



Technical Advisory Committee

AGENDA

Thursday, January 6, 2011
2:00 p.m.

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

General Information

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

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

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

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

ITEMS

1. Call to Order
2. Public Comment
3. TAC Member and Staff Comments
 - Modifications to the Agenda
 - ARRA - FHWA Inactive Projects Look Ahead Report 12-29-2010
 - Caltrans Emergency Relief Training Workshop 01-18-11
 - Announcement: 2011-12 Bicycle Transportation Account – Call for Projects due March 18, 2011

- MTC – 2011 TIP Revision Schedule (Tentative)
4. Standing
- Caltrans Report and Map
 - SB 375/Sustainable Communities Strategy

REGULAR AGENDA ITEMS

RECOMMENDATION

5.	Subregion Formation for the 2014-22 Regional Housing Needs Allocation (RHNA) Process (Danielle Schmitz) <i>(pages 25 -38)</i>	APPROVE
6.	SR 12 Corridor System Management Plan (CSMP) Review (Eliot Hurwitz) <i>(pages 39 – 88)</i> Staff will provide TAC with the final version of the CSMP and recommend forwarding on to the NCTPA Board for approval.	APPROVE
7.	Transit Operations and Service Report (Deborah Brunner) <i>(pages 89 – 90)</i> Staff will provide TAC with operations and services information for on-going projects and bus related maintenance.	INFORMATION
8.	PREVIEW OF UPCOMING NCTPA BOARD AGENDA <u>CONSENT ITEMS (8.1 – X.X)</u>	INFORMATION
8.1	Legislative Report January 2011 <i>(Pages x-xx)</i>	INFORMATION
8.2	Approval of Meeting Minutes of December 15, 2010 (Karrie Sanderlin) <i>(Pages 13-18)</i>	APPROVE
8.3	Approval of Resolution No. 11-XX Approving the Job Classification Titles of Napa County Transportation and Planning Agency (NCTPA) Personnel(Karrie Sanderlin) <i>(Pages 199-221)</i> The Board will (1) Receive and accept the results of the Classification Study completed on May 14, 2010, (2) Approve the job classification titles for the NCTPA and (3) 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	APPROVE

presentation of the first reading of the FY 2011/12 budget at its March meeting prior to implementation.

- | | | |
|-----|---|---------|
| 8.4 | Approval of Resolution No. 11-XX Authorizing Federal Funding under Federal Transit Administration (FTA) Section 5311 with California Department of Transportation (Tom Roberts) <i>(Pages x-xx)</i> | APPROVE |
|-----|---|---------|

Board action will approve Resolution No. 11-XX authorizing the

- | | | |
|-----|---|---------|
| 8.5 | Approval of Agreement with the Napa County Office of Education (Eliot Hurwitz) <i>(Pages xx-xx)</i> | APPROVE |
|-----|---|---------|

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

- | | | |
|-----|---|---------|
| 8.6 | FY 09/10 Independent External Audit Report for NCTPA (Antonio Onorato) <i>(Pages xx-xx)</i> | APPROVE |
|-----|---|---------|

Board action will accept and file the FY 09/10 NCTPA audit and return \$x.xx to the County's Local Transportation Fund.

- | | | |
|-----|---|---------|
| 8.7 | Purchase of Replacement Vehicles for St. Helena Shuttle and Calistoga HandyVan. | APPROVE |
|-----|---|---------|

NCTPA has received Caltrans 5311 Rural funding grant to purchase two replacement vehicles each for the St. Helena Shuttle and Calistoga HandyVan services.

9.	<u>REGULAR AGENDA ITEMS – TRANSPORTATION</u>	<u>RECOMMENDATION</u>
----	---	------------------------------

- | | | |
|-----|--|-------------|
| 9.1 | Transit Efficiency Committee Report (Paul W. Price) <i>(Pages xx-xx)</i> | INFORMATION |
|-----|--|-------------|

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

- | | | |
|-----|--|-------------|
| 9.2 | Agricultural Worker Vanpool Program (AWVP) Update (Alberto Esqueda) <i>(Pages xx-xx)</i> | INFORMATION |
|-----|--|-------------|

Board action will provide direction on continuation, suspension, or reorganization of

the AWVP program and will be brought back in February's Board meeting for action.

- 9.3 Corridor System Management Plan (CSMP) SR-12 (Eliot Hurwitz) (*Pages xx-xx*) APPROVE

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

- 9.4 Approval of Resolution No. 11-XX Approving Right of Way Certification (Eliot Hurwitz) (*Pages xx-xx*) APPROVE

Board action will _____

- 9.6 Approval of Work Authorization No. 2 Amendment No. 1 for Professional Services Agreement No. 10-22 with Dokken Engineering (Paul W. Price) (*Pages xx-xx*) APPROVE

The Board will approve a work authorization amendment with Dokken Engineering for the Soscol Gateway Transit Center.

10. INTERJURISDICTIONAL ISSUES FORUM

RECOMMENDATION

- 10.1 Subregion Formation for the 2014-22 Regional Housing Needs Allocation (RHNA) Process (Danielle Schmitz) (*Pages xx-xx*) APPROVE

Board action will approve the formation of a subregion comprised of all jurisdictions in Napa County, and for TAC to take the sample Resolution back to their perspective jurisdictions for approval by their councils.

- 10.2 Napa County Commission for Arts and Culture (NCCAC) Conflict of Interest Policy (Paul W. Price) (*Pages xx-xx*) APPROVE

Board action will adopted the Napa County Commission for Arts and Culture Conflict of Interest Policy

- 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 REAL PROPERTY NEGOTIATOR (Government Code Section 54956.8)(X Cases)

Agency Negotiator:
Under Negotiations:
Real Property:
Negotiating Parties:

Agency Negotiator:
Under Negotiations:
Real Property:
Negotiating Parties:

12. ADJOURNMENT

RECOMMENDATION

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

APPROVE

9. Topics for Next Meeting

DISCUSSION

- Discussion of topics for next meeting by TAC members.
- NCTPA Committee Workshop on **Thursday, January 27, 2011 from 2:00 to 4:00 PM at NCTPA Offices** Topics to be covered: Parliamentary Procedures; Brown Act; Conflict of Interest; and Ethics

10. Approval of Next Regular Meeting Date of February 3, 2011 and Adjournment.

APPROVE

Blank Page

ARRA Project Expenditures To-Date (12/29/2010)

