP benchmark. The last three months show a decrease in monthly values after the actual figures have risen in July and August.

Month	Preventable Accidents, Napa	Non- Preventable Accidents, Napa	Total Accidents, Napa	YTD Preventable Accidents, Napa	YTD Non- Preventable Accidents, Napa	YTD Total Accidents, Napa	Miles
Jun-09	2	1	3	2	1	3	102,491
Jul-09	0	1	1	2	2	4	219,076
Aug-09	2	1	3	4	3	7	326,552
Sep-09	0	0	0	4	3	7	436,587
Oct-09	0	1	1	4	4	8	551,878
Nov-09	1	0	1	5	4	9	653,519
Dec-09	0	2	2	5	6	11	742,650
Jan-10	1	0	1	1	0	1	105,932
Feb-10	0	1	1	1	1	2	203,698
Mar-10	0	0	0	1	1	2	324,623
Apr-10	1	1	2	2	2	4	443,025
May-10	0	0	0	2	2	4	555,186
Jun-10	1	3	4	3	5	8	672,699
Jul-10	2	1	3	5	6	11	791,607
Aug-10	0	1	1	5	7	12	906,170
Sep-10	1	0	1	6	7	13	1,016,763
Oct-10	0	0	0	6	7	13	1,130,835
Nov-10	0	1	0	6	8	14	1,239,389

Month	Accident Frequency Rate, Napa	AFR Cumulative Average, Napa	CALTIP AFR Standard	Severity, Napa	Severity Cumulative Average, Napa	CALTIP Severity Standard	Average Cost, Napa	Average Cost Cumulative Mean	CALTIP Average Cost Standard
Jun-09	2.93	2.93	0.90			\$4,954.00			\$5,484.00
Jul-09	1.83	2.38	0.90			\$4,954.00			\$5,484.00
Aug-09	2.14	2.30	0.90			\$4,954.00			\$5,484.00
Sep-09	1.60	2.12	0.90	\$1,550.66	\$1,550.66	\$4,954.00	\$1,692.50	\$1,692.50	\$5,484.00
Oct-09	1.45	1.99	0.90	\$1,362.62	\$1,456.64	\$4,954.00	\$1,880.00	\$1,786.25	\$5,484.00
Nov-09	1.38	1.89	0.90	\$1,150.69	\$1,354.66	\$4,954.00	\$1,880.00	\$1,817.50	\$5,484.00
Dec-09	1.48	1.83	0.90	\$1,012.59	\$1,269.14	\$4,954.00	\$1,880.00	\$1,833.13	\$5,484.00
Jan-10	0.94	1.72	0.90	\$1,416.48	\$1,298.61	\$4,954.00	\$2,404.00	\$1,947.30	\$5,484.00
Feb-10	0.98	1.64	0.90	\$911.99	\$1,234.17	\$4,954.00	\$1,438.43	\$1,862.49	\$5,484.00
Mar-10	0.62	1.53	0.90	\$808.66	\$1,173.38	\$4,954.00	\$1,438.43	\$1,801.91	\$5,484.00
Apr-10	0.90	1.48	0.90	\$727.90	\$1,117.70	\$4,954.00	\$1,232.94	\$1,730.79	\$5,484.00
May-10	0.72	1.41	0.90	\$879.06	\$1,091.18	\$4,954.00	\$1,140.88	\$1,665.24	\$5,484.00
Jun-10	1.19	1.40	0.90	\$806.08	\$1,062.67	\$4,954.00	\$1,140.88	\$1,612.81	\$5,484.00
Jul-10	1.39	1.40	0.90	\$987.03	\$1,055.80	\$4,954.00	\$1,376.69	\$1,591.34	\$5,484.00
Aug-10	1.32	1.39	0.90	\$1,822.73	\$1,119.71	\$4,954.00	\$2,146.68	\$1,637.62	\$5,484.00
Sep-10	1.28	1.38	0.90	\$3,006.39	\$1,264.84	\$4,954.00	\$2,109.53	\$1,673.92	\$5,484.00
Oct-10	1.15	1.37	0.90	\$2,356.81	\$1,342.84	\$4,954.00	\$1,850.15	\$1,686.51	\$5,484.00
Nov-10	1.05	1.35	0.90	\$1,952.03	\$1,383.45	\$4,954.00	\$1,606.84	\$1,681.20	\$5,484.00



January 19, 2011
NCTPA Agenda Item 9.3
Continued From: new
Action Requested: APPROVE

NAPA COUNTY TRANSPORTATION AND PLANNING AGENCY Board Agenda Letter

TO: Board of Directors
FROM: Paul W. Price, Executive Director
REPORT BY: Eliot Hurwitz, Manager of Land Use, Transportation and Climate
(707) 259-8782 / Email: ehurwitz@nctpa.net
SUBJECT: Corridor System Management Plan (CSMP) SR-12

RECOMMENDATION

That the Board, after its review, accept the Corridor System Management Plan SR-12 (Attachment 1) as proposed by Caltrans.

COMMITTEE RECOMMENDATION

None.

EXECUTIVE SUMMARY

Caltrans has recently completed a "Corridor System Management Plan" (CSMP) for SR- 12, which includes the segment in Napa County from SR-29 to the Solano County line, along Jamieson Canyon Road.

FISCAL IMPACT

Is there a Fiscal Impact? This study has been mandated for those projects receiving Proposition 1B bond funding, the "Corridor Mobility Improvement Act", including \$139 M for the Jamieson project. The California Transportation Commission (CTC) requires that all corridors with a CMIA funded project have a CSMP that is developed with regional and local partners. The CSMP recommends how the congestion-reduction gains from the CMIA projects will be maintained with supporting system management strategies.

BACKGROUND AND DISCUSSION

The Corridor System Management Plan (CSMP), as presented in this report, represents a commitment to develop a corridor vision for the SR-12 Corridor in Napa and Solano

Counties. The CSMP for SR-12 is an effort of the California Department of Transportation (Caltrans) in cooperation with the Solano Transportation Authority (STA), the Napa County Transportation and Planning Agency (NCTPA) and the Metropolitan Transportation Commission (MTC). The goal of the plan is to propose sustainable strategies targeted specifically to try and achieve mobility benefits to travelers across all jurisdictions and modes.

According to the CSMP since passage of the Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act, known as Proposition 1B, in November 2006, Caltrans has implemented the CSMP process statewide for all corridors with projects funded by the Corridor Mobility Improvement Act (CMIA) Program. The California Transportation Commission (CTC) requires that all corridors with a CMIA funded project have a CSMP that is developed in consultant with regional and local partners. The CSMP recommends how the congestion-reduction gains from the CMIA projects will be maintained with supporting system management strategies. The CTC has also stated in the 2008 Regional Transportation Plan (RTP) Guidelines that the CSMPs are an important input into the development of the RTP.

The Metropolitan Transportation Commission's Freeway Performance Initiative (FPI) does not include SR-12 and therefore has no operational analysis associated with the corridor as a whole. The CMIA project to widen Jameson Canyon (from 2-lanes to 4-lanes) between I-80 and SR-29 is the reason for this CSMP, however, this project is isolated from the rest of the corridor, and in most ways acts independently from the section of SR-12 east of I-80. In addition, the eastern section of SR-12 is currently subject to evaluation in a multi-jurisdictional study (the SR12 Comprehensive corridor Evaluation and Management Plan) extending from I-80 east to I-5. Therefore, the two halves of the corridor have been treated somewhat differently. The western section (Jameson Canyon) will use analysis from the CMIA project to show projected growth and the benefits of widening SR-12 in this area from 2-lanes to 4-lanes. While for the eastern section (east of I-80) the CSMP will attempt to define parameters to guide the concurrent SR-12 Comprehensive corridor Evaluation and Management Plan, which will eventually provide detailed analysis for this section."

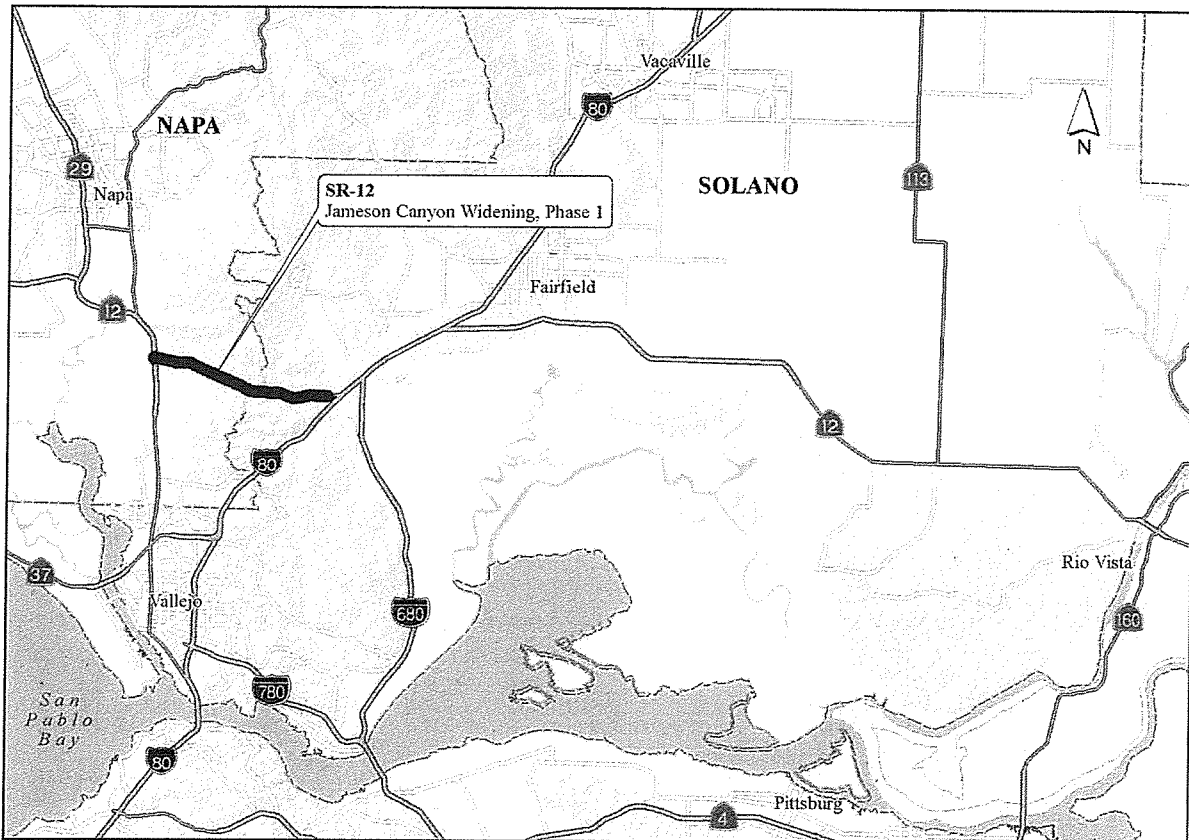
SUPPORTING DOCUMENTS

Attachment: (1) Corridor System Management Plan (CSMP) SR-12 – December 2010

CORRIDOR SYSTEM MANAGEMENT PLAN

SR - 12

CSMP Corridor Limits: The SR 12 Corridor in the Bay Area is an east/west route that begins at Jameson Canyon Road and travels eastward to the Solano/Sacramento County line on the Rio Vista Bridge.



DECEMBER 2010

State Route 12 Corridor System Management Plan

APPROVED BY:

BIJAN SARTIPI
Director, District 4
California Department of Transportation

DATE

I accept this Corridor System Management Plan for State Route 12 (SR-12) as a document informing the regional transportation planning process.

ACCEPTED BY:

DARYL HALLS
Executive Director
Solano Transportation Authority

DATE

PAUL PRICE
Executive Director
Napa County Transportation and Planning Agency

DATE

STEVE HEMINGER
Executive Director
Metropolitan Transportation Commission

DATE

Approval Recommended by:

Lee Taubeneck, Deputy District Director
Division of Transportation Planning & Local Assistance

Katie Benouar, Chief
Office of System Planning

Juliana Gum, Chief
Office of Traffic Operations Strategies

Document Prepared by:

Joseph Aguilar, Chief
Office of System Planning, System Planning North Branch

Michael K. Jones, Associate Transportation Planner
Office of System Planning, System Planning North Branch

Robert Bregoff, Transportation Planner
Office of System Planning, System Planning North Branch

Stakeholder acknowledgement

District 4 wishes to acknowledge the time and contributions of stakeholder/partner agencies. Current and continuing Corridor System Management Plan (CSMP) development is dependent upon the close participation and cooperation of all major stakeholders. This CSMP represents a cooperative commitment to develop a corridor management vision for the SR-12 Corridor. The strategies evaluated have the potential to impact the local arterial system and the regional and local planning agencies that have the corridor within their jurisdiction. These representatives provided essential information, advice and feedback for the preparation of this CSMP. The stakeholders/partners include:

- Metropolitan Transportation Commission (MTC)
- Solano Transportation Authority (STA)
- Napa County Transportation and Planning Agency (NCTPA)

A website, www.corridormobility.org has been created to support the development of the CSMPs and to provide stakeholders and the public with more information and an opportunity to provide input and review documents.

Disclaimer: The information, opinions, commitments, policies and strategies detailed in this document are those of Caltrans District 4 and do not necessarily represent the information, opinions, commitments, policies and strategies of partner agencies or other organizations identified in this document.

Dedication

To Patricia “Pat” Weston
(1951 - 2009)

Caltrans District 4 Planners dedicate this Corridor System Management Plan (CSMP) to the memory of Pat Weston, Chief, Caltrans Office of Advance System Planning, whose seemingly limitless energy and passion for transportation system planning in California has been an inspiration to countless transportation planners and engineers within Caltrans and its partner agencies. Pat's efforts elevated the importance of corridor-based system planning, performance measurement for system monitoring, and the blending of long-range planning with near-term operational strategies. This has resulted in stronger planning partnerships with Traffic Operations in Caltrans and led directly to the requirement to conduct comprehensive corridor planning through CSMP documents. This is but one of a long list of major achievements in Pat's lengthy Caltrans career. She generously shared her knowledge, wisdom and guidance with us over the years. She will be sorely missed as a planner, mentor and friend.

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Executive Summary

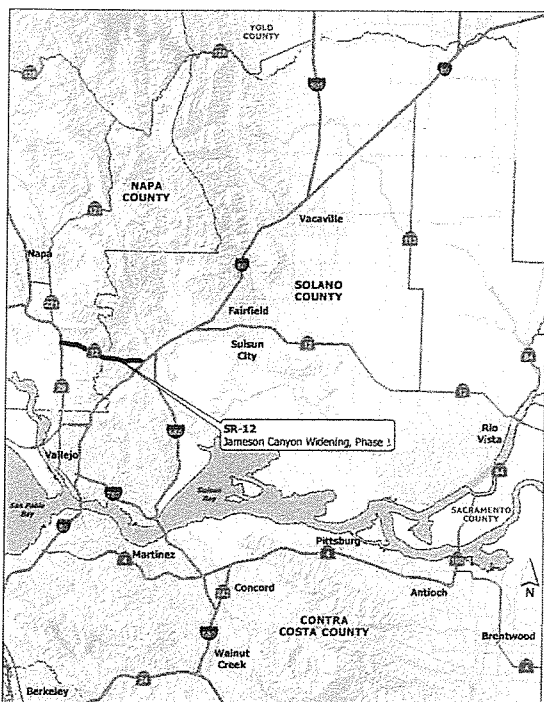


Figure 0.1.1 CSMP SR-12 Overview Map

State Route 12 (SR-12) is an east-west route that connects the Bay Area to San Joaquin Valley. The route segment requiring a CSMP is located in Napa and Solano counties. Population along SR-12 is projected to steadily increase in both Solano County and Napa County. In 2035, Solano County will have experienced the highest population growth in the Bay Area, by almost 40 percent (ABAG 2007 Projections). By 2035, Napa County population growth is projected to increase by 16 percent (ABAG 2007 Projections).

Corridor System Management Plans (CSMP) provide for integrated management of travel modes and roadways to facilitate the efficient and effective movement of people and goods within California's most congested transportation corridors. A CSMP is a transportation planning document that analyzes existing and future traffic conditions and proposes traffic management strategies and capital improvements to maintain and enhance mobility within each corridor. CSMPs satisfy requirements to qualify projects for funding of highway improvements under the Corridor Mobility Improvement Account (CMIA) established after the passage of Proposition 1B in 2006. CSMPs support the Governor's Strategic Growth Plan (SGP), which calls for an infrastructure improvement program

that includes a major transportation component (GoCalifornia). Development of this CSMP for SR-12 is required to fulfill the CTC's CMIA requirements and Caltrans need to develop a Corridor Plan for SR 12 because Government Code 65086 requires the California Department of Transportation to conduct long-range planning to identify future highway improvements and new transportation corridors in cooperation with its planning partners.

As SR-12 is a rural corridor full operational analysis was not available for this CSMP. Therefore, this CSMP has been developed by Caltrans to meet the requirements of the CMIA Program and establish the route concept under Caltrans System Planning guidelines. It describes the current land use, transit, bicycle/pedestrian facilities, and the most recent policy initiatives designed to meet the requirements of AB.32 and SB.375 on greenhouse gas emissions reduction. These are provided as context to future development in the corridor.

SR-12 is mostly rural and located in an environmentally sensitive area that contains wetlands, which is crucial to many endangered species. Recent concerns surrounding rising sea levels by the Delta Protection Commission are causing Caltrans to take this issue into account for the safety and viability of the corridor.

This two to four-lane route provides for interregional movement of goods and people. SR-12 is used to transport agricultural products from the Napa Valley, Solano County and the Delta region. SR-12 is a major route for weekday commuters from their residence to place of work in Napa, as lower housing costs have contributed to the growth of outlying bedroom communities in Solano, Sacramento, and Yolo Counties. The CMIA project to widen SR-12 in Jameson Canyon will facilitate this commute. SR-12 is also a popular route for recreational travelers destined for Napa and Sonoma wineries, as well as the Delta for fishing, swimming, and boating. Few parallel arterials serve as alternatives to the highway due to the topography, but a local bypass (North Connector) is being constructed to preclude local traffic having to use I-80 between the eastern and western halves of SR-12.

SR-12 Corridor

SR-12 Corridor begins at Jameson Canyon in Napa County and travels eastward to the Solano/Sacramento County line.