District	Agency	Project No	State Project Number	Project Description	Project Status Description	Latest Payment Date	Earliest Auth Date	Obligations Amount	Expenditure Amount	Oblig. & Unexpended	Latest Date	Days Until Inactive	Tier
04	State	Q101164	'041A9804S'	RT 101 FROM 280/680 I/C TO YERBA BUENA ROAD, OPERATIONAL IMPROVEMENT PROJEC	Active		2/8/2010	4,063,550.00	0.00	4063550	2/8/2010	39	Tier 1
04	American Canyon	5470007	'04925409L'	AMERICAN CANYON RD WEST: JAMES DR - CHAUCER LN , REHABILITATION	Active	02/25/2010	8/25/2009	592,333.00	31,475.97	560857.03	2/25/2010	57	Tier 1
04	Sunnyvale	5213034	'04925689L'	HOMESTEAD ROAD (SUNNYVALE- SARATOGA ROAD TO WOLFE ROAD), ROAD REHABILITATION & RESURFACING	Active		4/7/2010	869,365.00	0.00	869365	4/7/2010	97	Tier 1
04	Alameda County	5933103	'04925708L'	SAN MIGUEL AVE.-FROM SOMERSET AV. TO CASTRO VALLEY BLVD., PAVEMENT REHAB, CONSTRUCT CURB AND GUTTER , RAMP	Active		4/7/2010	711,097.00	0.00	711097	4/7/2010	97	Tier 1
04	Richmond	5137037	'04925457L'	CARLSON BLVD. , PAVEMENT REHAB.	Active	04/20/2010	6/3/2009	1,578,000.00	1,000.00	1577000	4/20/2010	110	Tier 1
04	Santa Rosa	5028053	'04925435L'	WEST COLLEGE AVENUE AND SUMMERFIELD ROAD, ROAD REHABILITATION	Active	04/23/2010	6/2/2009	2,855,080.00	255,985.38	2599094.62	4/23/2010	113	Tier 1
04	Marin County	5927070	'04925499L'	PHASE C - ATHERTON AVE & PARADISE DR, RESURFACING	Active		5/6/2010	1,272,590.00	0.00	1272590	5/6/2010	126	Tier 1
04	Santa Rosa	5028057	'04925703L'	MISSION BLVD FR. MONTECITO BLVD & RANGE FR. RUSSELL AVE TO 200FT S/O GUERNEVILLE, ROAD REHAB., RAMP UPGRADES, TRAFFIC SIGNAL CAMER	Active		5/17/2010	840,920.00	0.00	840920	5/17/2010	137	Tier 1
04	San Jose	5005099	'04925600L'	SEE STATE REMARKS , STREETS RESURFACING/REHABILITATION	Active	06/10/2010	12/3/2009	6,116,534.00	6,307.00	6110227	6/10/2010	161	Tier 1
04	Marin County	5927068	'04925476L'	VARIOUS STREETS IN MARIN COUNTY (SEE SCOMMENT, REHABILITATION	Active	06/11/2010	8/5/2009	1,993,435.00	1,147,747.25	845687.75	6/11/2010	162	Tier 1
04	Benicia	5003023	'043A4308L'	ROUTE 780 AT STATE PARK RD O.C., WIDEN OC FOR CLASS 1 BIKE PATH	Active	06/22/2010	7/1/2009	1,842,800.00	608,842.94	1233957.06	6/22/2010	173	Tier 1
04	Sonoma County	5920121	'04925751L'	LEVERONI ROAD, BODEGA HIGHWAY, MARK WEST SPRINGS ROAD, BENNETT VALLEY ROAD., ROAD REHABILITATION	Active		6/23/2010	2,695,944.00	0.00	2695944	6/23/2010	174	Tier 1
04	Rohnert Park	5379017	'04925438L'	9 LOCATIONS: 1) REDWOOD DR: 400 FT NORTH OF , CHIP SEAL AND MAINTENANCE WORKS	Active	08/31/2010	6/16/2009	869,000.00	160,054.02	708945.98	8/31/2010	243	Tier 1
04	Oakland	5012101	'04925596L'	VARIOUS STREET AND ROADWAY REHAB., AC OVERLAY	Active	09/09/2010	11/18/2009	1,255,000.00	6,385.66	1248614.34	9/9/2010	252	Tier 1
04	Martinez	5024024	'04925580L'	MARINA VISTA- ESCOBAR "Y" TO BERRELLESA ST., PEDESTRAIN STREETScape IMPROVE	Active	09/09/2010	8/6/2009	2,356,299.00	148,090.77	2208208.23	9/9/2010	252	Tier 1
04	Santa Clara Valley Transportation A	6264042	'040G4608L'	SR237/I-880, EXPRESS CONNECTORS	Active	09/09/2010	9/21/2009	7,460,000.00	899,020.96	6560979.04	9/9/2010	252	Tier 1
04	San Francisco County	5934149	'04925403L'	DIVISADERO ST: WALLER ST - GEARY BLVD , SEE STATE COMMENTS SCREEN	Active	09/15/2010	6/1/2009	4,753,977.00	4,083,279.13	670697.87	9/15/2010	259	Tier 1
04	Pleasanton	5101022	'04925427L'	SANTA RITA ROAD AND STONERIDGE DRIVE , AC OVERLAY, ADA , REHAB	Active	10/12/2010	6/3/2009	1,216,711.00	305,116.78	911594.22	10/12/2010	285	Tier 1
04	Napa	5042049	'04925408L'	1) SHURTLEFF AVE: SEVILLE DR - SHETLER AVE; 2, REHABILITATION/RESURFACING	Active	10/14/2010	7/16/2009	1,706,752.00	1,033,152.96	673599.04	10/14/2010	287	Tier 1
04	Oakland	5012104	'04925704L'	VARIOUS STREETS AND ROADS - CITYWIDE, AC OVERLAY	Active	10/14/2010	4/21/2010	991,725.00	614.11	991110.89	10/14/2010	287	Tier 1
04	Vallejo	5030048	'04925471L'	SACRAMENTO ST, VIRGINIA ST, MARIN ST., STREETScape & PEDESTRIAN ENHAN	Active	10/14/2010	6/15/2009	2,787,700.00	90,330.44	2697369.56	10/14/2010	287	Tier 1
04	Concord	5135038	'04925581L'	TWO LOCATIONS- MONUMENT BLVD AND MEADOW LANE, SIDEWALK & PEDESTRAIN IMPROVEM	Active	10/14/2010	8/6/2009	1,570,701.00	412,524.82	1158176.18	10/14/2010	287	Tier 1

04	Oakland	5012098	'04925425L'	VARIOUS STREETS AND ROADS - CITYWIDE , CURB RAMPS AND SIDEWALK REPAIR	Active	10/20/2010	5/13/2009	1,118,832.00	85,558.25	1033273.75	10/20/2010	294	Tier 1
04	Suisun City	5032024	'04925674L'	MAIN ST. FROM SOLANO ST. TO LOTZ WAY, PAVEMENT REHABILITATION	Active	10/20/2010	12/1/2009	670,000.00	21,847.35	648152.65	10/20/2010	294	Tier 1
04	Campbell	5306013	'04074364L'	EAST CAMPBELL AVE (RAILWAY AVE - UNION AVE) , PEDESTRIAN & BICYCLIST ACCESS	Active	10/20/2010	8/21/2009	2,260,000.00	587,072.16	1672927.84	10/20/2010	294	Tier 1
04	Oakland	5012100	'04925585L'	7TH STREET FROM UNION TO PERALTA STREETS, PEDESTRAIN STREETScape IMPROVE	Active	10/20/2010	8/4/2009	3,630,000.00	220,332.45	3409667.55	10/20/2010	294	Tier 1
04	State	Q101155	'04226144S1'	IN MARIN CO IN SAN RAFAEL FROM 0.8 KM S. OF, CONST HOV LANE AND BICYCLE TRA	Active	10/26/2010	5/20/2009	2,701,200.00	2,101,996.00	599204	10/26/2010	300	Tier 1
04	Santa Clara Valley Transportation A	6264044	'044A7908L'	STATE ROUTE 85 , EXPRESS LANES	Active	11/03/2010	12/4/2009	3,790,000.00	301,643.67	3488356.33	11/3/2010	307	Tier 1
04	Yountville	5395001	'04099898L'	ON SR 29 FROM CALIFORNIA DR TO MADISON ST , CLASS I BIKEWAY	Active	11/09/2010	1/12/2010	1,000,000.00	141,779.39	858220.61	11/9/2010	314	Tier 1
04	San Francisco County	5934150	'04925404L'	7TH AVE, LAGUNA HONDA BLVD - SEE SCOMMENT , PAVING RENOVATION	Active	11/12/2010	4/29/2009	2,787,467.00	2,031,535.47	755931.53	11/12/2010	317	Tier 1
04	San Jose	5005096	'04925494L'	VARIOUS STREETS (SEE STATE REMARK), ROAD REHABILITATION	Active	11/16/2010	6/26/2009	8,502,466.00	6,015,592.46	2486873.54	11/16/2010	321	Tier 1
04	Santa Rosa	5028054	'04925532L'	1) MENDOCINO AVE: RIDGWAY AVE - BICENTENNIAL, INSTALL ADAPTIVE TRAFFIC CONTR	Active	11/23/2010	12/16/2009	862,800.00	3,003.83	859796.17	11/23/2010	328	Tier 1
04	San Francisco County	5934156	'04925661L'	WILLIAMS AVE FROM PHELPS TO 3RD, ROADWAY REHABILITATION	Active	12/07/2010	4/14/2010	990,672.00	6,456.73	984215.27	12/7/2010	342	Tier 1
04	San Francisco County	5934157	'04925680L'	INTERSECTIONS AT: 1) CLEMENT ST/5TH AVE; 2) CLEMENT ST/8TH AVE; 3) ANZA ST/ALMAD, CURB RAMP, SIDEWALK, C&G AND PARKING STRIP RECON	Active	12/07/2010	4/30/2010	651,921.00	15,544.93	636376.07	12/7/2010	342	Tier 1
04	Walnut Creek	5225020	'04924649L'	NORTH SIDE OF YGNACIO VALLEY RD: YGNACIO CT - MARCHBANKS DR, PED. BIKE/SIDEWALK IMPROVEMENTS	Active	12/14/2010	4/5/2010	1,224,007.00	93,893.93	1130113.07	12/14/2010	349	Tier 1
04	Fremont	5322040	'04925715L'	OSGOOD ROAD - WASHINGTON BLVD TO GRIMMER BLVD., RECONSTRUCT EXIXTING PAVEMENT AND OVERLAY.	Active	12/14/2010	4/16/2010	1,405,758.00	75,870.80	1329887.2	12/14/2010	349	Tier 1
04	Contra Costa County	5928093	'04925553L'	VASCO ROAD-3 TO 5.5 MI. N OF ALA / CCCO LINE , RDWY WIDENING / SAFETY IMPROVEMENTS	Active	12/14/2010	12/8/2009	11,771,047.00	3,452,684.06	8318362.94	12/14/2010	349	Tier 1
04	Contra Costa County	5928103	'04925776L'	MARSH CREEK ROAD FROM BYRON HIGHWAY TO VASCO ROAD, AND CROSS STREETS, PAVEMENT OVERLAY	Active	12/14/2010	6/30/2010	1,921,317.00	1,277,096.22	644220.78	12/14/2010	349	Tier 1
04	San Francisco County	5934152	'04925406L'	EUCLID AVE AND BUSH STREET, SEE SCOMMENT, PAVEMENT RENOVATION	Active	12/14/2010	9/23/2009	2,000,000.00	981,764.02	1018235.98	12/14/2010	349	Tier 1
04	Belmont	5268004	'04923566L'	OVERCROSS SR101 NORTH RALSTON EXIT, PEDESTRIAN OVERCROSSING	Active	12/16/2010	8/21/2009	2,852,000.00	1,063,845.31	1788154.69	12/16/2010	351	Tier 1
04	Oakland	5012099	'04925426L'	VARIOUS STREETS AND ROADS - CITYWIDE , STREETS AND ROADS REHAB.	Active	12/21/2010	5/12/2009	3,857,444.00	509,378.36	3348065.64	12/21/2010	356	Tier 1
04	San Mateo	5102036	'04925777L'	EL CAMINO REAL, CONCAR, HILLSDALE, DELAWARE, SARATOGA, INSTALL ITS ELEMENTS	Active	12/21/2010	5/27/2010	1,000,000.00	5,156.00	994844	12/21/2010	356	Tier 1
04	Belmont	5268016	'040A8608L'	OVERCROSS SR101 NORTH RALSTON EXIT, PEDESTRIAN OVERCROSSING	Active	12/21/2010	8/14/2009	4,256,804.00	1,449,262.90	2807541.1	12/21/2010	356	Tier 1
04	Sonoma County	5920116	'04925440L'	VARIOUS ROADS AND BRIDGES WITHIN CR LIMITS , CHIP SEALING ROADS AND BRIDGES	Active	12/21/2010	7/1/2009	6,376,000.00	4,710,607.88	1665392.12	12/21/2010	356	Tier 1
04	State	0802356	'044C15U4S1'	.4 MI W/O RT 80/12 - .85 MI E/O AIR BASE PKWY, CRACK & SEAL, HOV LANE PAVMENT	Active	12/27/2010	3/19/2009	18,312,044.00	16,654,696.40	1657347.6	12/27/2010	362	Tier 1
04	State	2801119	'04272024S'	CYPRESS PED O/C TO TANTU AVE O/C, ROADWAY REHABILITATION	Active	12/27/2010	4/8/2009	11,304,295.00	9,265,900.34	2038394.66	12/27/2010	362	Tier 1