Corridor Description: The SR-12 CSMP Corridor is an east/west route starting at Jameson Canyon and ending at the Solano/Sacramento County line. SR-12 is mainly a conventional highway with a section of expressway between Napa and Solano Counties. The corridor length is 30 miles and intersects SR-29, I-80, SR-113, SR-84, and SR-160 from West to East. SR-12 is a major interregional corridor and also carries local traffic. The corridor is used for commuting and goods movement. Park & Ride lots connect directly to some transit as well as rideshare.

Corridor Concept (2035): TBD

Corridor Concept (2025): Widen to 4 lanes between Suisun City to Rio Vista. (Source: Caltrans 2002 Draft TCCR)

Route Designation & Regional Setting:

Functional Classification	Urban Principal Arterial Freeway
Trucking Designation	Surface Transportation Assistance Act-Yes Terminal Access Route-No State Highway Extra Legal Load-No State Life Line Route-Yes
Other Designations	Freeway & Expressway (F&E)-Yes
Scenic Highway	Yes
Interregional Road System	Yes
Life Line	Yes, partially from US 101 in Petaluma through Napa to I-80 in Solano County
MPO	Metropolitan Transportation Commission
Air Quality District	Bay Area Air Quality Management District and Yolo/Solano Air Quality Management District
Mode Split	75.4% SOV, 14.4% Rideshare, 2.2% Transit, 2.2% Walk, 5.8% Other.
National Highway System (NHS)	From the intersection of I-80 and SR-12 to Solano/Sacramento County Line.

Multi-modal Service: Primary providers of bus and rail are: Fairfield/Suisun Transit System, Greyhound and Rio Vista Breeze. The AMTRAK station located in Suisun City serves the Capital Corridor that stops in Sacramento, Oakland, and San Jose.

Park and ride lots are located in the following cities: Cordelia, Fairfield (Fairfield Transportation Center has 640 parking spaces), Rio Vista, and Suisun City.

Interregional Significance: SR-12 starts in Sonoma County and ends in the San Joaquin Valley. It is a significant corridor for recreational, commuting, with significant goods movement. It also serves as a major corridor for weekday commuters, particularly into the Napa Valley. SR-12 has potential as a key interregional goods movement corridor because of its direct access to the San Joaquin Valley (California's primary agricultural area).

Corridor Specific Issues:

- Inter-regional route between San Joaquin Valley and the Bay Area
- Congestion during peak commute times.
- High recreation use at times.
- Environmental and climate change concerns.
- Infrastructure and operational constraints imposed by river bridges.

Corridor Objectives:

- Reduce variation of travel time
- Improve connectivity between all modes as alternatives to single occupant vehicles
- Reduce accident and injury rate
- Efficient goods movement
- Improve air quality

Performance Measures:

Goal	Performance Measure
Mobility	Travel time
Reliability	Travel Time
Access	Mode Split
System Preservation	Pavement Condition Data
Safety	TASAS Data
Productivity	Equivalent lost lane miles
Clean Air	Number of days exceeding Fed/State ozone standards

Current Performance:

Top Congested Locations

Intersections: SR-12/SR-29

SR-12/North Kelly Road

SR-12/Red Top Road

SR-12/Pennsylvania Avenue

Roadways: From SR-12/SR-29 to SR-12/I-80

Corridor Concept (2035):

Segment	Segment Description	25-yr Concept
Segment A PM 0.0 – R2.794	SR-12/SR-29 Napa to SR-12/I-80 Junction	4C
Segment B PM L1.801 – 7.635	East of SR-12/I-80 Junction to Scandia Road	4F/4E
Segment C PM 7.635 – 26.409	Scandia Road to Solano/Sacramento County line	2/3C

SECTION 1. Corridor System Management Plan Overview

1.1 CSMP Overview

This Corridor System Management Plan (CSMP) represents a commitment to develop a corridor vision for the SR-12 Corridor in Napa and Solano Counties. The CSMP for SR-12 is an effort of the California Department of Transportation (Caltrans) in cooperation with the Solano Transportation Authority (STA), the Napa County Transportation and Planning Agency (NCTPA) and the Metropolitan Transportation Commission (MTC). The goal is to propose sustainable strategies to achieve mobility benefits to travelers across all jurisdictions and modes.

1.2 Planning and policy framework

Since passage of the Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act, known as Proposition 1B, in November 2006, Caltrans has implemented the CSMP process statewide for all corridors with projects funded by the Corridor Mobility Improvement Act (CMIA) Program. The California Transportation Commission (CTC) requires that all corridors with a CMIA funded project have a CSMP that is developed with regional and local partners. The CSMP recommends how the congestion-reduction gains from the CMIA projects will be maintained with supporting system management strategies. The CTC has also provided guidance in the 2008 Regional Transportation Plan (RTP) Guidelines that the CSMPs are an important input to the development of the RTP.

In the San Francisco Bay Area, Caltrans is completing ten CSMPs. This SR-12 CSMP reflects data and projects from MTC's current RTP, *Change in Motion, Transportation 2035 Plan*, adopted April 2009. The CSMP recommends strategies that could potentially become projects through the regional transportation project development and prioritization process. In the San Francisco Bay Area, the CSMP process has taken place in coordination with the MTC's Freeway Performance Initiative (FPI), a commitment to invest \$1.6 billion over 25 years to deploy technology to manage congestion on the freeway system. The FPI has provided the technical freeway performance analyses for the CSMPs, but as SR-12 is a rural corridor this analysis was not available for this CSMP. Therefore, this CSMP has been developed by Caltrans to meet the requirements of the CMIA Program and establish the route concept under Caltrans System Planning guidelines. It describes the current land use, transit, bicycle/pedestrian facilities, and the most recent policy initiatives designed to meet the requirements of AB.32 and SB.375 on greenhouse gas emissions reduction. These are provided as context to future development in the corridor.

1.3 First and Second Generation CSMPs

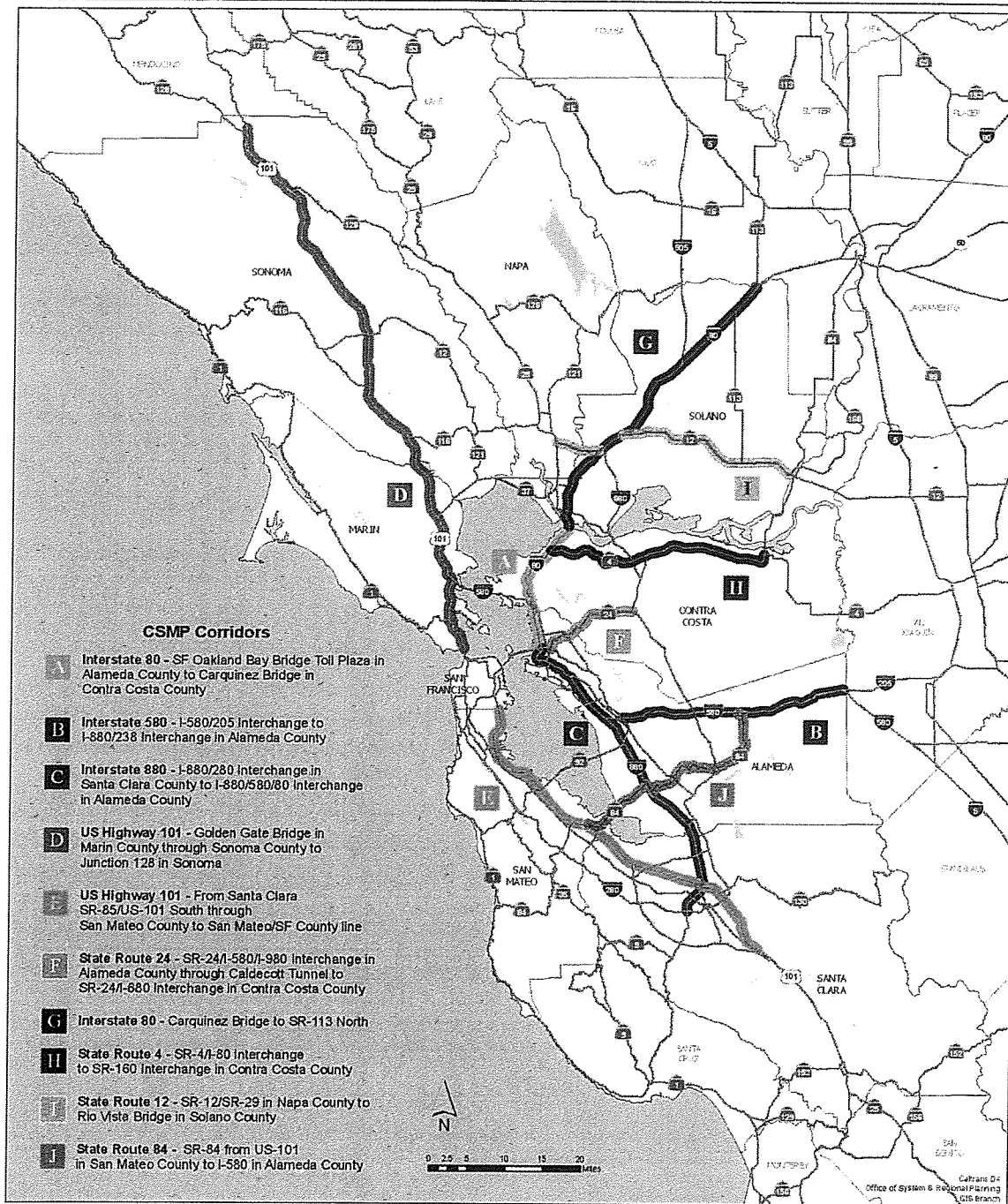
The first generation of CSMPs has been used to identify corridor management strategies, applied on a network wide basis, to support the CMIA projects within their corridors. The selected strategies address existing and forecasted mobility, lost productivity, bottlenecks and reliability problems. The CSMPs recognize that transit services and goods movement are also adversely affected by the same problems, and link to the recommendations of the Countywide Plan and the MTC 2009 RTP (T2035). Since Caltrans and the regions launched this first cycle of corridor system management planning in 2007 (called "first generation CSMPs"), the statewide planning policy context has evolved significantly. Assembly Bill (AB) 32 policy on reducing greenhouse gas emissions has moved into implementation with passage of Senate Bill (SB) 375, landmark legislation requiring the regions to meet state-designated greenhouse gas emissions reduction targets. The CTC has developed

guidance on how the regions will develop Sustainable Community Strategies (SCS) in their next RTP cycle; MTC's next RTP is slated for completion in 2013. The SCS will promote strategies to reduce green house gas emissions through more efficient land use patterns, reduce vehicle travel, support transit, bicycle and pedestrian mode choices, and improve supply and affordability of housing within the Bay Area to reduce commuting into the region. The second generation CSMPs will reflect the SCS and the 2013 RTP, and will grapple with the issue of providing mobility and reducing highway congestion within the context of a new regional planning framework. The second generation CSMP scope will expand to include integrated land use and transportation analysis and a more comprehensive look at transit and non-motorized travel strategies and options. The limits of each CSMP were determined by identifying the key travel corridor in which CMIA-funded projects were located in collaboration with MTC. In most cases the limits from District 4's Transportation Corridor Concept Reports (TCCRs) were used, as well as corridor limits used in the FPI.

Defining the CSMP transportation network includes, but is not limited to, State Highways, major arterials, intercity and regional rail service, regional transit services, and regional bicycle facilities. Preparing a corridor performance assessment begins with utilizing the most comprehensive available travel data. This serves to evaluate existing system management practices and the causes of performance problems along the corridor using a set of common performance metrics. Modeling is also used to forecast future travel conditions along the corridor.



District 4 CSMP Corridors



For the San Francisco Bay Area (Caltrans District 4), ten CSMPs are being developed.

1.4 Consistency with Strategic Growth Plan

CSMPs are meant to support the Governor's Strategic Growth Plan (SGP), which calls for an infrastructure improvement program that includes a major transportation component (GoCalifornia). The CMIA and other elements of the November 2006 transportation infrastructure bond are meant as a down payment toward funding the most important of these infrastructure needs. The objectives of these investments are to decrease congestion, improve travel times and safety, and accommodate expected growth in the population and economy. The SGP is based on the premise that investments in mobility throughout the system will yield significant improvements in congestion relief.

1.5 SR-12 and the CSMP Process

As mentioned above, SR-12 was not included in the MTC's Freeway Performance Initiative (FPI) and therefore has no operational analysis associated with the corridor as a whole. The CMIA project to widen Jameson Canyon (from 2-lanes to 4-lanes) between I-80 and SR-29 is the reason for this CSMP, however, this project is isolated from the rest of the corridor, and in most ways acts independently from the section of SR-12 east of I-80. In addition, the eastern section of SR-12 is currently subject to evaluation in a multi-jurisdictional study (the SR-12 Comprehensive Corridor Evaluation and Management Plan) extending from I-80 east to I-5. Therefore, the two halves of the corridor have been treated somewhat differently. The western section (Jameson Canyon) will use analysis from the CMIA project to show projected growth and the benefits of widening SR-12 in this area from 2-lanes to 4-lanes. While for the eastern section (east of I-80) the CSMP will attempt to define parameters to guide the concurrent SR-12 Comprehensive Corridor Evaluation and Management Plan (see below), which will eventually provide detailed analysis for this section.

I-80 East CSMP

The SR-12 CSMP corridor is split into two sections, divided by a portion of I-80. This section of I-80 is not included in this CSMP, but is covered by the I-80 East CSMP. The I-80 CSMP was developed to support the following CMIA projects on I-80.

- HOV lanes in Fairfield from I-680 to Putah Creek.
- WB I-80 to SR-12 (west) Connector and Green Valley Road Interchange Improvements.

State Route 12 Comprehensive Corridor Evaluation and Management Plan

This study aims to conduct a coordinated, comprehensive evaluation of the SR-12 Corridor and to develop a multi-jurisdictional corridor management plan that includes stakeholder input and consensus on a set of prioritized improvements for SR-12. The study limits are from I-5 (San Joaquin) to SR-29 (Napa). These limits were set to include the CMIA project in Jameson Canyon, but for practical purposes the study will use the existing analysis from this project. Therefore, the plan which will report in early 2011, will concentrate on the I-80 to I-5 section of the corridor.

The plan will build upon and update previous studies for the SR-12 corridor and incorporate the most recent transportation forecasts based upon current land use plans for each of the counties located along the corridor. Key issues to be addressed are delay and capacity constraints caused by moveable bridge operations at Rio Vista over the Sacramento River, Mokelumne River and Potato Slough, safety issues related to existing roadway geometry and operations on SR-12.

The plan is being conducted with three Caltrans Districts (District 4- Bay Area, District 10- Stockton and District 3- Marysville) and four transportation planning agencies (STA- Solano, SJCOG- San Joaquin SACOG- Sacramento and MTC- Bay Area). Caltrans is contributing \$700,000 in grants

(\$500,000 SPR Special Studies and \$200,000 Public Participation support), while another \$500,000 is being supplied by the participating counties and MTC.

More detailed information on this plan can be obtained online at:

http://www.corridormobility.org/Content/10085/Moving_SR12_Forward.html

1.6 Relationship to Other Plans, Studies and Policies

This chapter outlines other documents and studies that have a bearing on the corridor.

Plans

There are a number of planning documents that have been used as the foundation for the preparation of this CSMP. The system planning documents prepared by Caltrans include the *2005 California Transportation Plan (CTP)*, the *1998 Interregional Transportation Strategic Plan (ITSP)*, and several Caltrans District 4 documents that include the preliminary draft *Transportation Corridor Concept Report (TCCR)* for I-80 dated May 20, 2002, and the draft 2003 Corridor Plan for I-80.

In addition to the above-described planning documents, there are also a number of related Caltrans system management documents that have been utilized in the development of this CSMP. These documents include the 2006 *Strategic Growth Plan (SGP)*, 2004 *Transportation Management System Master Plan (TMSMP)*, and 2004 *California ITS Architecture and System Plan (SWITSA)*.

System and regional planning documents prepared by other agencies that have influenced CSMP development include the Metropolitan Transportation Commission 2009 *Regional Transportation Plan (T2035)* as well as local County and City transportation planning documents.

Studies

The corridor has been subject to a number of studies

- *Highway 12 Major Investment Study* (2001) identified physical improvements and management practices to accommodate future travel demand from the SR-12 area between Interstate 80 and the Rio Vista Bridge.
- *State Route 12 Transit Corridor Study* (2001) looked specifically at getting a service through Jameson Canyon to Napa with extension to Rio Vista.
- *State Route (SR-12) Comprehensive Transportation Corridor Study Rio Vista Bridge to SR-99* (2006) identified conceptual physical improvements and management practices to appropriately serve existing and future travel demand.
- *State Route 12 Jameson Canyon Road Widening & State Routes 29/12 Interchange Project* (2007) examined potential environmental impacts to widen SR-12 through Jameson Canyon and convert SR 29 and SR-12 intersection into an interchange.
- *Wine Country Interregional Partnership Study* (2007) - a four county study (Sonoma, Napa, Lake and Mendocino) looking at transportation solutions to the jobs/housing imbalance in the region.
- *Draft Rio Vista Bridge Study* (2010) the study looked at a number of options for replacing the existing bridge at Rio Vista used by SR.12. The options varied in cost from \$1.4 to \$2.3 Billion.

Policies and Legislation

Regional Blueprint Planning Program:

The Regional Blueprint Planning Program supports the smart growth element of the Strategic Growth Plan by promoting smart land use choices at the regional and local levels. The Regional Blueprint Planning Program was a grant program that supported Metropolitan Planning Organizations (MPOs) and Regional Transportation Planning Agencies (RTPAs) to conduct comprehensive scenario planning. Using consensus-building and a broad-based visioning approach it's goal was to envision future land use patterns and their potential impacts on a region's transportation system, housing supply, jobs/housing balance, resource management and other protections. The Blueprint planning effort in the San Francisco Bay Area is the Focus our Vision (FOCUS) program, which is lead by the Association of Bay Area Governments (ABAG) and the Metropolitan Transportation Commission (MTC) with support from the Bay Area Air Quality Management District (BAAQMD) the Bay Conservation and Development Commission (BCDC), and Caltrans. These agencies and local governments participated in the Regional Blueprint Planning Program since the program's inception in 2005, receiving grants for all four years, and now carry on regional blueprint goals through the FOCUS program.

Priority Development Areas (PDA):

The Focus Our Vision (FOCUS) program, sponsored by the Association of Bay Area Governments (ABAG) and the Metropolitan Transportation Commission (MTC) with support from the Bay Area Air Quality Management District (BAAQMD) the Bay Conservation and Development Commission (BCDC) and Caltrans, seeks to work with local governments and others in the Bay Area to collaboratively address issues such as high housing costs, traffic congestion, and protection of natural resources. As the Regional Blueprint Planning Program for the Bay Area, the primary goal of FOCUS is to encourage future growth near transit and in the existing communities that surround the San Francisco Bay. The goal is to enhance existing neighborhoods and provide housing and transportation choices for all residents.