04	State	2801127	'04151304S'	SANTA CLARA CO, I-280 FROM PM 1.0 TO 4.5, NEW TOS & RAMP METERING EQUIPM	Active	12/27/2010	8/28/2009	3,248,320.00	1,473,934.10	1774385.9	12/27/2010	362	Tier 1
04	State	2801129	'04153404S'	SAN MATEO CO, I-280 FROM PM 20.3 TO 27.3, NEW TOS & RAMP METERING EQUIPM	Active	12/27/2010	9/1/2009	4,266,612.00	1,974,983.27	2291628.73	12/27/2010	362	Tier 1
04	Santa Clara County	5937162	'04925716L'	CENTRAL EXPRESSWAY (BETWEEN LAWRENCE EXPRESSWAY AND MARY AVENUE, AUXILLIARY LANES	Active	12/27/2010	4/28/2010	744,600.00	191,268.61	553331.39	12/27/2010	362	Tier 1
04	Alameda County Congestion Manag	6273056	'04925598L'	I-580: GREENVILLE ROAD TO HACIENDA RD. , SOFTWARE DEVELOPMENT & DEPLOYMENT	Active	12/27/2010	12/4/2009	7,500,000.00	275,308.72	7224691.28	12/27/2010	362	Tier 1
04	State	Q101153	'04163744S'	SF ON RTE 101 FROM PM 8.8-9.2, DOYLE DR REPL, REPLACE/REHABILITATE ROADWAY	Active	12/27/2010	12/24/2009	83,281,437.00	24,085,176.82	59196260.18	12/27/2010	362	Tier 1
04	State	2801126	'04150344S'	SANTA CLARA CO, I-280 FROM PM 2 TO PM 5, NEW TOS & RAMP METERING EQUIPM	Active	12/29/2010	8/28/2009	2,985,656.00	1,078,840.85	1906815.15	12/29/2010	364	Tier 1
04	State	P024030	'04294914S'	RTE 24 - ALA 5.3/6.2(PM) AND CC 0.01/1.3(PM), CONSTRUCT NEW 2-LANE BORE	Active	12/29/2010	5/1/2009	175,796,000.00	35,722,505.46	140073494.5	12/29/2010	364	Tier 1
04	Healdsburg	5027014	'04925436L'	VARIOUS LOCATIONS WITHIN CITY'S LIMIT , ROAD REHABILITATION	Active		6/2/2009	500,000.00	0.00	500000	6/2/2009	153	Tier 2
04	Windsor	5472012	'04925442L'	LOS AMIGOS ROAD , LOS AMIGOS ROAD PAVEMENT REHAB.	Active		6/3/2009	455,547.00	0.00	455547	6/3/2009	154	Tier 2
04	Dixon	5056016	'04925463L'	N. ALMOND ST. FROM A ST. TO H STREET , A C OVERLAY	Active		6/5/2009	300,000.00	0.00	300000	6/5/2009	156	Tier 2
04	San Carlos	5267013	'04925521L'	VARIOUS LOCATIONS IN SAN CARLOS , ADA INSTALL AND UPGRADE	Active		6/16/2009	294,870.00	0.00	294870	6/16/2009	167	Tier 2
04	Mill Valley	5113010	'04925479L'	EDGEWOOD AVE: MARION AVE - SEQUOIA VALLEY RD, REHABILITATION	Active		7/1/2009	286,439.00	0.00	286439	7/1/2009	182	Tier 2
04	San Anselmo	5159014	'04925480L'	SAUNDERS AVE: SIR FRANCIS DRAKE BLVD-CENTER B, PAVEMENT RESURFACING	Active		7/1/2009	242,000.00	0.00	242000	7/1/2009	182	Tier 2
04	Windsor	5472014	'04925638L'	OLD REDWOOD HIGHWAY FROM JOE RODOTA TO BELL, PEDESTRIAN WALKWAY	Active		8/21/2009	245,079.00	0.00	245079	8/21/2009	233	Tier 2
04	Dixon	5056017	'04925464L'	STRATFORD REHAB. BET. PITT SCHOOL AND WEYAND, CURB GUTTER SIDEWALK SURFACE I	Active		9/23/2009	182,666.00	0.00	182666	9/23/2009	266	Tier 2
04	Saratoga	5332015	'04925601L'	SARATOGA AVE & FRUITVALE AVE (SEE REMARKS) , ROAD OVERLAY & REHABILITATION	Active		12/3/2009	137,160.00	0.00	137160	12/3/2009	337	Tier 2
04	Napa County	5921048	'04925642L'	SILVERADO TRAIL: DEER PARK RD - 3000 FT N/O H, ASPHALT OVERLAY	Active		12/4/2009	361,060.00	0.00	361060	12/4/2009	338	Tier 2
04	Antioch	5038021	'04925459L'	HILLCREST AVE. , PAVEMENT REHABILITATION	Active	01/27/2010	6/5/2009	1,605,000.00	1,357,315.34	247684.66	1/27/2010	392	Tier 2
04	Sonoma	5114014	'04925441L'	5TH STREET , ROAD REHABILITATION	Active	02/01/2010	6/5/2009	500,000.00	443,883.51	56116.49	2/1/2010	398	Tier 2
04	San Leandro	5041033	'04925428L'	ALADDIN AVE & WASHINGTON AVE IN SAN LEANDRO , PAVEMENTS REHAB AND CONST.ADA RAMP.	Active	02/23/2010	6/1/2009	1,029,885.00	972,531.20	57353.8	2/23/2010	419	Tier 2
04	Suisun City	5032022	'04925468L'	SUNSET AVE. FROM SR12 TO RAILROAD AVE. , PAVEMENT REHABILITATION	Active	02/25/2010	6/5/2009	700,000.00	538,828.43	161171.57	2/25/2010	422	Tier 2
04	Hercules	5117008	'04925447L'	SAN PABLO AVE: JOHN MUIR PKWAY - NORTHERN CIT, A.C. OVERLAY	Active	03/17/2010	7/1/2009	577,000.00	507,131.51	69868.49	3/17/2010	441	Tier 2
04	San Carlos	5267014	'04925697L'	CRESTVIEW DR: CITY LIMIT NEAR EDGEWOOD RD TO MELENDY DR, AC OVERLAY	Active		3/26/2010	264,000.00	0.00	264000	3/26/2010	450	Tier 2
04	Benicia	5003024	'04925461L'	E. 2ND ST. FROM LAKE HERMAN RD. TO WANGER ST, A C OVERLAY	Active	05/04/2010	7/13/2009	291,156.00	219,195.58	71960.42	5/4/2010	490	Tier 2
04	Palo Alto	5100011	'04925502L'	LYTTON AVE (FLORENCE ST TO GUINDA ST) , ROAD REHABILITATION	Active	05/05/2010	6/3/2009	580,000.00	158,983.02	421016.98	5/5/2010	491	Tier 2