In the summer of 2007, local governments in the Bay Area were invited to apply for regional designation of an area within their community as a Priority Development Area (PDA). PDAs are infill development opportunities within existing communities. These communities welcome more residents; they are committed to creating more housing choices in locations easily accessible to transit, jobs, shopping and services. To be eligible to become a PDA, an area had to be within an existing community, near existing or planned fixed transit or served by comparable bus service, and planned for more housing.

A 2010 Survey indicated that Planned PDAs in the Bay Area expect to add approximately 209,000 housing units and 607,000 jobs over the next 25 years. As a result, in 2035 there are anticipated to be nearly 579,000 housing units and 1.6 million jobs in the region's Planned PDAs. These numbers indicate that, while the 92 Planned PDAs included in this assessment account for a little over one percent of the land area of the Bay Area, they are planning to accommodate 32 percent of the housing growth and 37 percent of the job growth forecasted in ABAG's *Projections and Priorities 2009: Building Momentum*. However, it is expected that the majority of this growth will take place in the inner Bay Area counties, if only because the majority of PDAs are found in these areas.

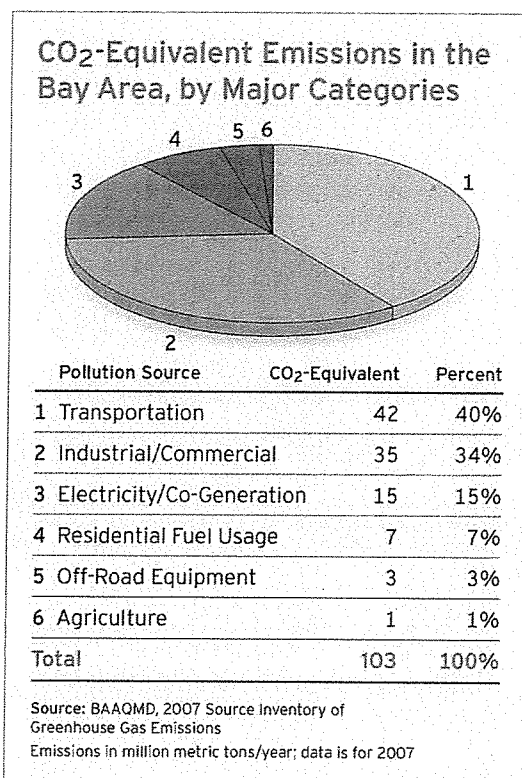
Priority Development Areas (PDA) from the Bay Area Regional Blueprint effort (Focus our Future) along the SR-12 CSMP Corridor in Solano County is listed in the table below.

PDA	Designation
Fairfield, Downtown South, Jefferson Street/Union Avenue	Planned
Fairfield, Fairfield/Vacaville Train Station	Potential
Fairfield, West Texas Street Gateway	Planned
Fairfield, North Texas Street Core	Potential
Vallejo, Waterfront, Downtown	Planned
SR-29 Corridor American Canyon	Potential

Source: FOCUS: <http://www.bayareavision.org>

Assembly Bill 32: California Global Warming Solutions Act

The California Global Warming Solutions Act (Assembly Bill 32), a groundbreaking law signed by Governor Schwarzenegger in 2006, requires reduction of statewide GHG emissions to 1990 levels by the year 2020. Reducing greenhouse gas emissions to 1990 levels means cutting approximately 30 percent from business-as-usual emission levels projected for 2020, or about 15 percent from today's levels. On July 28, 2010, the Metropolitan Transportation Commission (MTC) approved a set of "Bay Area Principles for Establishing Regional Greenhouse Gas Reduction Targets" (Resolution 3970). The principles propose, among other things, per-capita greenhouse gas (GHG) reductions of 7 percent by 2020 and 15 percent by 2035.



Senate Bill 375:

Signed into law in 2008, establishes a process for the California Air Resource Board (CARB) to implement AB 32 by requiring the Board to adopt by September 30, 2010, regional GHG targets for emissions associated with the automobile and light truck sector. Metropolitan planning organizations such as MTC are required to develop a Sustainable Communities Strategy (SCS) element in their long-range plans to strive to reach the GHG reduction targets. The SCS adds three new elements to the plan: 1) a land-use component; 2) a resource and farmland protection component; and 3) a demonstration of how the development pattern and the transportation network can work together to reduce GHG emissions. In the Bay Area, the provisions of Senate Bill 375 will apply to the successor plan to Transportation 2035, scheduled for adoption in 2013.

Current Developing Planning Processes

The following planning processes are newly developed or being undertaken during the planning horizon of this CSMP.

One Bay Area:

California Senate Bill 375 (2008) aims to reduce greenhouse gas emissions through development of a Sustainable Communities Strategy. "One Bay Area" is the Bay Area implementation of this strategy. MTC must adopt the Sustainable Communities Strategy as part of its next Regional Transportation Plan (RTP) for the Bay Area, which is due in 2013. Because state and federal law require everything in the plan to be consistent, the RTP's investments must be consistent with the Strategy and must be judged to be realistically achievable in the RTP's 25-year planning horizon. This also means the Strategy must be in sync with local land-use plans.

California Interregional Blueprint (CIB):

This is a State initiative which will aggregate planned interregional highway, transit, rail (including high-speed and intercity rail), intelligent transportation system, goods movement, and other State project concepts and strategies to complement the projects already included in Regional Transportation Plans (RTPs). It will also serve to expand the understanding of the interactions between land use and transportation investments in meeting critical strategic growth and sustainability goals. It will enhance the scope of the existing California Transportation Plan (CTP) by analyzing the benefits of multi-modal, interregional projects on the transportation system.

Smart Mobility Framework:

Smart Mobility Framework is a completed handbook (2010) that acts as an overarching basis for policy and action that coordinates many of Caltrans' existing activities and the activities of other public and private organizations. It provides new tools and techniques to improve transportation by using performance-based measures to achieve sustainable outcomes. Smart Mobility works to move people and freight while enhancing California's economic, environmental, and human resources by emphasizing convenient and safe multi-modal travel, speed suitability, accessibility, management of the circulation network, and efficient use of land.

Location Efficiency is a concept being introduced for the first time; it is the fit between the physical environment and the transportation system that can lead to Smart Mobility benefits. Location-efficient community design elements contribute to the development pattern and transportation system at the neighborhood and district scale that combine to support convenience, non-motorized travel, and efficient vehicle trips.

Section 2. Corridor Description

2.1 Corridor Limits/Route Designations

State Route 12 (SR-12) is an east-west route from the Sierra Foothills to Sebastopol in Sonoma, including Napa, Solano, Sacramento, San Joaquin, and Calaveras Counties. The CSMP SR-12 corridor begins at the intersection of SR-29 and SR-12 (west of I-80) in Napa County and ends at the Rio Vista Bridge at the Solano/Sacramento County line and the transfer of the route to Caltrans District 3. The CSMP includes the Rio Vista Bridge as it falls within the study limits and is operated and maintained by Caltrans District 4. The CSMP SR-12 route is 30 miles long and used for local and interregional travel. The corridor is a route into the Bay Area from the Central Valley and is also a major route for access to Napa and Sonoma counties from the east. It also has a significant goods movement function and provides a gateway to the Delta.

2.2 Configuration and Setting

Specific alignment and terrain information for SR-12 is described below (East to West; mileage is approximate):

County and Post Mile (PM):	Highway Facility:	Setting:
Napa-PM 0 to Sol-PM R2.75	2 lane, (1+1) Conventional	Rural
Sol-PM L1.8 to PM 7.64	4 lane, (2+2) (L1.8 – 2.94) Freeway (L2.95 – 4.12) Conventional (R4.27 – 4.70) Freeway (R4.79 – 6.47) Conventional (6.93 – 7.64) Expressway	Suburban
Sol-PM 7.64 to PM 26.43	(7.64 – 7.80) 4 lane (2+2) Expressway (7.86 – 12.94) 2 lane (1+1) Expressway (13.55 – 17.81) 2 lane (1+1) Conventional (17.93 – 18.38) 4 lane (2+2) Conventional (18.46 – 19.85) 2 lane (1+1) Conventional (19.91 – 20.49) 4 lane (2+2) Conventional (20.57 – 26.24) 2 lane (1+1) Conventional	Agricultural

Table 2.2.1 SR-12 Highway Configuration & Setting

Source: ABAG 2007 Projections¹

¹ For more information, please see Association of Bay Area Governments. *Projections 2007 Forecasts for the San Francisco Bay Area to the Year 2035*. Association of Bay Area Governments, Oakland, CA 2006.

Table 2.3.1 Bay Area Demographic Data Projections

COUNTY	POPULATION		# HOUSEHOLDS		#JOBS		MEAN HOUSEHOLD INCOME	
	2005	2035	2005	2035	2005	2035	2005	2035
Alameda	1,505,300	1,938,600	543,790	700,090	730,270	1,099,550	\$88,800	\$121,800
Contra Costa	1,023,400	1,300,600	368,310	485,240	379,030	591,650	\$98,400	\$135,100
Marin	252,600	283,100	103,180	116,800	135,370	165,180	\$121,600	\$166,800
Napa	133,700	155,700	49,270	59,650	70,690	98,570	\$85,900	\$117,900
San Francisco	795,800	956,800	338,920	396,310	553,090	832,860	\$97,400	\$133,600
San Mateo	721,900	861,600	260,070	312,030	337,350	522,000	\$121,700	\$167,000
Santa Clara	1,763,000	2,380,400	595,700	806,210	872,860	1,365,810	\$97,900	\$134,300
Solano	421,600	585,800	142,040	196,220	150,520	227,870	\$84,400	\$113,400
Sonoma	478,800	568,900	181,800	219,980	220,460	344,290	\$82,600	\$113,300
Total	7,096,100	9,031,500	2,583,080	3,292,530	3,449,640	5,247,780	\$97,400	\$133,100

2.3 Demographics

Currently, Solano County has one of the highest growth rates in the Bay Area and is expected to continue experiencing accelerated growth in the future. Of the nine Bay Area counties, Solano is expected to experience the highest rate of population growth: nearly 40 percent by 2035. According to the Solano County Travel Demand Model that is used to develop traffic forecasts for the year 2025, there will be significant land use changes in the area. In 1950 the population of Fairfield was 3,100 today (2009) it is 106,000. Since the 1850s Fairfield has been the county seat for Solano County. Rio Vista currently has a population of just over 7,000 (2009) and with the current housing market and policy changes will probably see only incremental growth in the next 10 years. High housing costs in other Bay Area counties has largely attributed to growth in Solano County, where housing is relatively affordable. Lodi at the eastern end of SR-12 has a population of 70,000, and nearby Stockton 280,000. Napa County is the least populous Bay Area county with a 2006 population estimated at 133,500 (ABAG, 2000 Census projection). According to ABAG 2007 Projections Napa County population growth is projected to increase 16 percent by 2035.

2.4 Land Use/Major Traffic Generators

Agriculture and grazing are the main land uses in the western segment of SR-12 in Jameson Canyon. SR-12 becomes Airport Road after crossing SR-29. Adjacent to the SR-29 intersection there are industrial parks which continue on the west side of SR-29 in the direction of the airport. There is a privately owned golf course in close proximity to this intersection as well. The Napa County Airport, a general aviation facility, is one-half mile west of SR-29.

Employment and economic activity in the Napa Valley is dominated by the wine industry and its associated employment. Robert Mondavi Winery (1,000 employees) is one of the largest, but Napa State Hospital (1,778) Cultured Stone (1,500) and Napa County (1,400) are other large employers.

In Solano, where SR-12 runs through the cities of Fairfield and Suisun City, the adjoining land uses are a mix of suburban residential, industrial park and retail. Some areas are undeveloped, either pending future development or are a part of the Suisun Marsh and therefore permanent open space. In unincorporated Solano County, the land around SR 12 is zoned primarily for extensive agricultural uses. The Lambie Industrial Park is located north of SR-12 off of Lambie Road, and the Potrero Hills Landfill is located south of SR 12 and east of Suisun City. Landfill access is from SR-12, and the operator is interested in expanding from 320 acres to 580 acres.

Some of the largest employers are in the SR-12/I-80/I-680 area of the corridor. Major trip generators influencing the corridor include Travis Air Force Base (15,000 military and civilian employees),

County of Solano (1,900 employees), Fairfield-Suisun Unified School District (3,500 employees) and Anheuser-Busch (526 employees).

2.5 Environmental Characteristics/Constraints

Environmental Considerations

It is important to note that the CSMP is general in concept. Potential environmental issues affecting soil and air characteristics, storm water drainages, sensitive habitats (such as designated creeks, wetlands, coastal and delta areas, as well as cultural resources) and species would need more detailed scoping and coordination at the project level. Consultation with regulatory and permitting agencies may be required. These agencies can include, but are not limited to, the U.S. Army Corps of Engineers, US Fish and Wildlife Service, National Marine Fisheries Service, National Oceanic and Atmospheric Administration, California Department of Fish and Game, BCDC and the California Coastal Commission. Specific projects and strategies will need to be aware of community impacts, including environmental justice, relocations, growth-inducing indirect effects and cumulative impacts.

Caltrans and partner agencies will need to consider evolving state policy on assumed Sea Level Rise as an impact of global climate change. The Caltrans Office of Planning and Research, Technical Advisory dated June 19, 2008 provides guidance to California Environmental Quality Act (CEQA) lead agencies by suggesting they identify potential GHG emissions, assess any potential impacts, identify appropriate and feasible alternatives and recommend mitigation where appropriate.

Environmental Setting

Both Napa and Solano County have a strong agricultural industry along much of the SR-12 corridor. Napa County is known for its scenic beauty, in relation to wine production, and longstanding commitments to agricultural preservation (Measure J). Current policies address agriculture, watershed, and open space issues; including urban-centered growth; residential, commercial, industrial, and public-institutional uses; growth management; and interagency cooperation. Policies contributing to Napa County preservation are allowing large lot sizes, directing growth within cities, and limiting nonagricultural development.

In Solano, the County Orderly Growth Ordinance requires all urban development to take place in incorporated cities. The law has been in place since the mid 1980s, and was extended for another 25 years in 2008 by voter action. As a result, Solano has more than 95% of its population in the incorporated cities. The Suisun Marsh is a sensitive ecological community of 84,000 acres, and the Solano County General Plan has policies to avoid significant adverse impacts upon the marsh as a whole.

Air Quality

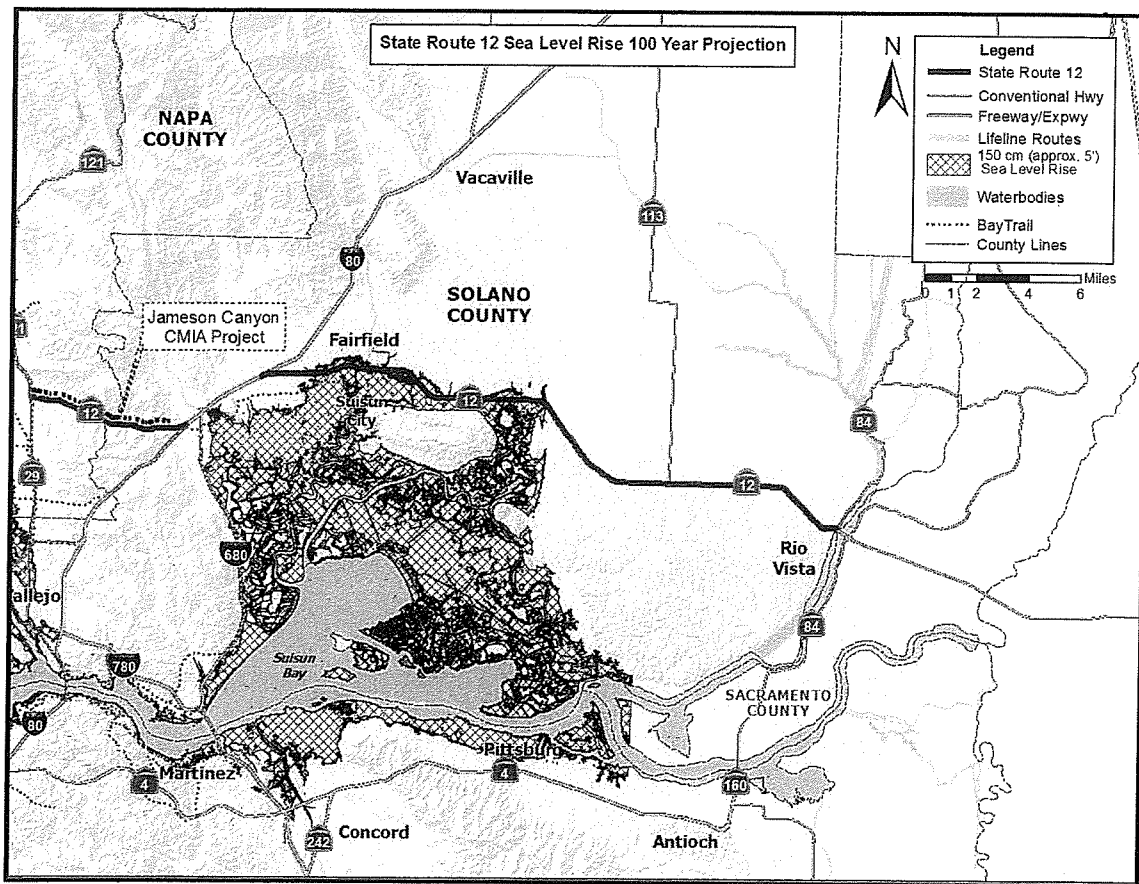
SR-12 is located in both the San Francisco Bay Area Air Basin (SFBAAB) that includes Napa County and southwest Solano County and the Sacramento Valley Air Basin (SVAB) that includes northeast Solano County. Therefore, the Bay Area Air Quality Management District (BAAQMD) monitors the SR-12 corridor (from the intersection of SR-29 and SR-12 to Olsen Road-1 mile west of SR-113) and the Yolo/Solano Air Quality Management District (YSAQMD) monitors the rest of SR-12 corridor in Solano County.

Rising Sea Level

SR-12's low elevation areas face the greatest threat from rising sea level. The SR-12 corridor south of Travis Air Force base and north of Suisun marsh is in a low-lying area. The corridor is largely constructed on a filled causeway and culverts under the highway allow water to drain to the south into Hill Slough and Nurse Slough watersheds. The highway alignment through the low-lying area has standard paved shoulders and concrete dikes to control highway runoff. The section of SR-12

east of the Rio Vista Bridge (to I-5) is nearly all below sea level, contained by levees. It is not yet clear what the future of this levee system is or its vulnerability to increased sea level rises.