04	Menlo Park	5273020	'04925523L'	HAVEN,MONTE ROSA,LIVE OAK AVENUES , AC OVERLAY REHABILITATION	Active	05/05/2010	6/1/2009	635,000.00	569,029.58	65970.42	5/5/2010	491	Tier 2
04	Saratoga	5332014	'04925506L'	SARATOGA AVE (SEAGRAVES WY-NE CITY LIMITS) , ROAD REHABILITATION	Active	05/05/2010	6/3/2009	714,000.00	234,601.03	479398.97	5/5/2010	491	Tier 2
04	Cupertino	5318025	'04925504L'	HOMESTEAD RD (MARY DR TO FRANCO CT) , ROAD REHABILITATION	Active	05/11/2010	6/1/2009	707,000.00	509,858.39	197141.61	5/11/2010	496	Tier 2
04	Novato	5361022	'04925478L'	DELONG,IGNACIO,REDWOOD, ROWLAND, S NOVATO, SU , REHABILITATION	Active	05/20/2010	7/16/2009	1,062,000.00	563,948.00	498052	5/20/2010	505	Tier 2
04	El Cerrito	5239014	'04925413L'	MOESER,ASHBURY,SEAVIEW,BUCKINGHAM,KING , ROAD REHABILITATION	Active	06/01/2010	6/3/2009	678,000.00	600,000.00	78000	6/1/2010	517	Tier 2
04	State	S035007	'041E3904S'	NR LOS GATOS FRM BLACK RD TO 35/9 SEPARATION , REPLACE ASPHALT CONCRETE SURFACING	Active	06/10/2010	4/30/2009	1,421,222.00	1,120,693.48	300528.52	6/10/2010	526	Tier 2
04	Napa County	5921049	'04925713L'	SILVERADO TRAIL PHASE D LARKMEAD TO BALE LANE, REHABILITATION	Active		6/24/2010	433,757.00	0.00	433757	6/24/2010	540	Tier 2
04	Pleasant Hill	5375021	'04925455L'	CONTRA COSTA BL. - 2ND AVE. TO GOLF CLUB DR. , A.C. OVERLAY	Active	06/24/2010	6/3/2009	842,000.00	701,751.17	140248.83	6/24/2010	540	Tier 2
04	Ross	5176005	'04925705L'	SIR FRANCIS DRAKE BLVD: SOUTH TOWN LIMIT TO 200' S/O LAGUNITAS RD AND 200' N/O L, ROADWAY REHABILITATION	Active		6/25/2010	226,436.00	0.00	226436	6/25/2010	541	Tier 2
04	San Francisco County	5934158	'04925728L'	HOLLOWAY AVE BETWEEN JULES AVE AND HAROLD AVE, CURBRAMP, SIDEWALK AND GUTTER RECONSTRUCTION	Active		6/30/2010	317,208.00	0.00	317208	6/30/2010	546	Tier 2
04	San Bruno	5226016	'04925492L'	CITYPRK,CRESTWOOD,JENVEIN,CRESTM OOR IN SNBRNO, AC OVERLAY	Active	07/07/2010	7/22/2009	659,000.00	163,842.91	495157.09	7/7/2010	554	Tier 2
04	San Francisco County	5934160	'04925782L'	CORBIN PLACE FROM 17TH STREET TO CORBETT AVENUE, STAIRWAY REHAB	Active		7/9/2010	417,339.00	0.00	417339	7/9/2010	555	Tier 2
04	State	P001540	'041E2204S'	SR1 50.6/58.5(PM) , REPLACE ASPHALT CONCRETE SURFACING	Active	08/03/2010	5/1/2009	524,169.00	430,451.08	93717.92	8/3/2010	581	Tier 2
04	Daly City	5196033	'04925694L'	CARTER ST AND CROCKER AVE, AC OVERLAY	Active	08/24/2010	12/17/2009	318,000.00	251,164.32	66835.68	8/24/2010	601	Tier 2
04	Vacaville	5094052	'04925470L'	ALLISON DR,ALAMO DR,PEABODY RD,HELEN POWER DR, PAVEMENT REHABILITATION	Active	08/31/2010	6/3/2009	1,376,000.00	1,146,113.27	229886.73	8/31/2010	608	Tier 2
04	Palo Alto	5100013	'04925602L'	ALMA ST (COLORADO AVE - EAST MEADOW DR , ADA RAMPS,CURBS GUTTERS, CONCRETE	Active	08/31/2010	12/16/2009	209,000.00	2,250.00	206750	8/31/2010	608	Tier 2
04	San Francisco County	5934147	'04925401L'	JONES STREET FROM MARKET TO CALIFORNIA , 4R PAVING, GRADE, SIDEWALK	Active	09/21/2010	4/29/2009	1,410,277.00	992,426.25	417850.75	9/21/2010	630	Tier 2
04	San Francisco County	5934148	'04925402L'	TURK STREET FROM MARKET ST TO VAN NESS AVE , PAVEMENT RENOVATION	Active	09/21/2010	4/29/2009	1,195,042.00	814,632.20	380409.8	9/21/2010	630	Tier 2
04	San Francisco County	5934151	'04925405L'	GEARY BLVD VARIOUS INTERSECTION - SEE SCOMMENT, PAVING RENOVATION	Active	09/22/2010	4/29/2009	499,662.00	402,435.90	97226.1	9/22/2010	631	Tier 2
04	City & County of San Francisco, MT	6328029	'04925550L'	SAN FRANCISCO, PEDESTRIAN SIGNALS	Active	10/08/2010	1/12/2010	243,760.00	70,183.69	173576.31	10/8/2010	646	Tier 2
04	Solano County	5923093	'04925613L'	1) LEWIS RD: HAWKINS RD - WEBER RD; 2) PLEASA, PAVEMENT REHABILITATION	Active	10/08/2010	12/4/2009	388,195.00	321,384.01	66810.99	10/8/2010	646	Tier 2
04	Fairfield	5132036	'04925676L'	SUISUN VALLEY RD FROM MANGELS TO CITY LIMIT, PAVEMENT REHABILITATION	Active	10/12/2010	1/15/2010	538,000.00	484,217.82	53782.18	10/12/2010	650	Tier 2
04	East Palo Alto	5438008	'04925518L'	BAY RD, PULGAS AVE, WOODLAND AVE , AC OVERLAY	Active	10/12/2010	6/15/2009	421,000.00	352,293.95	68706.05	10/12/2010	650	Tier 2
04	Santa Clara	5019022	'04925510L'	CITYWIDE STREET RESEAL (SEE STATE REMARK), STREET SURFACE RESURFACING	Active	10/12/2010	6/1/2009	1,110,415.00	902,118.22	208296.78	10/12/2010	650	Tier 2
04	Pleasanton	5101024	'04925707L'	SANTA RITA RD: FROM VALLEY AV. TO JENSEN ST., PAVEMENT REAHB AND AC OVERLAY	Active	10/12/2010	3/26/2010	371,289.00	316,421.26	54867.74	10/12/2010	650	Tier 2