There are increasing concerns surrounding rising sea level due to global climate change. The Delta Vision Blue Ribbon Task Force (appointed by Governor Arnold Schwarzenegger) is concerned with developing a sustainable long term management of the Sacramento – San Joaquin Delta. Based on research, consulting with local governments, technical and scientific advisors, the task force forecasts that the sea level will rise by 55 inches in 2100. In the next forty years (2050), the task force predicts that the sea level will increase by 16.1 inches (almost one-third of the amount forecasted in 2100). This sea level rise could result in a strain on Delta levees and threaten the water supply to millions of Californians. The Delta Protection Commission raised concerns to Caltrans on April 9, 2008 about the safety and viability of the corridor. The task force was particularly interested in understanding the mitigation factors and assumptions Caltrans implemented in SR-12. The potential impacts of sea level rise are specifically included in the concurrent SR-12 Corridor Study (using the predicted rises above) and will take this into account in any recommendations.



Wetlands & Biological Issues

Wetlands are located throughout SR-12 in areas underlain by a restrictive soil layer that results in a seasonally-perched water table. The following wetland community types are present throughout SR-12: riparian, seasonal (ephemeral pool), perennial (marsh), ponds, ditches and intermittent drainages, many of which function to convey roadside runoff.

SR-12 in Solano runs along the northern edge of the Suisun Marshlands towards the Delta at Rio Vista. However from Shiloh Rd. the roadway is on the northern edge of the Montezuma Hills and the habitat type changes from seasonally wet grasslands to cultivated grasslands. West of I-80 the habitat is grazing and viticulture.

Historic Cultural

In the study area SR-12 passes through only two communities, the contiguous cities of Fairfield and Suisun, and Rio Vista. The highway divides Fairfield from Suisun and the historic waterfront. Downtown Fairfield has a 1930s downtown and a number of buildings associated with its role as the county seat. Rio Vista is an historic river town with an extant downtown and the Rio Vista Bridge was constructed in 1944, but was significantly reconstructed in 1960 to facilitate river traffic. In Segment C, between Fairfield and Rio Vista, SR-12 crosses the route of the Sacramento Northern inter-urban railroad. A segment of the line is preserved and there is a small museum.

Parks and Recreation

In the Napa County and Solano County area there are no publicly-owned parks, recreation areas, or wildlife refuges that border or are in the SR-12 corridor. The Bay Area Ridge Trail is a recreational trail currently being developed. The trail will be over 550 miles and circle around the San Francisco Bay. The Bay Area Ridge Trail Council has plans to acquire, build, and promote a crossing of SR-12 in Jameson Canyon. The Jameson Canyon CMIA project has a storm water culvert that is large enough to accommodate Bay Area Ridge Trail, and that the Bay Area Ridge Trail planners hope to be able to connect the Trail to this crossing.

Environmental Characteristics/Constraints

The *Environmental Constraints* map identifies locations of environmental concern in the corridor. These may include the presence of hazardous materials or facilities, habitats of threatened or potentially threatened species, fragile wetlands, and/or the presence of historic structures. This information needs to be taken into consideration when proposing any improvements or modifications to State facilities within the corridor.

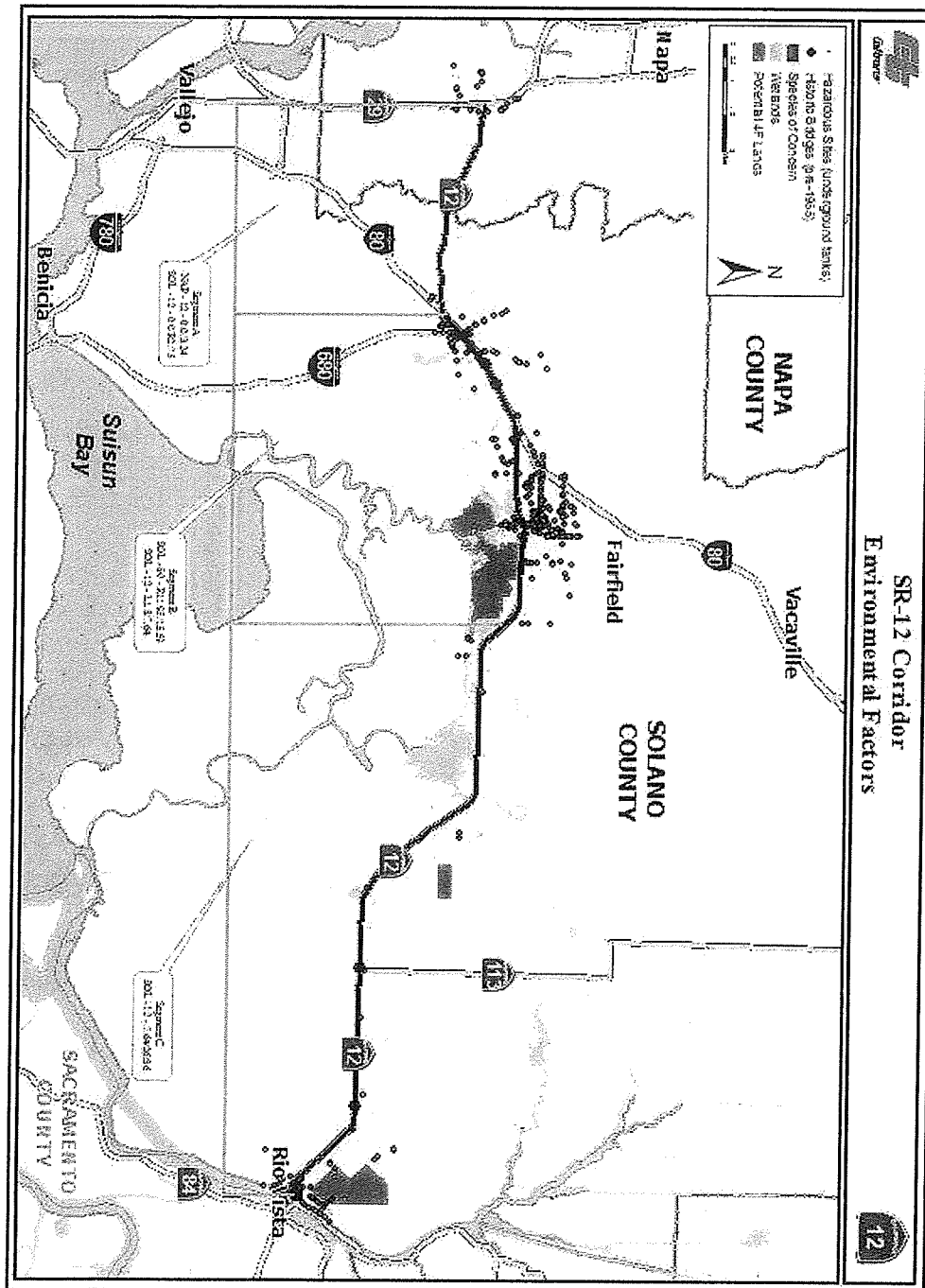


Figure 2.5.3. Environmental Factors within SR-12 CSMP Corridor Map

2.6 Route Designations

Functional Classification	Minor Arterial (Nap PM 0.0-Sol PM R2.75); Expressway (Sol PM L1.8-R5.04) Principal Arterial (PM R5.04-26.43)
Trucking Designations	STAA Route (Surface Transportation Assistance Act)
Trucking Facilities	None
National Highway System	I-80 to SR-88
Strategic Highway Network (STRAHNET)	No
Scenic Highway	No
Lifeline Corridor	Yes
Traffic Operations System (TOS) facilities	No
IRRS (Interregional Road System)	Yes, all
MPO/RTPA/CMA	MPO/RTPA: Metropolitan Transportation Commission (MTC), CMA: Napa County Transportation and Planning Agency (NCTPA), Solano Transportation Authority (STA)

Table 2.6.1 Route Designations

2.7 Trip Information

Commuting & General Traffic

The two sections of the route, either side of I-80, largely serve different markets. The western section of SR-12 (West of I-80) provides an essential eastern access route to/from Napa Valley, via Jameson Canyon, to I-80. It is very important for access to Napa County from the Central Valley and I-80. There is significant recreational travel and, with restrictions in housing and development growth in Napa, there is increasing commuting from more affordable housing in Solano, Yolo and Sacramento counties.

East of I-80, SR-12 is used by commuters from Fairfield/Suisun to jobs in major urban city centers such as San Francisco and Oakland (via I-80). Beyond Fairfield/Suisun, as well as serving local communities, there is some interregional traffic to and from the Central Valley.

Goods Movement

SR-12 is part of the federal Surface Transportation Assistance Act (STAA) highway network; classified STAA highway network routes can accommodate trucks that are longer than the California legal standard. The nearest east-west corridor in the Delta is SR-4, which is not a STAA highway for its entire length, and therefore cannot fully accommodate trucks longer than the California Legal Standard. The highest percentage (almost 80 percent Annual Average Daily Truck Traffic 2007) of trucks (usually categorized as 5 or more axles) hauling goods on SR-12 can be found around SR-113 and I-5 intersections.

Truck traffic on SR-12 is heavily related to the movement of agricultural goods. Jameson Canyon is one of the two main routes out of the Napa Valley (SR-29 is the other). The highest truck volumes on the eastern section of SR-12 are related to Delta produce, but the Potrero Hills Landfill also in a major truck destination. There is also significant inter-regional truck traffic between the Bay Area and the Central Valley.

SR-12 is also a major Department of Defense (DOD) Truck Route. It is a key corridor for shipments in and out of Travis Air Force Base (AFB), a vital DOD link to the Pacific. It is used daily for high

priority shipments from the Defense Logistics Agency Distribution Center in Tracy, CA to Travis AFB.

Recreational

SR-12 is a popular route to access the Delta for water activities such as boating, fishing, and swimming. Therefore, two axle trucks are the second highest number of trucks, mostly towing boats on SR-12. It also provides direct access to the Bay Area for Central Valley residents in the Lodi/Stockton area, avoiding SR-4 which is a slower route though the delta.

2.8 Traffic Information

Traffic on SR-12

The table below show typical AADT (Average Annual Daily Traffic) numbers for each segment of the corridor (please see Segmentation for information on the segmentation process).

	Post Miles	Description	Typical High AADT
Segment A	NAP12 0.0 - SOL12 R2.75	SR-29 to I-80	31,000
Segment B	SOL12 L1.8 - 7.64	I-80 to Walters Rd.	44,000
Segment C	SOL 12 7.64 - 26.43	Walters Road to Rio Vista Bridge	15,000

Table 2.8.1 Route Segment AADT

Segment A has a high AADT (31,000) for the type of facility, which is fairly consistent year round, with a peak month AADT of just 33,000. For an expressway Segment B has a moderate AADT and is used as an alternative access to the suburbs of Fairfield/Suisun (only 34% of traffic continues past Fairfield) from I-80. Segment C has a low AADT which drops to 11,500 before SR-113. From there on traffic increases from local Rio Vista trips. Trucks represent 5 to 17.5% of traffic in this segment, with a County average of almost 9%. Five or more axle trucks are significant on SR-12.

Traffic East of Rio Vista

After traversing the Rio Vista Bridge SR-12 crosses SR-160 (Antioch to Sacramento) and continues as a 2-lane facility to I-5. On this section of SR-12 AADT is consistently higher than that west of Rio Vista (17,000 AADT).

Rio Vista Bridge

The Rio Vista Bridge is a “lifting bridge” over the Sacramento River and Shipping Channel (these are contiguous at this point). The roadway deck of the bridge is narrow and low above the level of the water so all commercial and some recreational water traffic requires the bridge to be raised. No traffic, vehicular or pedestrian, can access the bridge while it is raised. *The Rio Vista Bridge Study* (2010) suggests that larger ships can result in 25 minutes of delay, while smaller leisure craft can result in delays of 10 minutes. In 2009 the AADT for this 2-lane section of SR-12 was 21,000 vehicles per day, so the lifting of the bridge sometimes causes significant back-ups.

Local Traffic

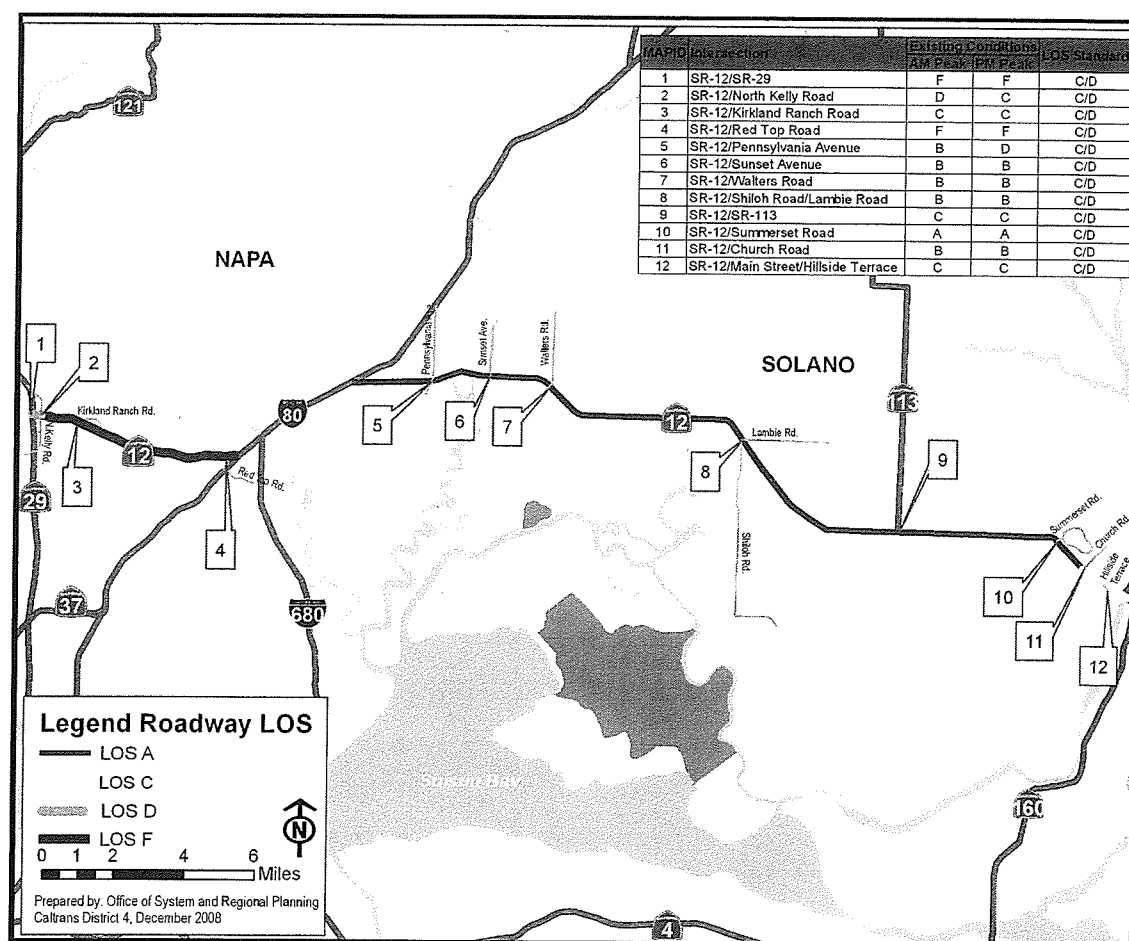
For the majority of the corridor there are no parallel roads to SR-12, other than in the urban areas of Fairfield/Suisun and Rio Vista. Though, the Montezuma Hills (Segment B) has a network of small farm roads, many unpaved.

The road pattern in Rio Vista is that of a traditional small town. The exception is the “Trilogy” over 55 development; this is almost 3 miles west of Rio Vista and has a suburban development pattern with all access via a signalized intersection on SR-12.

Fairfield has largely a post-war suburban structure with local access by a grid of signalized multi-lane arterial roads. There is direct access to both I-80 and SR-12 at a number of locations along both routes. Currently, under construction, is the North Connector road linking the two discontinuous sections of the SR-12 corridor (Segment A and Segment B) which is covered by the I-80 East CSMP. This will eventually provide a local traffic alternative to using I-80. On the east end, the North Connector will provide access to SR 12 when it is opened in October 2010. However, while access to SR 12 at Red Top Road is planned for the western end, no construction date for that connection has been set.

2.9 Current Performance and Safety

Although SR-12 is considered a rural corridor, it serves regional through trips, goods movement, and weekend travelers. On weekdays, there is peak commute traffic with Segment A attracting traffic between Napa and Sacramento while Segment B serves commuters from Fairfield/Suisun traveling to Oakland or San Francisco. SR-12 has a significant number of five-axle trucks hauling goods. In the past decade, traffic accidents have increased.



Caltrans evaluated the Level of Service (LOS) on the SR-12 Jameson Canyon corridor based on the *2000 Highway Capacity Manual*. The following intersections were examined:

1. SR-12/SR-29;
2. SR-12/North Kelly Road
3. SR-12/Red Top Road
4. SR-12/Kirkland Ranch Road.

The map table above shows those intersections with levels ranging from LOS C to F depending on time of day and direction of travel.

SR-12 roadway travel was also examined (see map legend): I-80 to Red Top Road; Red Top Road to North Kelly Road; North Kelly Road to SR-29. The segment between North Kelly Road and I-80 (including the Red Top Road/I-80 segment) was LOS F. The LOS between the North Kelly Road and SR-29 intersections is acceptable but operates at LOS D during the AM peak hours.

Korve Engineering conducted a study in September 2000 on SR-12 between I-80 and the Rio Vista Bridge to ascertain the level of service. The study examined the following intersections: SR-12/Pennsylvania Avenue; SR-12/Sunset Avenue; SR-12/Walters Road; SR-12/Lambie Road/Shiloh Road; SR-12/SR-113; SR-12/Summerset Road; SR-12/Church Road; and SR-12/Hillside Terrace. Peak morning hour operating conditions had a range from an LOS A to LOS C. An LOS C was reported at the intersections of SR-113 and Main Street/Hillside Terrace. Peak afternoon hour operating conditions had a range from an LOS A to D. An LOS D was reported at the intersection of Pennsylvania Avenue.