04	Alameda	5014032	'04925418L'	IN ALAMEDA: CENTRAL AV:WEBSTER ST-PACIFIC AV , ROAD WAY REHABILITATION	Active	10/14/2010	6/23/2009	1,304,000.00	1,234,219.30	69780.7	10/14/2010	652	Tier 2
04	Alameda	5014033	'04925590L'	BUENA VISTA AVE: GRAND ST TO WILLOW ST, AC OVERLAY	Active	10/20/2010	12/4/2009	350,000.00	205,781.15	144218.85	10/20/2010	659	Tier 2
04	San Leandro	5041035	'04925710L'	BANCROFT AVE. BETWEEN 138TH AVE. AND 148TH AVE., STREET RECONSTRUCTION	Active	10/20/2010	4/21/2010	308,115.00	4,929.14	303185.86	10/20/2010	659	Tier 2
04	Alameda County	5933098	'04925419L'	REDWOOD RD.-CASTRO VALLEY BL TO CAMINO ALTA M , PAVEMENTS REHAB AND CONST.ADA RAMP.	Active	10/21/2010	6/16/2009	1,489,903.00	1,089,467.00	400436	10/21/2010	660	Tier 2
04	City & County of San Francisco, MT	6328030	'04925605L'	SAN FRANCISCO INNER SUNSET AREA, TRAFFIC CALMING MEASURES	Active	10/26/2010	9/8/2009	296,197.00	200,954.60	95242.4	10/26/2010	665	Tier 2
04	Napa	5042048	'04925353L'	EAST AVE SIDEWALK FR CLARK ST TO ALTA HEIGHTS , SIDEWALK IMPROVEMENTS	Active	10/28/2010	2/11/2010	431,806.00	27,138.64	404667.36	10/28/2010	667	Tier 2
04	Sebastopol	5123014	'04925439L'	1) BODEGA AVE: PLEASANT HILL AVE - 270 FT W/O, STREET REHABILITATION	Active	10/29/2010	6/5/2009	650,023.00	497,818.47	152204.53	10/29/2010	668	Tier 2
04	Fairfield	5132032	'04925329L'	MCGARY RD BET RED TOP RD AND LYNCH CANYON RD , REPAIR/REPLACE RD WITH CLASS 2 BIKE	Active	11/04/2010	9/23/2009	1,603,000.00	1,252,945.12	350054.88	11/4/2010	674	Tier 2
04	Foster City	5409015	'04925445L'	FOSTER CITY BLVD FR BEACH PARK TO BRIDGE LIMT , AC OVERLAY	Active	11/16/2010	6/1/2009	440,000.00	378,455.79	61544.21	11/16/2010	686	Tier 2
04	San Pablo	5303013	'04925548L'	SAN PABLO AVE. , PAVEMENT REHABILITATION	Active	11/23/2010	7/16/2009	1,022,000.00	948,135.30	73864.7	11/23/2010	693	Tier 2
04	San Mateo	5102035	'04925695L'	CAMPUS,CRSTAL SPRINGS,SANTANEZ, DELAWARE, AC OVERLAY	Active	12/07/2010	3/26/2010	452,000.00	375,383.77	76616.23	12/7/2010	707	Tier 2
04	Milpitas	5314008	'04925711L'	ABBOTT AVE (HEALTH ST - MARYLINN DR) AND MARYLINN DR (ABBOTT AVE - MAIN ST), ROAD REHABILITATION & RESURFACING	Active	12/07/2010	4/28/2010	702,719.00	597,595.63	105123.37	12/7/2010	707	Tier 2
04	State	8801058	'04177904S'	FRUITVALE AVE OVERHEAD BRIDGE, REHABILITATE BRIDGE DECK	Active	12/07/2010	3/30/2009	8,412,019.00	8,325,384.03	86634.97	12/7/2010	707	Tier 2
04	Alameda County	5933101	'04925588L'	BOCKMAN RD.BETWEEN HEAPERIAN BLVS. AND GRANT, PAVEMENT REHAB	Active	12/14/2010	12/1/2009	420,000.00	211,192.83	208807.17	12/14/2010	714	Tier 2
04	San Francisco County	5934153	'04925560L'	SAN FRANCISCO VARIOUS LOCATIONS, CURB RAMP AND SIDEWALK REHAB/R	Active	12/14/2010	9/23/2009	782,592.00	515,951.98	266640.02	12/14/2010	714	Tier 2
04	Gilroy	5034020	'04925497L'	CITYWIDE SIDEWALK REHABILITATION , ROAD REHABILITATION	Active	12/15/2010	6/11/2009	663,000.00	583,932.31	79067.69	12/15/2010	715	Tier 2
04	State	P024032	'04294934S'	ALAMEDA COUNTY RTE 24 @ PM 5.4_* , WIDEN ROADWAY AND INSTALL SIGN	Active	12/16/2010	9/23/2009	483,921.00	427,860.09	56060.91	12/16/2010	716	Tier 2
04	Sunnyvale	5213033	'04925684L'	SUNNYVALE AVENUE (HAZELTON AVENUE TO ARQUES AVENUE), ROAD REHABILITATION & RESURFACING	Active	12/21/2010	4/29/2010	417,509.00	1,581.29	415927.71	12/21/2010	721	Tier 2
04	Pinole	5126012	'04925592L'	APPIAN WAY FROM SAN PABLO TO TARA HILLS , AC OVERLAY	Active	12/27/2010	7/1/2009	960,000.00	696,969.62	263030.38	12/27/2010	727	Tier 2
04	Alameda County	5933099	'04925420L'	ALTAMONT PASS ROAD- GRANT LN TO LANDFILL ENTR , PAVEMENTS REHAB AND SHOULDER BACK .	Active	12/27/2010	6/23/2009	1,200,000.00	1,027,713.00	172287	12/27/2010	727	Tier 2
04	State	P024031	'04294924S'	ALAMEDA CO RTE 13 @ PM 9.7 & RTE 24 @ PM 5.4* , REALIGN W/B RT 24 TO N/B RT 13	Active	12/27/2010	9/23/2009	3,161,086.00	2,990,967.86	170118.14	12/27/2010	727	Tier 2
04	State	Q101152	'041E3204S'	US-101 23.0/26.1(PM) , AC OVERLAY	Active	12/27/2010	5/1/2009	3,134,512.00	2,650,523.47	483988.53	12/27/2010	727	Tier 2
04	State	2801122	'04150474S'	SAN MATEO COUNTY - RTE 280 PM 0.0 TO 27.4, INSTALL TRAFFIC MONITORING ELE	Active	12/29/2010	7/1/2009	1,705,293.00	1,348,542.08	356750.92	12/29/2010	729	Tier 2
04	Burlingame	5171016	'04925487L'	AIRPORT BLVD:ANZA-411 AIRPORT AND TROUSDALE:T, AC OVERLAY	Closed	01/06/2010	5/12/2009	551,000.00	551,000.00	0	1/6/2010	737	Tier 3
04	South San Francisco	5177022	'04925431L'	EAST GRAND AVENUE FR GATEWAY TO HASKINS, AC OVERLAY RECONSTRUCT	Active	01/07/2010	5/12/2009	675,703.00	675,702.34	0.66	1/7/2010	738	Tier 3
04	Brisbane	5376008	'04925430L'	BAYSHORE BLVD-NORTHERN TO SOUTHERN CITY LIMIT , AC OVERLAY	Active	01/07/2010	5/27/2009	131,000.00	131,000.00	0	1/7/2010	738	Tier 3