Safety

The accident rates (from November 1, 2005 to October 31, 2008) for the SR-12 corridor are as follows:

SR-12 Mainline	Actual / million vehicle miles			Statewide Average			Total Accidents
	FAT	F+I	TOTAL	FAT	F+I	TOTAL	
Segment A Napa/Solano	0.00	0.42	1.03	0.029	0.55	1.21	219
Segment B Solano	0.004	0.57	1.44	0.013	0.47	1.22	343
Segment C Solano	0.022	0.23	0.61	0.024	0.37	0.85	194

FAT- Fatalities

F+I- Fatalities and Injuries

Table 2.9.1 Segment Safety Data

A total of 756 accidents were recorded during the three year period. The highest total accident rate was in Solano County (Segment B), higher than the average rate for similar facilities statewide. The Traffic Accident Surveillance and Analysis System (TASAS) reported that speeding was the primary collision factor on the SR-12 corridor. The speed limit from Suisun City to Rio Vista is 55 mph.

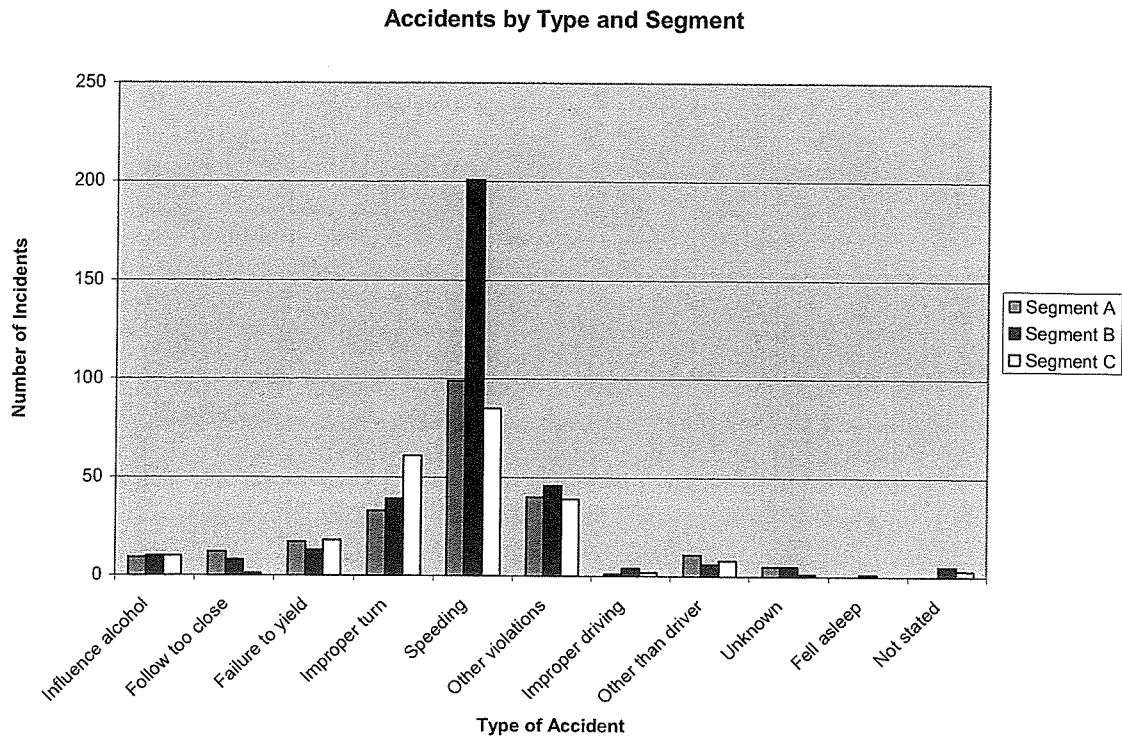
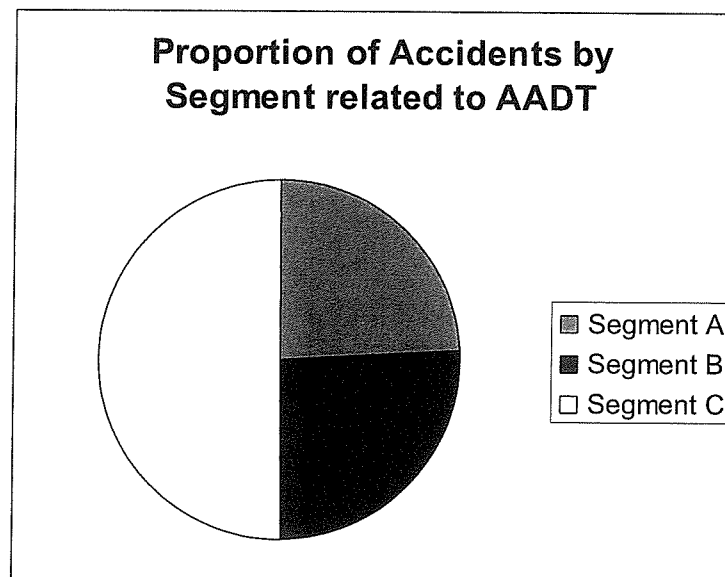


Table 2.9.2 Accident Types

Caltrans TASAS data shows that rear end collisions are the most frequent collision type throughout the corridor. Through the Montezuma Hills (where proportionally majority of accidents occur), SR-12 has occasional sharp curves and steep rolling grades that can present safety hazards. Current Caltrans' projects will attempt to reduce traffic accidents by conducting vertical adjustments to the roadway profile grade, curving realignment for part of the corridor, and constructing shoulders where none are present.



The above graph indicates the proportion of accidents related to the typical AADT of each segment. This shows that relative to traffic volumes Segment C has a disproportionate number of all types of accidents.

Table 2.9.3 Accidents and AADT

SR-12 Highway Safety Project

Due to a spate of fatal accidents on SR-12 between I-80 and I-5, which is mainly 2-lane highway, STA-sponsored **Assembly Bill 112 (Wolk)** creating a Safety Enhancement Double Fine Zone (DFZ). At the same time Caltrans undertook a number of State Highway Operation and Protection Program (SHOPP) projects to improve the sight distances and prevent passing.

2.10 Transit Service

Transit on SR-12

There are few regular transit services on most portions of SR-12. In particular, there is no service linking Solano and Napa despite the growth in demand in the part of the corridor in response to lower price housing in Solano for Napa workers. Limited local services use SR-12 in Fairfield, but the main service is the bus connecting Fairfield/Suisun to El Cerrito BART station. East of Fairfield there is only limited service to Rio Vista and other Delta communities. There are no through bus services between Fairfield and Lodi/Stockton in the Central Valley, however a limited service from Lodi runs on SR-12 as far as the Rio Vista Bridge before continuing north on SR-160.

Local Transit Services

Fairfield and Suisun Transit

Fairfield and Suisun Transit (FAST) has intercity fixed routes and has plans to develop larger infrastructure to accommodate a growing Solano County population. FAST operates fixed route transit service within the cities of Fairfield and Suisun City. FAST operates local dial-a-ride transit (DART) that provides complementary paratransit service for local fixed route service.

FAST has plans in the next few years to build a new transit hub in the vicinity of North Texas Street to replace the Solano Mall (the major local transfer location). There are also plans to replace a surface lot with a 600-space parking structure at the Fairfield Transportation Center.

Rio Vista Delta Breeze

Delta Breeze operates a regular but infrequent service (fewer than 5 runs per day) between Rio Vista and Fairfield/Suisun. This service continues to Isleton providing (2 scheduled trips per day or fewer) connections with South County Transit/LINK services to Galt and Lodi.

Rio Vista Transit operates general public, dial-a-ride service within Rio Vista for regional destinations such as Fairfield, Antioch, Lodi, and Vacaville. In addition, Delta Breeze has a limited (5 buses/day), service to the Pittsburg-Bay Point BART station via SR-160. One way local fare is \$1.50. Intercity one-way fare to Antioch, Pittsburg-Bay Point BART Station, Lodi, Suisun City or Fairfield is \$5.00. When passengers require a route deviation and/or dial-a-ride, reservations can be made in advance.

NAPA VINE

VINE is the county bus service in Napa running buses along SR-29 from Vallejo to Calistoga; however they have no service along SR-12 in Jameson Canyon. Connections to VINE services from the corridor have to be made at Vallejo (Baylink bus #85 from Fairfield).

Intercity Transit Services

Solano Comprehensive Transportation Plan – June 2005

Within its Transit Element this plan proposes the establishment of a new transit link between Napa and Fairfield and Suisun via SR 12. The goal would be a fixed schedule transit service between both counties.

AMTRAK

An AMTRAK station (Fairfield/Suisun) is located in the corridor in Suisun City. The AMTRAK station serves the Capital Corridor, which stops at stations between Auburn/Sacramento, Oakland, and San Jose, with a connecting bus service to San Francisco. Public bus routes in Rio Vista and Fairfield are routed to this transportation destination. Expansion plans have been delayed due to constraints on funding for new rolling-stock; however a new Fairfield/Vacaville station is planned for 2014.

At the other end of the corridor (outside the CSMP area), Lodi has an AMTRAK station served by two daily trains to Bakersfield, with bus connections to Los Angeles. There are also connecting AMTRAK Thruway bus connections. AMTRAK runs a parallel service along the SR-4 corridor with four daily services from Oakland to Bakersfield, calling at Martinez (I-680) and Antioch (SR-160).

Greyhound

Solano is also served by Greyhound Bus service, which still offers state and nation wide connections. Three stations are located in the corridor at Suisun City, Rio Vista and Lodi. While Suisun City has a frequent service from the Bay Area to Sacramento, Rio Vista and Lodi have just 3 services daily- the Rio Vista bus also calls at the Trinity development and the Railroad museum outside of Rio Vista. There is no service on SR-12 between Rio Vista and Lodi and Greyhound do not serve Napa County.

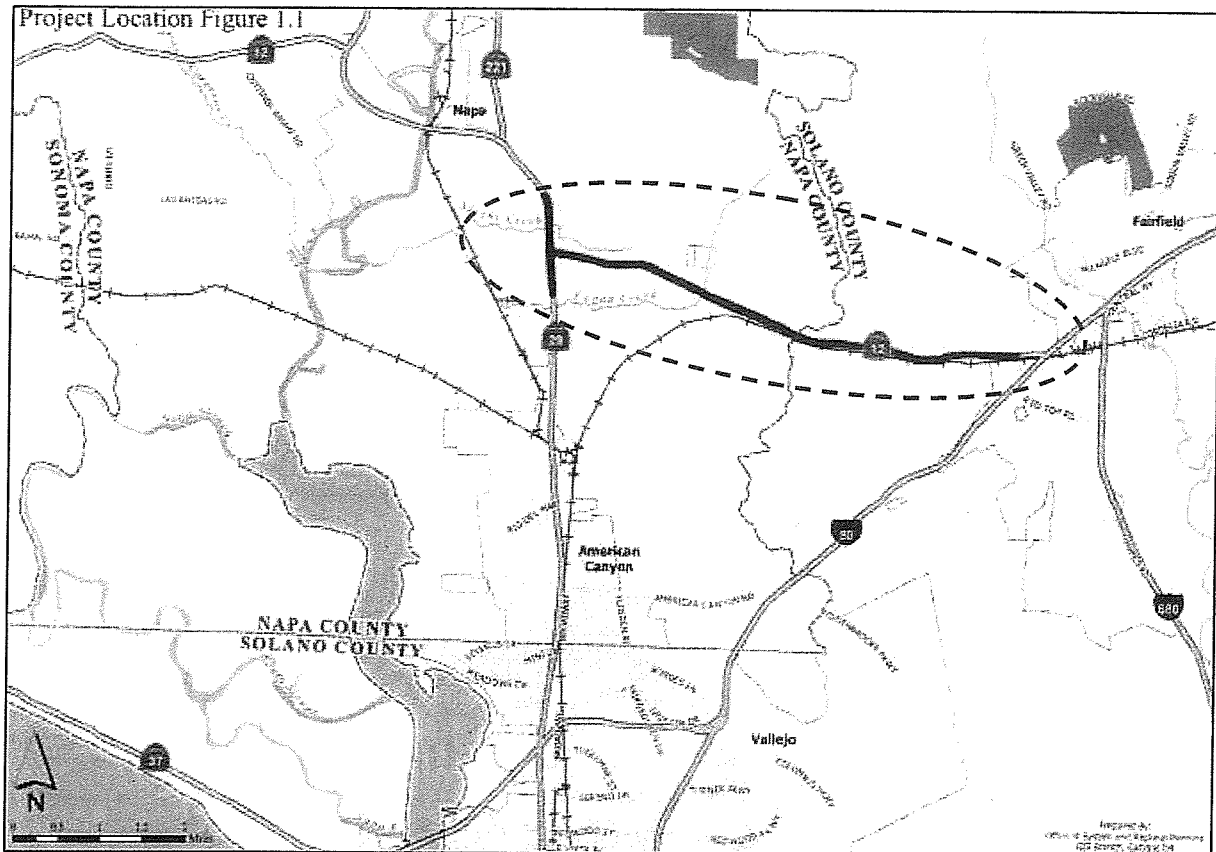
2.11 Bicycle and Pedestrian Facilities

The western section of the corridor in Jameson Canyon provides convenient access to the Napa Valley a popular bicycle destination. Presently, limited shoulders on this busy stretch of SR-12 do not make for easy bicycling. However, the CMIA project to widen the highway in Jameson Canyon will provide consistently wide shoulders that will be designated as Class 2 bike lanes. At I-80 this section (Segment A) of the corridor links to both the Fairfield Linear Park (following the old Sacramento Northern track bed) and McGary Road newly re-opened along I-80 to Vallejo.

East of I-80 the Central County Bikeway extends from the Amtrak station east to Walters Road on the north side of SR-12, but ends at the edge of Fairfield. East from here SR-12 will eventually have continuous shoulders, but present construction work and a central safety barrier make things difficult for cyclists. The 25 miles from Rio Vista to Fairfield make bike commuting impractical, but local roads in the Montezuma Hills provide a scenic alternative for touring bicyclists. At Rio Vista the ferry connection to SR-84 provides a traffic free gateway to the Delta Area. Solano Transportation Authority produces a very useful bike map of the county and Delta, and Napa County have a map too.

Section 3. Jameson Canyon Project

This section specifically describes the CMIA project to widen Jameson Canyon between I-80 and SR-29.



Jameson Canyon Road Widening and the State Routes 29 & 12 Interchange

3.1 Project Description

The California Department of Transportation (Caltrans) will widen the two-lane conventional highway SR-12 (Jameson Canyon) to a four-lane conventional highway. The initial project will add two lanes and a center barrier thus increasing automobile capacity and safety. This project traverses part of both Napa and Solano Counties.

A second (unfunded) phase will increase the capacity of the intersection at State Routes 29 and 12 by replacing the signalized intersection with a grade-separated interchange. The signalized intersection does not meet current standards. Caltrans has proposed to replace it with either a single point interchange or tight diamond interchange. Both would be grade-separated.

This second phase of the Jamison Canyon Widening project was included in the "Initial Study with Proposed Mitigated Negative Declaration (CEQA) and Environmental Assessment (NEPA)" prepared by Caltrans in 2007. The need for this improvement was shown in the Initial study which stated that "in the AM and PM hours, the heavy volume of vehicles converging at the junction results

in queues and delay times of approximately 80 seconds per vehicle before vehicles pass through or turn at the intersection". The source of funding for the conversion is still to be determined.

3.2 Background

State Route 12 is an east-west highway that traverses Calaveras, San Joaquin, Sacramento, Solano, Napa and Sonoma Counties. It carries interregional as well as local traffic and intersects I-5 (in San Joaquin County), I-80 (in Solano County), and US. Route 101 (in Sonoma County). Jameson Canyon is the westernmost segment of SR-12.

AADT in this area is 31,000 automobiles per day in either direction. Many of the motorists using this portion of SR-12 live in Solano, Yolo or other counties and are employed in Napa County. There is also significant commuting by residents of Napa and Sonoma Counties to major Solano County employers such as Travis Air Force Base, Contra-Costa county employers or BART stations in Contra Costa County. As more jobs have been established in Napa County and more residences built in Solano County, traffic volumes, congestion, and travel times have increased on this portion of SR-12. Napa County is burdened by a serious jobs/housing imbalance. Since many of the jobs are in the service or agriculture industries, significant numbers of workers cannot afford the more expensive housing in Napa County.

The rolling terrain on either side of SR-12 is open space or being used for agricultural purposes. The few residences along SR-12 are part of large ranches. The junction of SR-29, SR-12 and Airport Boulevard is generally flat and in a light industrial area that quickly becomes agricultural east of the intersection. SR-12 becomes Airport Boulevard on the west side of SR-12, and is the main access to the Napa County Airport.

3.3 Purpose and Need

The Metropolitan Transportation Commission (MTC) notes in the *North Bay Corridor Study*, (March 1998), that population and job growth is expected to continue to intensify along SR-29, US-101, and I-80, leading to increased east-west travel demand across SRs 12, 116, and 121. Travel demand is diverse and includes not only weekday commuting, seasonal tourism, and goods movement vehicles from agricultural operations, light industry, and the Napa Airport.

According to MTC's 2009 Regional Transportation Plan, *T2035*, daily person trips from year 2000 to year 2035 between Napa and Solano Counties on SRs 12 and 29 are projected to increase 68%, which is exceeded in the Bay Area only by trips between San Benito/Monterey/Merced-Santa Clara at 120%, Lake/Colusa-Napa at 102%, and Mendocino/Sonoma at 83%. In the year 2035, the ADT volume for SR-12 is projected to be 62,200. The ADT for SR-29 is projected to be 109,400. In the year 2035, the operations of SRs 12 and 29 are projected to remain at LOS "F" during the AM and PM peak hours. The operations of the SRs 29/12 intersection will also remain at LOS "F" in both the AM and PM peak hours. The delay times at the junction of SRs 29/12 are expected to increase from the current 1-2 minutes to 5-6 minutes.

3.4 Safety

The accident rates (from January 1, 2003 to December 31, 2005) for SR-12 through Jameson Canyon are comparable to the statewide average for similar facilities. The accident rates for SRs 29 and 12 at the SRs 29/12 intersection are two to four times the statewide average for similar facilities and intersections. The higher than average rate of accidents at the intersection indicates a potential need to consider safety improvements such as separating vehicle movements between the two routes.

3.5 Transportation Plans Including Jameson Canyon

The need for safety improvements and congestion mitigation has long been recognized as evidenced by its inclusion in the following plans:

Napa County Transportation Planning Agency Strategic Transportation Plan (1999):

This Plan includes SR-12 from SR-29 to the Solano County line, and the SR 12/29 intersection in its East/West Corridor 2. One of the Corridor 2 objectives is: "Enhance road and intersection capacities to accommodate travel demand for commuter, visitor, and freight related trips. To accomplish this objective, the Plan proposed the widening of SR-12 to four lanes and the improvement of the 12/29 /Airport Boulevard intersection. Thus, the project is consistent with the NCTPA Strategic Transportation Plan.

Traffic Congestion Relief Program (TCRP): The Transportation Congestion Relief Program was a five-year state transportation investment plan passed by the California Legislature and signed into law by Governor Gray Davis in 2000. This plan provided funding for environmental and design work for this project.

Solano Comprehensive Transportation Plan, June 2005: This Plan envisions, directs, and prioritizes the transportation needs for Solano County through the year 2030. The Arterials, Highways, and Freeways Element of this Plan list needs on routes of regional significance. One of these needs was the improvement of SR-12 West from I-80 to SR-29. The Plan discusses the improvements to SR-12 such as widening it from two to four lanes and the provision of a median to separate westbound and eastbound traffic.

Transportation Improvement Program (TIP): The widening of SR-12, Jameson Canyon Road, is listed in the Transportation Improvement Plan, which was adopted by the Metropolitan Transportation Commission on July 12, 2006, and the Federal Highway Administration and Federal Transit Administration (FTA) on October 2, 2006, as TIP ID NAP-01-0008. The conversion of the SRs 29/12 intersection to an interchange was amended into the TIP as TIP ID NAP-01-0001. The project is consistent with the TIP.

Corridor Mobility Improvement Account (CMIA): California voters passed Proposition 1-B, The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006. This Bond Act deposits \$4.5 billion in a Corridor Mobility Improvement Account (CMIA). On March 15, 2007, the California Transportation Commission adopted a program of projects to be funded from the CMIA. The program includes \$73,990,000 for the widening of Jameson Canyon Road.

Regional Transportation Plan (RTP): The widening of this portion of SR-12 is listed in the Metropolitan Transportation Commission's Transportation 2035, Change in Motion (April 2009) as Reference Numbers 94074 and 941 52. The phase II conversion of the SRs 29/12 intersection to an interchange is listed as Reference Number 94075.

3.6 Existing Travel Time and Peak Period Performance:

AM and PM peak period performance for SR-12 at the intersections of SR-29, North Kelly Road, Kirkland Ranch Road, and Red Top Road operate at levels of service (LOS) E or F during one or both AM and PM peak periods with the exception of SR-12/North Kelly Road which operates at LOS D during the AM peak hour and LOS C during the PM peak hour, and SR-12 /Kirkland Ranch Road, which operates at LOS B during the AM peak period and LOS A during the PM peak period. The longest delays, about 2 minutes, occur at the SRs 29/12 intersection.

Under 2035 No Build conditions:

Delay is expected to increase significantly at the intersection of SRs 29/12. The delay at the intersection of SR-12/Kirkland Ranch Road also increases significantly in the AM peak period due to the increase in traffic along SR-12.

In 2035, some intersections under No Build conditions are expected to experience queuing problems:

SRs 29/12: the northbound, eastbound, and westbound left turn storage bays do not provide sufficient storage.

SR 12 /North Kelly Road: the eastbound left turn (into South Kelly Road) and right turn (into North Kelly) storage bays do not provide sufficient storage. Vehicles are anticipated to queue upstream beyond the intersection of North/South Kelly Roads.

SR 12/Kirkland Road: while the queue on the westbound approach does not extend past the upstream intersection, the queue is excessive.

Under Build Conditions: Delay is expected to decrease significantly at the intersection of SRs 29/12 and Jameson Canyon Road.

With the widening of SR-12, in 2035:

- The intersection of SR-12 and Red Top Road and SR 12/Kirkland Ranch Road will operate at either LOS "B" or "C."
- The operations of SR-12 are LOS D between Red Top Road and North Kelly Road for both the AM and PM peak hours. Only the short segment of SR 12 between Red Top Road and I-80 will operate acceptably at LOS "C,"
- The SRs 29/12 Tight Diamond Interchange configuration alternative, the intersections of SR-12/SR-29 southbound ramps, SR-12/SR-29 NB ramps, and SR-12/North Kelly Road will all perform at an acceptable LOS "A" to "C" in the AM and PM peak hours, except at SR-12/SR-29 southbound ramps in the PM peak hour, and SR-12 North Kelly Road in the AM peak hour.

3.7 Pedestrian and Bicycle Facilities

The proposed CMIA project would be constructed in phases to match available funding. The completed project provides a 2.4 m (8 ft.) outside shoulder along both directions of the highway which will be signed and striped for Class II bike lanes.

STA is leading a study to develop a coordinated trail plan in Jameson Canyon. Involved stakeholders include NCTPA, Napa County, Solano County, the Bay Area Ridge Trail and other local trail advocates and users. There are considerations, regarding the unused railway tracks just south of SR-12, for the feasibility of commuter rail, and a parallel Class I bike/pedestrian path. This railroad is also identified for future passenger and freight use in MTC's Regional Rail Plan.

4. Other Issues

Discussion Points for the SR-12 CSMP

The points below are issues that would merit further study and analysis in the current *State Route 12 Comprehensive Corridor Evaluation and Management Plan* study. (See Section 1.5).

Safety: This is clearly an important issue, with “2-lane” sections being seen as the most dangerous. However, the figures in the CSMP show a below average accident rates in Segments A and C and higher than average in B (the short freeway/expressway section).

Growth of Rio Vista: Until recently there were plans for significant growth, but these have been impacted by the recession. Also, there was criticism that this potential growth would be highly auto centric (like the Trinity development almost 3 miles out of town) and dependent upon SR-12 being widened in the near future. Rio Vista has some attributes for further growth (river front, existing downtown), but is regionally seen as being on the periphery of the Bay Area. Present policies by MTC in relation to SB 375 would not make Rio Vista a priority for significant growth.

Rio Vista Bridge: The options in the Rio Vista Bridge Study vary in cost from around \$1.4 Billion to \$2.3 Billion. These figures exclude any additional cost for the associated widening of SR-12 between I-80 and I-5. At this level, the costs for this project would represent a significant investment for the Bay Area.

SR-12 East of Rio Vista: SR-12 east of Rio Vista has higher traffic volumes than west. Also, Lodi is the preferred destination for Rio Vista residents with the 2001 SR-12 Transit Corridor Study showing that twice the number of out of town trips was made towards Lodi rather than Fairfield. It also has the highest truck traffic. However, this section of SR-12 has the greatest issues regarding expansion and improvement. The roadway, being on the bottom of a number of “tracts” where soils are compacting due to water extraction from farming, is difficult to expand. Any new alignment would probably need to be built on a causeway for environmental and potential flooding reasons, significantly increasing the cost. The bridges are another impediment to widening to 4-lanes. All three bridges (Rio Vista, Mokelumne and Potato Slough) are all two-lane bridges and structurally are not in immediate need of replacement. There are, however, a number of operational/mechanical improvements that could be made to the bridges to improve reliability and reduce the impact to road traffic. Caltrans District 10 has provisional concept for a 4-lane facility on SR-12 between Rio Vista and I-5. There is also a “smart corridor” project under development between Caltrans District 10 and SJCOG, leading to the implementation of an Advanced Traveler Information Systems (ATIS), its principal function is to identify and notify travelers of problems on SR-12 west of I-5 through Rio Vista.

River Traffic: Increased maritime shipping on the Sacramento River, as proposed by the Port of Sacramento, could present a conflict with the existing Rio Vista Bridge. The potential for further expansion of the Port of Sacramento is proposed to reduce overall truck miles, greenhouse gas emissions, air pollutants, and traffic to and from the Port of Oakland. Currently, there is minimal commercial ship traffic to the Port of Sacramento, but future development of this Port could result in multiple shipping movements per day. Funding for this would be from the recently approved federal TIGER grant for the California Green Trade Corridor/Marine Highway Project representing the Ports

of Oakland, Sacramento and Stockton (www.dot.gov/documents/finaltigergrantinfo.pdf). Additional traffic could be a mix freighters (requiring high bridge clearance) or barges towed by tugs (still requiring bridge lifting for shorter durations) could result in an additional 10-15 weekly bridge lifts per week (from the 1-2 per week at present). Recreational boat traffic at the Mokelumne Swing Bridge (east of Rio Vista) will represent a far greater number of bridge raises/openings than commercial vessels at either bridge.

Goods Movement: SR-12 has high proportion of truck use, and could have increased potential as an inter-regional corridor for freight. However, the importance of SR-12 as a truck route needs to be put in perspective, as it parallels I-580 and is significantly contiguous with I-80- the Bay Area's main inter-regional truck routes. Also, its current Truck AADT is also not particularly high at 2800 either side of Rio Vista. It has been suggested that some trucks use SR-12/160 to avoid the truck scales at Cordelia on I-80.

Section 5. Corridor Segmentation

A segmentation view allows the reader to examine more specific corridor features and conditions. Segment views also allow a closer examination of traffic data and multi-modal features such as park-and-ride lots or rail easements.

The segmentation of SR-12 follows suggested segmentation guidelines. These guidelines indicate specific “events” or changes in the facility that may affect traffic flow, multi-modal mobility, or jurisdiction changes, such as county or town limits.

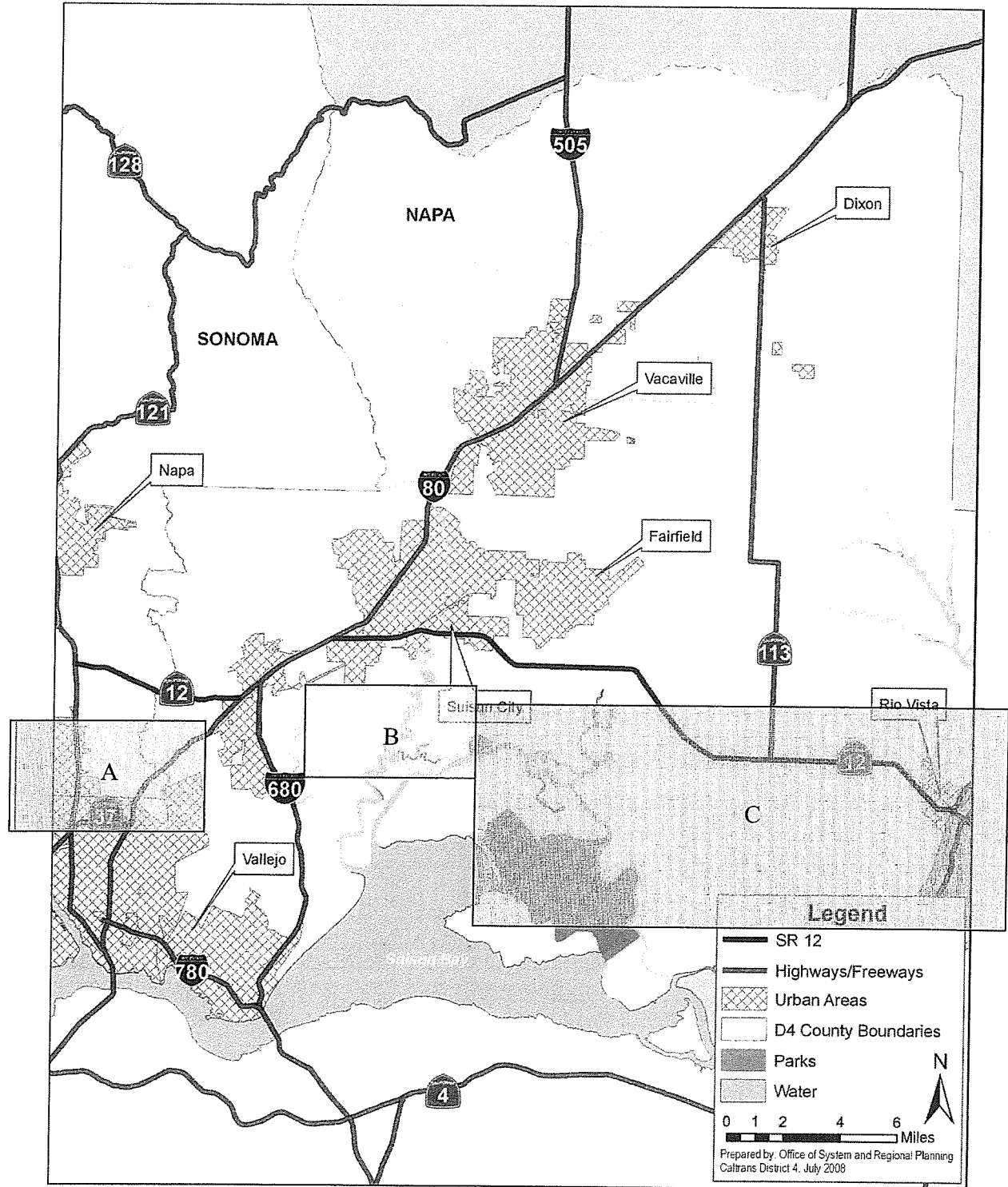
Using these criteria SR-12 has been divided into 3 segments (with a break between Segment A and B) which disproportionately divide the 30 miles of this State Highway that traverse District 4.

SR-12 Segmentation Matrix:

SR-12: Segment	County	PM From	PM To	Description
A	Napa and Solano	Nap 0.0	Sol R2.75	SR-29 to I/C I 80
B	Solano	Sol L1.8	Sol 7.64	I-80 to Scandia Road
C	Solano	Sol 7.64	Sol 26.43	Scandia to Sacramento County line

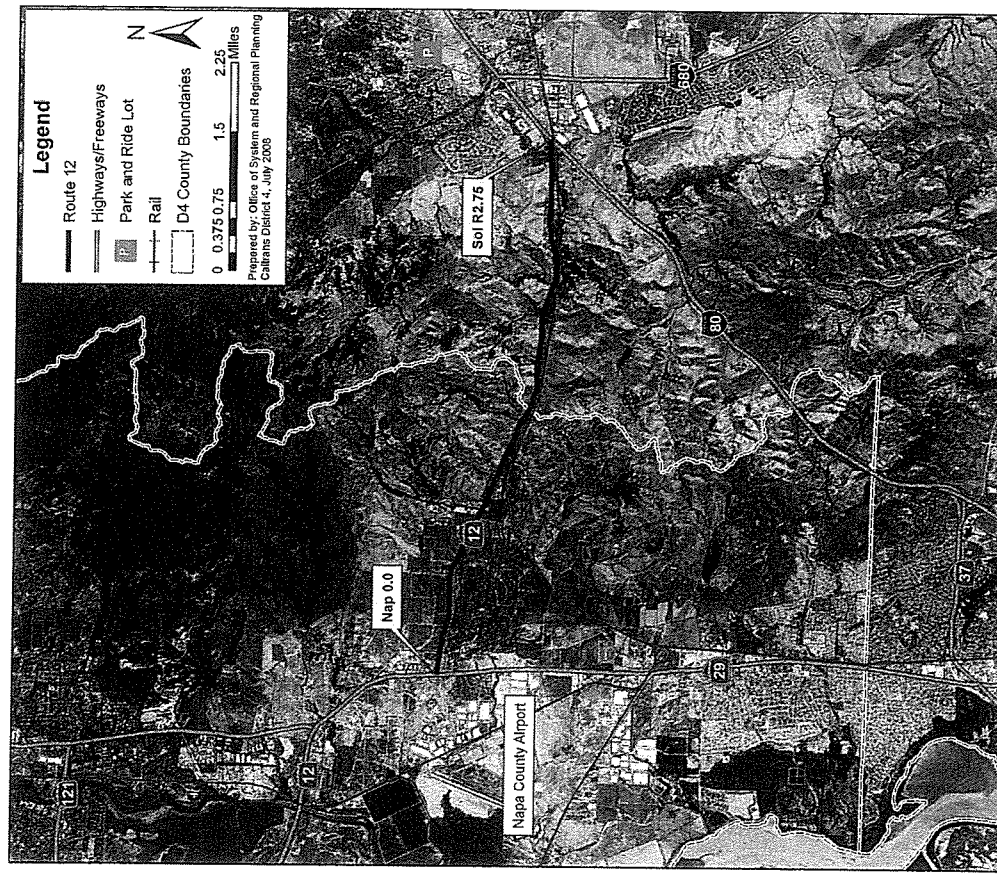
Table 5.1.1 Segmentation Matrix

Route 12 Corridor Segmentation



SR-12 SEGMENT A DATA		
TITLE	DATA	
Features		Data
County, City		Napa and Solano County
Facility type		Conventional Highway
Existing Facility		3C/2C
2035 Year Concept		4E
Segment Characteristics		
Segment Limits		SR-29 to intersection of I-80 freeway.
Begin/ End Post Mile		NAP 12 0.0/SOL12 R2.75
Length		6.07
Terrain		Rolling
Land Use		Rural
Grade % (Postmile to Postmile)		<3% (91%); 3%-6% (9%)
HOV lanes		No
Parallel Arterials		None
Scenic Highway		No
Assembly District		Napa: District 7; Solano: District 8
Senate District		Napa & Solano: 2 nd Senate District
Multi Modal		
Bikeways/Bike lanes		None
Transit Provider		No transit services
Rail Station(s)		None
Park and Ride		Informal at Red Top Road
Traffic Information		
Actual Fatality + Injury Rate (this segment (3-yr period)		0.38 (1 accidents w/fatality; 81 accidents w/injuries)
Statewide Fatality + Injury Rate		0.59
Actual Total Accident Rate (this segment (3-yr period)		1.07
Statewide Total Accident Rate		1.23
AADT 2005		EB 16,000 - WB 16,100
AADT 2035		EB 21,700 – WB 36,600
Vehicle Hours of Delay		N/A
(EB) Volumes 2005		AM 1,290 – PM 1,020
(WB) Volumes 2005		AM 1,230 - PM 1,010
(EB) Volumes 2035		AM 1,460 – PM 2,910
(WB) Volumes 2035		AM 3,100 - PM 1,520
Truck Volumes 2006		7.95
Truck Traffic: Truck percentage of AADT (range)		7.2-7.95
5+ Axle Truck Percentage of Truck AADT (range)		51.86-55.11