04	Atherton	5261006	'04925486L'	ATHERTON AVENUE FROM STERN TO ELENA, AC OVERLAY	Active	02/01/2010	6/1/2009	463,061.00	463,060.84	0.16	2/1/2010	764	Tier 3
04	Millbrae	5299011	'04925517L'	BROADWAY AND MAGNOLIA, AC OVERLAY	Closed	03/04/2010	6/1/2009	382,000.00	382,000.00	0	3/4/2010	795	Tier 3
04	Corte Madera	5232009	'04925484L'	1) CASA BUENA DR: SANFORD TO CONOW; 2) TAMAL, REHABILITATION	Closed	03/24/2010	7/9/2009	130,772.06	130,772.06	0	3/24/2010	815	Tier 3
04	Pacifica	5350016	'04925491L'	MANOR, MONTEREY, ODDSTAD , AC OVERLAY	Active	03/24/2010	6/1/2009	677,000.00	635,770.84	41229.16	3/24/2010	815	Tier 3
04	State	P029105	'041E3804S'	SR-29 FROM 38.1/48.6(PM) REPLACE ASPHALT CONCRETE SURFACING	Active	04/07/2010	5/1/2009	673,891.00	638,175.55	35715.45	4/7/2010	828	Tier 3
04	Monte Sereno	5339001	'04925493L'	DAVES AVE (SEE STATE REMARK) ROAD RESURFACING	Active	04/14/2010	6/15/2009	94,000.00	94,000.00	0	4/14/2010	836	Tier 3
04	Morgan Hill	5152019	'04925509L'	MORGAN HILL-EAST DUNNE AV; BUTTERFIELD TO 101, AC OVERLAY	Active	04/20/2010	6/1/2009	436,941.00	436,393.46	547.54	4/20/2010	841	Tier 3
04	Tiburon	5388008	'04925482L'	RIDGE RD: VISTAZO WEST ST - STRAIGHTS VIEW DR , OVERLAY	Active	04/20/2010	7/1/2009	204,000.00	203,000.00	1000	4/20/2010	841	Tier 3
04	Napa County	5921045	'04925410L'	1) HARDMAN AVE: SILVERADO TRAIL - ATLAS PEAK, AC OVERLAY	Active	04/20/2010	7/7/2009	471,071.00	471,069.89	1.11	4/20/2010	841	Tier 3
04	Napa County	5921046	'04925522L'	1) SILVERADO TRAIL: LARKMEAD LN - GLASS MOUNT, AC OVERLAY	Closed	04/20/2010	7/9/2009	585,915.86	585,915.86	0	4/20/2010	841	Tier 3
04	Hillsborough	5191004	'04925516L'	RALSTON, BLACK MNTN, TARTAN, AC OVERLAY	Closed	04/23/2010	6/1/2009	392,000.00	392,000.00	0	4/23/2010	844	Tier 3
04	Livermore	5053018	'04925424L'	EAST AVE., PORTOLA ST., AND EAST STANLEY BLVD., PAVEMENT REHAB AND STREET REPA	Closed	04/27/2010	6/23/2009	1,322,261.59	1,322,261.59	0	4/27/2010	848	Tier 3
04	Los Altos Hills	5324005	'04925495L'	MOODY RO AND PAGE MILL RD , ROAD REHABILITATION	Active	04/27/2010	5/27/2009	316,000.00	316,000.00	0	4/27/2010	848	Tier 3
04	Palo Alto	5100012	'04925503L'	SAN ANTONIO RD (ALMA ST-MIDDLEFIELD RD) , ROAD REHABILITATION	Active	05/05/2010	6/3/2009	505,000.00	478,627.36	26372.64	5/5/2010	857	Tier 3
04	Milpitas	5314007	'04925496L'	S.PARK VICTORIA DR(BIG BASIN DR- YOSEMITE DR), ROAD REHABILITATION	Active	05/05/2010	6/3/2009	771,592.00	735,350.70	36241.3	5/5/2010	857	Tier 3
04	Lafayette	5404020	'04925414L'	DEER HILL RD: FIRST ST - PLEASANT HILL RD AND , PAVEMENT REHABILITATION	Active	05/05/2010	6/1/2009	744,000.00	706,277.78	37722.22	5/5/2010	857	Tier 3
04	Petaluma	5022044	'04925437L'	ELY RD: SONOMA MTN PARKWAY - CORONA RD AND, REHABILITATION	Closed	05/28/2010	4/24/2009	561,046.76	561,046.76	0	5/28/2010	879	Tier 3
04	Campbell	5306018	'04925507L'	S.BASCOM AVENUE (CAMPISI WY - EL SOLYO AVE) , ROAD REHABILITATION	Active	06/01/2010	6/16/2009	594,000.00	548,088.95	45911.05	6/1/2010	883	Tier 3
04	Half Moon Bay	5357005	'04925515L'	HALF MOON BAY-MAIN ST; CORREAS TO N/O MILL ST , AC OVERLAY	Active	06/01/2010	6/15/2009	210,000.00	210,000.00	0	6/1/2010	883	Tier 3
04	Clayton	5386009	'04925415L'	CLAYTON ROAD AND OAKHURST DRIVE, ROAD REHABILITATION	Active	06/01/2010	6/3/2009	355,854.00	355,854.00	0	6/1/2010	883	Tier 3
04	San Rafael	5043030	'04925477L'	1) NOVA ALBION WY: LAS GALLINAS AVE - NORTHGA , REHABILITATION	Active	06/11/2010	7/9/2009	1,188,000.00	1,181,624.06	6375.94	6/11/2010	893	Tier 3
04	Hayward	5050036	'04925423L'	CYPRUS, HUNTWOOD, CLAIWITER AND "D" STREET , PAVEMENTS REHAB FOR LOCAL ST. & RDS	Active	06/17/2010	5/12/2009	2,037,000.00	2,037,000.00	0	6/17/2010	899	Tier 3
04	Larkspur	5166022	'04925481L'	MAGNOLIA AVE FROM DOHERTY DR TO WARD ST , REHABILITATION	Active	06/17/2010	7/16/2009	236,000.00	214,892.87	21107.13	6/17/2010	899	Tier 3
04	Vacaville	5094049	'04925344L'	PEABODY RD/MARSHALL RD. I/S IN VACAVILLE , SIGNAL MOD, PEDESTRIAN IMPROVEMENT	Active	06/17/2010	5/22/2009	412,000.00	407,130.50	4869.5	6/17/2010	899	Tier 3
04	Mountain View	5124027	'04925519L'	CASTRO ST, MOFFETT BLVD AND FRANKLIN ST , ROAD REHABILITATION	Active	06/22/2010	6/23/2009	724,815.00	720,325.74	4489.26	6/22/2010	904	Tier 3
04	Daly City	5196032	'04925490L'	CALLAN, MISSION, GLNWD, CARTR, HLLSDE, JDALY BLVD, AC OVERLAY	Closed	06/22/2010	6/3/2009	1,045,000.00	1,045,000.00	0	6/22/2010	904	Tier 3
04	Berkeley	5057032	'04925421L'	UNIVERSITY AVE.-SAN PABLO AV. TO SACRAMENTO S, ROADWAY REHABILITATION	Active	07/23/2010	4/29/2009	1,522,315.00	1,522,313.39	1.61	7/23/2010	935	Tier 3
04	Pinole	5126010	'04925458L'	SAN PABLO AVE.@ FERN/ALVAREZ AND QUINAN , CROSSWALK SAFETY IMPROVEMENTS	Active	07/27/2010	7/7/2009	214,000.00	167,878.77	46121.23	7/27/2010	940	Tier 3