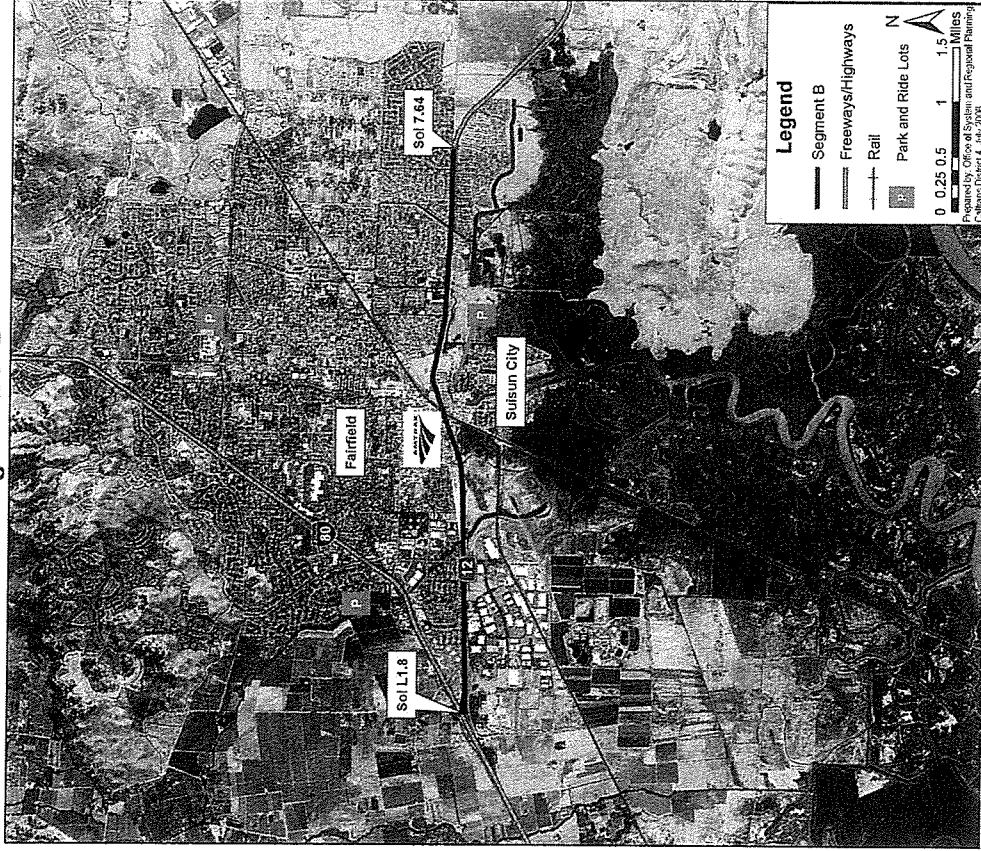
Napa County SR 12 PM 0.0 - Solano County SR 12 PM R2.75
Segment A



Solano County SR 12 PM L1.8 - PM 7.64

Segment B

SR-12 SEGMENT B DATA	
TITLE	DATA
Features	Data
County, City	Solano County, City of Fairfield and City of Suisun City
Facility Type	Conventional Highway
Existing Facility	4F/4E
2035 Year Concept	4F/4E
Segment Characteristics	
Segment Limits	I-80 Junction to Scandia Road
Begin/ End Post Mile	SOL 12 L1.8/7.64
Length	7.93
Terrain	Rolling
Land Use	Rural
Grade % (Postmile to Postmile)	<3% (72%); 3-6% (28%)
HOV lanes	No
Parallel Arterials	Cordelia Road; Penny/Vanla Avenue; Mankas Corner Road; Waterman Boulevard; Air base Parkway, Old Cordelia Road, East Tabor Avenue
Scenic Highway	No
Assembly District	Napa: District 7; Solano: District 8
Senate District	Napa & Solano: 2 nd Senate District
Multi Modal	
Bikeways/Bike lanes	None
Transit Provider	FAST; Rio Vista Delta Breeze, Greyhound
Rail Station(s)	Amtrak Fairfield/Suisun
Park and Ride	Fairfield (55 spaces); Main St at Route 12, Suisun City (78 spaces).
Traffic Information	
Actual Fatality + Injury Rate (this segment (3-yr period)	0.67 (1 accidents w/fatality; 156 accidents w/injuries)
Statewide Fatality + Injury Rate	0.62
Actual Total Accident Rate (this segment (3-yr period)	1.38
Statewide Total Accident Rate	1.42
AADT 2005	18,500-20,200
AADT 2035	36,000-36,100
Vehicle Hours of Delay	N/A
(EB) Volumes 2005	AM 760 - PM 1,960
(WB) Volumes 2005	AM 2,240 - PM 1,360
(EB) Volumes 2035	AM 1,390 - PM 3,740
(WB) Volumes 2035	AM 3,990 - PM 2,040
Truck Volumes 2005	9.66
Truck Traffic: Truck percentage of AADT (range)	5.09-9.66
5+ Axle Truck Percentage of Truck AADT (range)	53.96-64.22

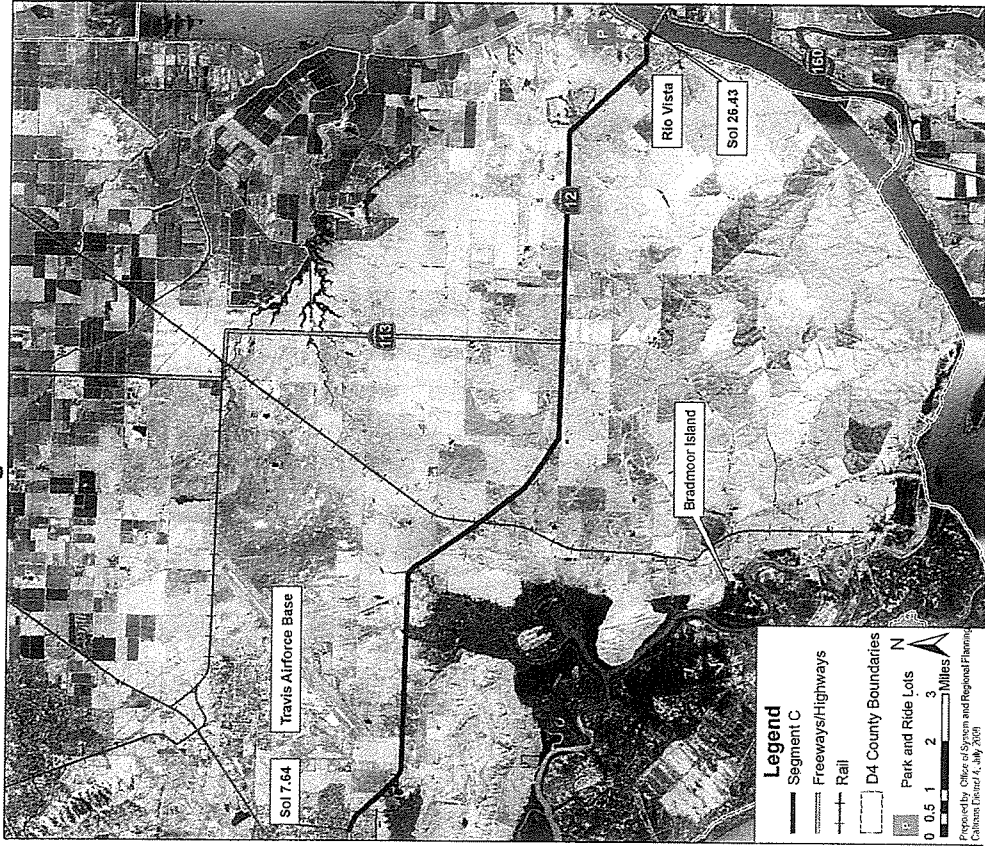


SR-12 SEGMENT C DATA		
TITLE	FEATURES	DATA
County, City	Solano County, City of Rio Vista	
Facility Type	Conventional Highway	
Existing Facility	2C	
2035 Year Concept	2/3C	
Segment Characteristics		
Segment Limits	Scandia to Solano/Sacramento County Line	
Begin/End Post Mile	SOL 12.7, 64/26.43	
Length	7.93	
Terrain	Rolling	
Land Use	Rural	
Grade % (Postmile to Postmile)	<3% (72%); 3-6% (28%)	
HOV Lanes	No	
Parallel Arterials	Creed Road; McCormack Road; and Airport Road.	
Scenic Highway	No	
Assembly District	Napa: District 7; Solano: District 8	
Senate District	Napa & Solano: 2 nd Senate District	
Multi Modal		
Bikeways/Bike Lanes	None	
Transit Provider	Rio Vista Delta Breeze, Greyhound	
Rail Station(s)	Main St & Front St, Rio Vista, (10 Spaces)	
Park and Ride		
Traffic Information		
Actual Fatality + Injury Rate this segment (3-yr period)	0.30 (9 accidents w/fatality; 89 accidents w/injuries)	
Statewide Fatality + Injury Rate	0.43	
Actual Total Accident Rate this segment (3-yr period)	0.81	
Statewide Total Accident Rate	0.9	
AADT 2007	9,400-10,400	
AADT 2035	19,700-25,900	
Vehicle Hours of Delay	N/A	
(EB) Volumes 2005	AM 520 - PM 650	
(WB) Volumes 2005	AM 610 - PM 630	
(EB) Volumes 2035	AM 1,160 - PM 1,490	
(WB) Volumes 2035	AM 1,490 - PM 1,110	
Truck Volumes 2006	17.56	
Truck Traffic: Truck percentage of AADT (range)	8.94-17.56	
5+ Axle Truck Percentage of Truck AADT (range)	57.32-79.63	

California Department of Transportation, District 4, December 2010

Solano County SR 12 PM 7.64 - PM 26.43

Segment C



Section 6. Corridor Concept Development

The Corridor Concept conveys Caltrans' vision for a route with respect to corridor capacity and operations for a 25-year planning horizon. The concept takes into account factors that create interregional, regional, and local travel demand, including commuting, freight movement, recreational needs, and nearby land use. Table 4.1.1 outlines the SR-12 CSMP facility concept.

The route concept is derived from:

- Examination of facility "route concepts" established in 1980s Route Concept Reports (RCRs)
- Examination of facility and operational concepts established in Transportation Corridor Concept Reports (TCCRs) for 24 main corridors conducted by D4 Planning and Operations in 2001-02
- Information contained in current approved planning documents and operations plans
- Local and regional input
- Review of Freeway Agreements

Segment	County	Segment Description	Existing Facility	25-yr Concept
Segment A PM 0.0 – R2.794	NAP – SOL	SR-12/SR-29 Napa to SR-12/I-80 Junction	2C	4C
Segment B PM L1.801 – 7.635	SOL	East of SR-12/I-80 Junction to Scandia Road	4F/4E	4F/4E
Segment C PM 7.635 – 26.409	SOL	Scandia Road to Solano/Sacramento County line	2C	2/3C

C=Conventional Highway
E = Expressway
F = Freeway
PM = Post Mile

Table 6.1.1 Highway Facility Concept

6.1 Concept Rationale

In Segment A the concept reflects Caltrans' the planned CMIA project to improve the Jameson Canyon segment of the SR-12 corridor by increasing the corridor from a two lane conventional highway to a four lane highway, including a median barrier. The adoption of capacity improvements to the intersection at SR-12 and SR-29 will be required to fully reap all the capacity benefits of the CMIA project, but analysis show that there will be significant benefits accrued without it.

In Segment B no change to the facility type is proposed because the increase in traffic volumes forecast for 2035 can still be accommodated by the current facilities capacity. However a higher than average incidence of accidents (non-fatal) may require some remedial action.

In Segment C Caltrans and its partners are currently working on various safety and enforcement issues in certain areas. Local and regional stakeholders are particularly concerned about safety. The Solano Transportation Authority received a grant from the Office Traffic Safety (OTS) in 2001 that funded a safety education and awareness campaign. Caltrans has also implemented various safety improvements within the SR-12 corridor. Although these efforts have reduced the number of accidents and fatalities on certain areas of the corridor, additional safety improvements are planned. The concept of C2/3 represents an acknowledgment that there may be benefits to a change in facility type

(from C2) in this segment rather than a specific strategy. A strategy will be determined when the results from the current SR-12 Comprehensive Corridor Evaluation and Management Plan are available in 2011.

The SR-12 Comprehensive Corridor Evaluation and Management Plan is being developed to identify additional safety, operational and mobility improvements to the corridor. This and future studies will examine the benefits and costs associated with proposed improvements in this ecologically sensitive ecological corridor.

6.2 Corridor Project List

Table 6.2.1 below is a list of projects that are forecasted to improve or maintain the SR-12 corridor.

County	Begin PM	End PM	Source	EA
NAP/ SOL	0.00	R2.794	SR-12 Jameson Canyon (and SR-12/SR-29 Intersection) Project – This project includes a major reconstruction and widening of SR-12 between SR-29 and Red Top Road to a four-lane conventional highway with a median concrete barrier and full width shoulders. The reconstruction will include horizontal and vertical alignment changes to meet a 55-mph design speed. This project will widen and improve at grade intersections at Kelly Road, Kirkland Ranch Road, and Lynch Road. Additionally, an intersection for u-turns will be provided in the middle section of the project. This project will be advertised for construction in the spring of 2011 and should be completed in 2013.	Napa EA 04- 264134, Solano EA 04- 264144
SOL	20.0	23.75	SR-12 Roadway Rehabilitation Project (West of Currie Road to Liberty Island Road) - This SHOPP project ties into the current SHOPP project near Currie Road and extends the rehabilitation and widening east to Liberty Island Road. The scope of the project includes rehabilitation of the pavement, widening of shoulders to full eight feet outside width, and intersection widening and left turn channelization at Currie Road, McCloskey Road, and Azevedo Road. The project also includes improving three non-standard vertical curves to meet a 55-mph design speed. Center line channelizers and rumble strips on the outside shoulders are included in the improvements. This project is currently in design and is scheduled for begin construction in 2012 and should be completed in 2014.	EA 04- 2A6200
SOL	20.0	23.75	SR-12 Roadway Rehabilitation Project (West of Currie Road to Liberty Island Road) - This SHOPP project ties into the current SHOPP project near Currie Road and extends the rehabilitation and widening east to Liberty Island Road. The scope of the project includes rehabilitation of the pavement, widening of shoulders to full eight feet outside width, and intersection widening and left turn channelization at Currie Road, McCloskey Road, and Azevedo Road. The project also includes improving three non-standard vertical curves to meet a 55-mph design speed. Center line channelizers and rumble strips on the outside shoulders are included in the improvements. This project is currently in design and is scheduled for begin construction in 2012 and should be completed in 2014.	Solano EA 04- 2A6200


SOL	Various	<p>I-80/I-680/SR-12 Interchange Project– This project, currently in the project approval/environmental document (PA/ED) phase, is analyzing and developing improvement alternatives for the interchange complex of I-80/I-680/SR-12 (east and west along I-80). Two build alternatives were presented in the Draft Environmental Document and both include work along SR-12. Both build alternatives include the reconstruction of the SR-12 (West) and I-80 interchange, but with different configurations. Work at the SR-12 (East) and I-80 interchange is different between the two alternatives and extends east to near Pennsylvania Avenue. One alternative proposes a single interchange on SR-12 to access Beck Avenue and Pennsylvania Avenue. The other alternative includes two interchanges to provide access to Beck Avenue and Pennsylvania Avenue and eliminates access to SR-12 from Jackson and Webster Streets. This project is still in the PA/ED phase with final design anticipated to start in 2011.</p>	<p>Solano EA 04- 0A5300</p>
<div>  Projects that support future concept </div>			

Table 6.2.1 Corridor Highway Project List.

Appendices

Appendix A. SR-12 Freeway Agreements

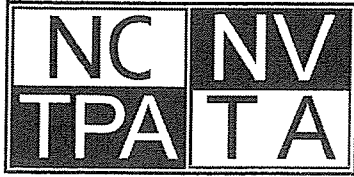
The Freeway Agreement documents the understanding between Caltrans and the local agency relating to the planned traffic circulation features of the proposed facility. It does not bind the State to construct on a particular schedule or staging. In the event that the freeway is fully constructed, it shows which streets may be closed or connected to the freeway; it shows which streets and roads may be separated from the freeway; it shows the location of frontage roads; and it shows how streets may be relocated, extended or otherwise modified to maintain traffic circulation in relation to the freeway. Locations of railroad and pedestrian structures, as well as those for other non-motorized facilities, should also be shown. Agreements are often executed many years before construction is anticipated and they form the basis for future planning, not only by Caltrans but by public and private interests in the community.

The California Freeway and Expressway System have a large financial investment in access control to insure safety and operational integrity of the highways. The legislative intent for requiring Freeway Agreements is to obtain the local agency's support of local road closures and changes to the local circulation system and to protect property rights and to assure adequate service to the community. Access control is necessary on the freeway or expressway so that current and future traffic safety and operations are not compromised.

The following is a list of current Freeway Agreements along the SR-12 CSMP Corridor.

County	Route	Post Mile	Agreement #	Approval Date	Agreement(s) With
NAP	12	0	3533	07/19/94	County of Napa
SOL	12	1.8/R3.6	1328	01/17/84	City of Fairfield
SOL	12	R3.6/R4.5	1329	02/06/79	County of Solano
SOL	12	R4.5/R5.0	1330	12/15/81	City of Suisun City
SOL	12	4.9/7.7	1331	12/7/99	City of Suisun City
SOL	12	7.7/12.7	1332	02/06/57	County of Solano
SOL	12	12.7/26.4	1333	07/21/60	County of Solano
SOL	80	8.0/12.0	1357	07/25/66	County of Solano
SOL	680	2.6/12.0	1342	05/07/63	County of Solano
SOL	80	12.3/13.0	1358	07/21/60	County of Solano
SOL	80	13.0/13.8	1359	07/25/66	City of Fairfield
SOL	80	13.8/16.3	1360	04/03/84	County of Solano
SOL	80	15.6/17	1361	01/17/84	City of Fairfield

Table A.1 Freeway Agreements List for SR-12 CSMP Corridor



January 19, 2011
NCTPA Agenda Item 10.1
Continued From: New
Action Requested: APPROVE

**NAPA COUNTY TRANSPORTATION AND PLANNING AGENCY
Board Agenda Letter**

TO: Board of Directors
FROM: Paul W. Price, Executive Director
REPORT BY: Paul W. Price – Executive Director
(707) 259-8634 / Email: pprice@nctpa.net
SUBJECT: Napa County Commission for Arts and Culture (NCCAC)
Governance Restructure

RECOMMENDATION

That the Board approve moving forward with the creation of alternative governance in the form of a hybrid nonprofit. Further, that the nonprofit or a subcommittee thereof, would continue to act in the capacity of NCTPA's Advisory Committee on issues related to county-wide art planning.

COMMITTEE RECOMMENDATION

The NCCAC is recommending to the NCTPA Board that the NCTPA Board approve moving forward with the creation of alternative governance in the form of a hybrid nonprofit. Further, that the nonprofit or a subcommittee thereof, would continue to act in the capacity of NCTPA's Advisory Committee on issues related to county-wide art planning.

EXECUTIVE SUMMARY

The NCCAC has benefitted greatly from the association with NCTPA. The dialogue has provided an invaluable education for both parties and both have grown with the experience. However in order for NCCAC to achieve the goals set forth in the Cultural Plan, the "advisory committee" will necessitate taking on activities which are not under NCTPA legal authority to administer. Research shows that other communities have found a governance restructuring to be a successful alternative in maintaining the valued governmental liaison relationship while allowing an Arts and Culture Commission the capacity to apply for and receive grants and other funding that would benefit the entire Napa County community.

FISCAL IMPACT

Is there a fiscal impact? Yes, to the NCCAC General Fund. Governance restructure would broaden the ability of NCCAC to leverage funding, pursue grants, grow a countywide "Fund for the Arts" and thereby build a strong and diversified funding base for the arts in the county and cities/town that will sustain and enhance a quality of life for residents and visitors alike.

CEQA REQUIREMENTS

The proposed action is not a project as defined in Section 15378 of the CEQA Guidelines, which define a project as an action which has the potential for resulting in either a direct physical change in the environment or a reasonably foreseeable indirect physical change. Accordingly, no additional CEQA review is required at this time.

BACKGROUND AND DISCUSSION

In 2007, the Napa County Transportation and Planning Agency (NCTPA) created the Napa County Commission for Arts and Culture (NCCAC). The Commission was intended to be the primary advisory body for arts and cultural planning for the Napa communities. NCCAC functions as the liaison between the arts community, government, business and philanthropic leaders, community developers, county and city planners and the public at large. NCCAC consists of eleven volunteer commissioners. One commissioner is appointed by each City Council of American Canyon, Yountville, St. Helena, Calistoga and Napa. One commissioner is appointed by the Napa County Board of Supervisors. There are five additional at-large seats appointed by the NCTPA.

As publically appointed servants NCCAC commissioners take their role seriously and have been working diligently to maintain the public trust. NCCAC has developed strategic goals and objectives that strengthen the role of the arts throughout the County to include:

- Provide a unified/cohesive voice representing all disciplines of art
- Listen to and review the arts community concerns/issues
- Research/develop new sources of funding the arts throughout the county
- Review and recommending body to Napa County regarding new Regrant Program
- Make recommendations to appropriate government agencies for resolution and/or salient contributions for planning and development regarding cultural planning, public policy, legislation and ordinances as they relate to the arts
- Recognize/capitalize on the ARTS as an important economic driver
- Provide leadership and vision-in the arts as integral to the well-being of our communities.

Meetings:

The first official meeting was held February 5, 2008, at the NCTPA. Since then, NCCAC meets each month at NCTPA and periodically at locations throughout the county to familiarize themselves with each community and likewise educate the community about the commission.

NCCAC meetings are effective in that they are open to the public. NCCAC encourages public comment at the beginning of each meeting.

NCCAC invites guest speakers to the meetings. Guest speakers have included:

- Legendary Napa Valley - Destination Council
- Calistoga Art Center
- Open Studios artists group
- Napa Valley Opera House
- Wandering Rose
- Art Council Napa Valley and the *NVarts 2010* event
- Nimbus Arts in St. Helena
- American Canyon Art Foundation

Accomplishments:**Communication, Website, Facebook**

Since the establishment of NCCAC, Commissioners have periodically attended and made reports at city/town and county meetings in an effort to elevate awareness as to the diversity of arts and cultural activities county-wide and the opportunities that exist to share resources in these areas. Using national research, substantial progress has been made in helping government agencies to understand the power of the arts as an economic driver.

Representing the cities/town and county as arts officials, Commissioners are also called upon to act as the liaison between their appointment agency and constituent artists/art organizations and the arts community regarding ordinance or code issues.

To further stay in contact and promote communication with our constituency NCCAC is in the process of establishing a website, links to other strategic websites/resources and a facebook page...hopefully to be up and running by spring 2011.

Umbrella group

Several months ago, NCCAC formed what we call the "umbrella group" with NCCAC functioning as the liaison, political face and voice of the 60+ art and cultural institutions in the County.

Email blasts inform the group of current events and information of interest. The first meeting of the umbrella group was held in July 2010, and was attended by 17 people representing 13 art organizations. NCCAC asked them what they needed and what they would like NCCAC do on their behalf. The overwhelming response was to develop local government funding for the art sector. A second meeting was held in November 2010, and provided information on how to apply for grants from the new Pilot Regrant Program, funded by the County Special Projects Fund.

NCCAC plans to hold quarterly meetings throughout the year. Perhaps more often in the future, with the creation of the County Regrant Program.

Ordinances/Codes

NCCAC voted in September 2010, to form a committee to research ordinances and codes throughout the county and cities. The intended goal was to recommend more "art friendly" ordinances and codes that encourage and attract more vibrant art activities. Wandering Rose has indicated a desire to work with NCCAC toward this end.

Public Art

NCCAAC advised NCTPA on the choice of artists and artwork for the new Transit Center in Napa, to begin construction in 2011.

Percentage for the Arts

Over the past two years NCCAC members have worked with the City of Napa and the Public Art Committee of ACNV in the creation of a Percent for the Arts ordinance.

Grants Writing & Fund Development

Most recently discussion has begun regarding the development of NCCAC's ability to pursue grants and other forms of financial support for the arts....thereby building a strong and diversified funding base for the arts in the county and cities that will sustain and enhance a quality of life for residents and visitors alike.

Regrant Program

NCCAC was pleased to offer the first annual Capacity Building Grant Program on behalf of Napa County. The "call for grant proposals" and application process was abbreviated as this is the pilot year of the Program and to facilitate distribution of grant funds to nonprofit art and cultural organizations at the earliest possible date. NCCAC received 40 grant applications requesting a total of \$282,801.72, representing 26 art/cultural organizations. Recommendations included funding 17 grants to 15 organizations for a total of \$100,000.

It is important to note that NCCAC is/was not a competitor for funding as NCCAC does not operate programs or services.

Education and Outreach:

As this was the pilot year of the Regrant Program, NCCAC structured the process so as

to be as transparent and educational as possible for those organizations unfamiliar with the grant application process and/or the dynamics of successful grants writing.

In November 2010, NCCAC was able to provide a public seminar on grants writing skills applicable to art and culture. Questions were answered regarding the Regrant Program and grant application requirements. The meeting was open to all potential applicants and the public and was attended by 25 people representing 22 nonprofit art and cultural organizations. The quality and completeness of subsequent applications reflected who attended the workshop and who did not.

The NCCAC has benefitted greatly from the association with NCTPA. The dialogue has provided an invaluable education for both parties. We have all learned a lot and grown with the experience. However NCCAC has grown beyond the "advisory committee" structure and proposes to take on activities which under NCTPA, we/they have no legal authority to administer.

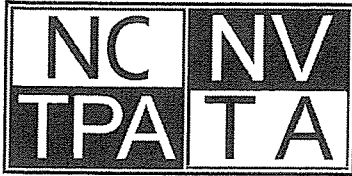
Vision:

A vision to guide the process: a seamless transition to a hybrid nonprofit structure, that incorporates part of the current structure, i.e.: government appointed positions to the Board (as well as non-appointed positions); continued government financial support. A structure that capitalizes on the momentum gained this past year; continues the good work accomplished thus far in working with local government agencies; and maintains the public trust that government agencies have placed with NCCAC; to effectuate current goals/ objectives/programs including as an umbrella agency, grants writing, fund development, ability to accept monetary donations and establish a Fund for the Arts in Napa County.

Preliminary research indicates that other Art and Cultural Commissions, and specifically the Regional Art & Culture Commission (RACC) in Portland, have gone through similar transitions with positive results. There appear to be no down side to changing from a strictly governmental entity to a nonprofit corporation. Research further indicates that the transition created no "competition" for funding with other arts organizations (a common fear), and in fact did just the opposite. The nonprofit structure allowed RACC to leverage more funding as an umbrella organization, then make those funds available through regranting. The nonprofit structure allowed RACC to be more entrepreneurial, more flexible in responding to local arts community needs.

SUPPORTING DOCUMENTS

None.



January 19, 2011
NCTPA Agenda Item 10.2
Continued From: New
Action Requested: APPROVE

**NAPA COUNTY TRANSPORTATION AND PLANNING AGENCY
Board Agenda Letter**

TO: Board of Directors
FROM: Paul W. Price, Executive Director
REPORT BY: Paul W. Price – Executive Director
(707) 259-8634 / Email: pprice@nctpa.net
SUBJECT: County/Cities Ordinances – Signage as Related to Public Art “The Values Project”

RECOMMENDATION

That the Board receive the report as presented for dissemination to member jurisdictions, with direction back to NCCAC to disseminate this information more broadly.

COMMITTEE RECOMMENDATION

The NCCAC is recommending the report be presented to the NCTPA Board for dissemination to member jurisdictions, with direction back to NCCAC to disseminate this information more broadly.

EXECUTIVE SUMMARY

NCCAC has reviewed the proposal by artist Peter Hassan regarding “The Values Project” at the November 1, 2010 meeting. The Values Project proposes to paint in permanent traffic paint a series of words in front of public parking spaces in Napa County owned parking lots (among others). Questions arise when there is not a current or consistent public art ordinance and process among municipalities and the County.

After extensive research of City and County ordinances, NCCAC finds: This type of graphic presentation requires a use permit. There are several conditions that appear grey in the code restrictions, so a legal response may be necessary to clarify the requirements. There is a need for a consistent public art policy, ordinance and process at the county and municipal levels throughout the County.

FISCAL IMPACT

Is there a fiscal impact? No.

CEQA REQUIREMENTS

The proposed action is not a project as defined in Section 15378 of the CEQA Guidelines, which define a project as an action which has the potential for resulting in either a direct physical change in the environment or a reasonably foreseeable indirect physical change. Accordingly, no additional CEQA review is required at this time.

BACKGROUND AND DISCUSSION

Mr. Hassen is eager to complete his proposed art project throughout the City of Napa and the County of Napa by mid spring 2011. He openly shared his intent and plan and hoped that NCCAC would endorse and curate the project as soon as possible. NCCAC was impressed by his enthusiasm and candor, however after careful review of the proposal the NCCAC has the following concerns based on the fact that the County has neither a Public Art Ordinance or a Public Art Program.

- Lack of a Public Art Ordinance means that we lack the following:
- Basic arts policies
- Guidelines for applications in submitting projects
- A defined permitting process
- Contractual Agreements with artists and sites to be used
- Guidelines for what can be defined as “art”
- Clauses for removal of installations (when, how, by whom)
- Proper insurance and liability coverage
- Funding of public artistic projects on Napa County property

Additionally, without a consistent Public Art Ordinance and process in place to address these issues and set standards, two questions must be asked:

1. Moving forward, how do we respond to groups requesting similar “freedom of speech” rights to place their verbal/written or corporate message/logo in Napa County public places?
2. What is the distinction between art and graffiti?

Our concern with graffiti goes beyond having words painted on a myriad of public places. We’re concerned that the Values Project words painted on parking spaces will be visually distracting and confusing for drivers. Is the County liable if an accident occurs due to this type of a distraction? We’re also wondering if painted words will “inspire” some people to paint over the existing words adding letters and/or symbols that would change the meaning of those words, most likely in an unacceptable manner. Finally, if the work is decimated in any way who pays for the removal of unwanted and offensive letters or symbols?

The NCCAC strongly believes that without a Public Art Ordinance in place, recommending this or any other public art project is premature and would set an incorrect precedent. There is a need for a consistent public art policy, ordinance and process at the county and municipal levels throughout the County.

NCCAC has reviewed several signage permit issues in the County, here are several definitions:

Napa County 18.116.010 Purpose and Intent
 18.116.020 Signs allowed without a permit
 18.116.030 Signs allowed by an administrative permit by the director.
 18.116.036 Comprehensive sign plan, (grey area)
 18.116.043 No signs allowed in the AVA area, except what's stipulated.
 18.116.065 Prohibitive signs, item "K"
 18.116.080 Maintenance, item "B"
 18.116.090 Non conforming signs
 18.116.120 Exempt signs, items "E" & "F" are a (grey area)
 18.116.140 Nuisance, some individuals would consider this section of the code

St Helena 17.148 Signs
 "Encroachment" statement in county and all cities. Check civil code
 "Non appurtenant sign"
 17.148.030 item "D" (grey area)
 17.147.040 Regulated signs, item "A" (grey area), and item "C" item 6 relating to any signage for wineries or public right of way not part of AVA
 17.148.110 Maintenance by the property owner

Yountville and Calistoga have similar signage requirements. As noted before all areas within a public right of way, require an encroachment permit through the civil code.

SUPPORTING DOCUMENTS

Attachments: (1) The Values Project – Can You Define Your Value?
 (2) Peter Hassen – The White Barn Projects
 (3) The Values Project - Honor Painting Bridges

THE VALUES PROJECT

CAN YOU DEFINE YOUR VALUES?

ATTACHMENT 1 Board Agenda Item 10.2 January 19, 2011

Artist: Peter Hassen

Advisory Board:
Kristina Young; AED, Arts Council Napa Valley

Advisory Committee:
Bill Dodd; Napa County Supervisor
Jay Golik; Napa Planning Com.
Gordon Huether; Napa Planning Com.
Barbara Nemko, Ph.D.; Super; N. County Ed. Office

Top-line

The Values Project is a new, privately-financed art project in Napa that stimulates dialogue and thought by stenciling basic human values, like "Integrity", "Tolerance", "Respect" and "Compassion" in unexpected places in the public sphere: in front of parking spaces in parking lots.

What

Values are an integral part of a person's character that transcend race, gender, nationality or creed. I believe that positive values are essential to a cohesive and lasting culture and society and that our mutual identification with them can serve as a glue for our community. By introducing simple words into the human landscape, I hope to provoke thought and spark dialogue about the idea of values.

Where

As an anchor, I'm proposing to work with the City and County of Napa parking spaces downtown. Next, I'm proposing to include civic spaces, like schools, churches and hospitals. Finally, private parking spaces are an ideal place to be surprised by non-commercial information. Including all of these can create a perceived unity of the social fabric of the community. Imagine, many different businesses and agencies throughout the City of Napa integrating this project; it will appear spontaneous, unique and authentic.

Why

People in Napa—as across America—are gradually becoming disassociated from common cultural touch-stones. As modern society tends to specialize our interests, we share fewer interests in common and our differences increase. As social networking and media consumption become more finely segmented, there is clearly an "echo chamber" effect; we often only hear what we want to hear.

The Values Project is good for Napa because it is a high-profile, low-cost and feel-good positive message project.

How

- ~ Secure endorsements from Civic and community leaders.
- ~ Work with City Council and staff to secure permission to work on City parking lots.
- ~ Work with County Commissioners and staff to secure permission to work on County lots.
- ~ Work with School Board and staff, Hospitals & Churches to secure permission to work on lots.
- ~ Secure participation from many varied private business and civic leaders to work on their lots.
- ~ Paint Values on a chosen few "random" parking spaces at all of the above locations.
- ~ Include multi-lingual messages where appropriate.

Follow-Through

- ~ Follow-up with multi-lingual interviews and research to determine results.

email: peter@peterhassen.com ~ web: www.thevaluesproject.weebly.com ~ 900 Petaluma Ave., Sonoma, CA 95476

GRATITUDE+RESPECT+TOLERANCE+LEARNING+HONESTY+CHARITY+KINDNESS+COMPASSION+PRODUCTIVITY+KNOWLEDGE+COURAGE+RESPONSIBILITY+TENACITY

PETER HASSEN
WHITE BARN PROJECTS

Born in Cincinnati, Ohio. Lives and works in Sonoma, Ca.

GROUP SHOWS

- Sacred Geometry (#1, #2 & #3); LACDA Snap To Grid Show; 2010; Curator: Rex Bruce
- Sacred Geometry (#1, #2 & #3); KAS Gallery B&W Show; 2010; Louisville, KY
- NM Horus; web exhibition; Photo Review; 2010; Curator: Brian Clamp
- NM Horus; Intl. Juried Annual; Shore Inst. of Contemp. Art, NJ; 2009; Curator: Kate McNamara, PS1
- CA Shiva; CA Horus 1; Shelter Gallery, CO; 2009; Curator: Marialidia Marcotuli
- LollaPalooza: Six 5' x 10' paintings used for two stage backdrops on 1994 national tour; oil on canvas; 1994; Curator: Perry Farrell

PUBLIC ART PROJECTS

- *Sacred Sculpture Series*: 11 iconic cast stone sculptures installed on public land in 5 western states; 58"; 2009. *Series of ten 3' x 9' documentary photographs*.
- *Discovery Series*: ongoing project to bury life-size cast stone heads of sacred sculpture on public beaches. *Thirty seven 8"x12" cast stone heads*. 2007-2010.
- *Eighteen 10'x20' guerilla billboards* ("THINK", "ASK", etc.) ; San Francisco; 1989-1992
- *Community tags*: "CRACK KILLS"; "BUY CRACK HERE"; hundreds of 8"x36" printed paper banners posted around housing projects; S.F.; 1992-1994
- "POWER/LUST/GREED"; 16' x 50'; exterior mural; Boulder, CO 1986

SOLO SHOWS

- "Code of Honor"; 6'x18' window installation; Hatley Martin Gallery, SF; 1992
- "Elitist Empires Fall"; 3'x9' window installation; UPAYA Gallery, SF; 1991
- "Power Station"; solo show; Art Department Gallery; Denver, CO; 1987

INSTALLATIONS

- "Condemn Less/Forgive More"; 7'x21' exterior mural; UPAYA Gallery, SF; 1993

EDUCATION

1981-1986 University of Colorado Boulder, CO
Bachelor of Fine Arts, Studio Arts; Religious Studies minor

PROJECT MANAGEMENT

- 1998-2007 Millwood Properties Inc.; Owner. Ran historic restoration construction company. Complex project management involving every aspect of residential single family home renovation, including all carpentry. 8 Projects in Marin, Sonoma and Napa.

CULTURAL RESEARCH

- 1997-1998 Full year traveling to 23 countries on 7 continents. *Research at World Heritage sites* include: Tikal, Guatemala; Todaiji, Japan; Tigers Nest, Bhutan; Bali, Indonesia; London, England; Istanbul, Turkey; Capetown, South Africa; *sculpture research for sculpture selection*.
- 2001-2002 Full year driving across the United States through 42 states visiting *sites of cultural significance*: S.W. sacred sites; travel in wilderness areas: site selection for sculpture installations.

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