04	Fairfield	5132034	'04925466L'	E. TABOR AVE. FROM VILLA CT TO WALTERS RD. , PAVEMENT REHABILITATION	Active	07/27/2010	6/17/2009	475,372.00	440,067.90	35304.1	7/27/2010	940	Tier 3
04	Walnut Creek	5225022	'04925454L'	CIVIC DRIVE FROM ARROYO WAY TO WALDEN ROAD, ROAD REHAB	Closed	07/29/2010	6/1/2009	882,211.20	882,211.20	0	7/29/2010	942	Tier 3
04	Contra Costa County	5928091	'04925412L'	VASCO ROAD, A.C. OVERLAY	Closed	08/05/2010	6/3/2009	1,945,770.00	1,945,770.00	0	8/5/2010	948	Tier 3
04	Fairfield	5132033	'04925465L'	GATEWAY BLVD. FROM TRAVIS BD TO PENNSYLVANIA , PAVEMENT REHABILITATION	Active	08/12/2010	6/3/2009	692,811.00	647,711.94	45099.06	8/12/2010	955	Tier 3
04	Petaluma	5022045	'04925584L'	MCDOWELL BLVD NORTH: LYNCH CREEK WY - DYNAMIC, ROADWAY REHABILITATION	Closed	08/31/2010	9/23/2009	728,000.00	728,000.00	0	8/31/2010	974	Tier 3
04	Brentwood	5300008	'04925460L'	BALFOUR ROAD, ROAD OVERLAY	Active	08/31/2010	6/1/2009	1,040,778.00	1,040,777.16	0.84	8/31/2010	974	Tier 3
04	Orinda	5444013	'04925452L'	CHARLES HILL RD/HONEY HILL RD/MINER RD, AC OVERLAY	Active	09/09/2010	6/3/2009	318,539.00	318,538.99	0.01	9/9/2010	983	Tier 3
04	Los Gatos	5067014	'04925514L'	UNIVERSITY AVE/BLOSSOM HILL RD SIGNAL UPGRADE & ROAD SLURRY	Active	09/09/2010	4/23/2009	453,295.00	407,616.14	45678.86	9/9/2010	983	Tier 3
04	Portola Valley	5390004	'04925520L'	PORTOLA, CERVANTES, WESTRIDGE , AC OVERLAY	Active	09/09/2010	6/15/2009	196,000.00	196,000.00	0	9/9/2010	983	Tier 3
04	Redwood City	5029020	'04925489L'	JEFFERSON , ROOSEVELT , AC OVERLAY	Active	09/16/2010	6/1/2009	736,000.00	688,774.60	47225.4	9/16/2010	991	Tier 3
04	Oakley	5477003	'04925416L'	OAKLEY ROAD, A.C. OVERLAY	Active	09/22/2010	7/1/2009	347,491.00	347,490.76	0.24	9/22/2010	997	Tier 3
04	Oakley	5477004	'04925417L'	DELTA ROAD, A.C. OVERLAY	Active	09/22/2010	6/11/2009	294,540.00	294,539.15	0.85	9/22/2010	997	Tier 3
04	San Leandro	5041034	'04925597L'	SPRINGLAKE DR- WASHINGTON AVE TO ACPCD CANAL, ROADWAY RECONSRUCTION	Active	09/28/2010	9/8/2009	350,000.00	322,349.82	27650.18	9/28/2010	1003	Tier 3
04	Vacaville	5094053	'04925511L'	VARIOUS LOCATIONS IN CITY OF VACAVILLE , GPS EMERGENCY VEHICLE SIGNAL PREMPT	Active	09/28/2010	6/5/2009	320,000.00	320,000.00	0	9/28/2010	1003	Tier 3
04	San Mateo County	5935054	'04925429L'	VARIOUS STREETS IN SAN MATEO COUNTY , AC OVERLAY	Active	10/08/2010	5/27/2009	1,726,000.00	1,725,666.70	333.3	10/8/2010	1012	Tier 3
04	Moraga	5415010	'04925446L'	MORAGA ROAD , RUBERIZED CAPE SEAL	Active	10/08/2010	6/1/2009	609,000.00	593,885.93	15114.07	10/8/2010	1012	Tier 3
04	Los Altos	5309013	'04925505L'	SAN ANTONIO ROAD REHABILITATION , ROAD REHABILITATION	Active	10/12/2010	6/15/2009	253,000.00	220,105.32	32894.68	10/12/2010	1016	Tier 3
04	Santa Clara County	5937133	'04925474L'	1) MOORPARK AVE: 0.37 MI FROM THORNTON TO S B, ROAD REHABILITATION	Active	10/12/2010	6/19/2009	959,000.00	958,999.99	0.01	10/12/2010	1016	Tier 3
04	Hayward	5050037	'04925586L'	1) INDUSTRIAL BLVD: CRYER ST - WEST TENNYSON , PAVEMENT OVERLAY.	Active	10/12/2010	8/6/2009	475,000.00	434,798.93	40201.07	10/12/2010	1016	Tier 3
04	Pleasanton	5101023	'04925589L'	BERNAL AVE.:VALLEY AV. TO PLEASANTON AVE. , PAVEMENT REHAB	Active	10/12/2010	12/17/2009	370,000.00	353,718.91	16281.09	10/12/2010	1016	Tier 3
04	Sunnyvale	5213032	'04925475L'	WOLFE RD OVERHEAD 0.3 MI S/O CENTRAL EXPSWY, REHABILITATION	Active	10/12/2010	5/8/2009	1,225,635.00	1,225,635.00	0	10/12/2010	1016	Tier 3
04	Colma	5264003	'04925485L'	IN COLMA: SERRAMONTE BLVD FR COLLINS TO ECR , AC OVERLAY	Active	10/14/2010	6/1/2009	131,000.00	131,000.00	0	10/14/2010	1018	Tier 3
04	Livermore	5053020	'04925595L'	VASCO ROAD: OVERLAKE DR TO DALTON AVE, AC OVERLAY	Active	10/20/2010	11/18/2009	350,000.00	345,041.81	4958.19	10/20/2010	1025	Tier 3
04	Santa Clara	5019023	'04925513L'	MONROE STREET , TRAFFIC SIGNAL INTERCONNECT	Active	10/21/2010	7/8/2009	404,585.00	368,463.22	36121.78	10/21/2010	1026	Tier 3
04	Fairfax	5277024	'04925483L'	SIR FRANCIS DRAKE BLVD: JUNE CT - WEST TOWN L , PAVEMENT RESURFACING	Active	10/26/2010	7/1/2009	167,000.00	125,247.84	41752.16	10/26/2010	1031	Tier 3
04	Martinez	5024023	'04925456L'	VARIOUS STREETS IN CITY OF MARTINEZ , SLURRY SEAL	Active	10/28/2010	7/9/2009	850,000.00	850,000.00	0	10/28/2010	1033	Tier 3
04	San Mateo	5102034	'04925443L'	VARIOUS LOCATIONS IN CITY OF SAN MATEO, AC OVERLAY	Closed	10/29/2010	5/27/2009	1,095,000.00	1,095,000.00	0	10/29/2010	1034	Tier 3
04	Concord	5135037	'04925451L'	CLAYTON ROAD INTERSECTIONS , A. C. OVERLAY & IMPROVEMENTS	Active	11/04/2010	6/3/2009	584,000.00	584,000.00	0	11/4/2010	1040	Tier 3
04	Redwood City	5029021	'04099878L'	SR82 FROM BROADWAY TO BREWSTER , RECONSRTC ROAD, SIDEWALK. LIGHT	Active	11/09/2010	4/30/2009	1,162,000.00	1,115,782.58	46217.42	11/9/2010	1045	Tier 3
04	Danville	5434018	'04925453L'	DIABLO RD. & GREEN VALLEY RD., PAVEMENT OVERLAY	Active	11/09/2010	7/1/2009	871,614.00	831,173.04	40440.96	11/9/2010	1045	Tier 3

04	Vallejo	5030049	'04925472L'	SERENO DR, TENNESSEE ST PAVEMENT REHABILITATION	Active	11/12/2010	6/23/2009	1,020,000.00	1,000,000.00	20000	11/12/2010	1048	Tier 3
04	Cloverdale	5039021	'04925433L'	S. FRANKLIN ST. AND S. CLOVERDALE BLVD., SLURRY SEAL, ROAD REHABILITATI	Active	11/12/2010	6/2/2009	399,868.00	354,207.07	45660.93	11/12/2010	1048	Tier 3
04	Berkeley	5057033	'04925587L'	UNIVERSITY AVE: SACRAMENTO ST - MCGEE AVE . , PAVEMENT REHAB	Active	11/12/2010	9/18/2009	400,000.00	400,000.00	0	11/12/2010	1048	Tier 3
04	Fremont	5322035	'04925422L'	13 STREETS LOCATED IN CITY . . . PAVEMENTS REHAB AND CONST.ADA RAMP.	Active	11/12/2010	6/1/2009	5,907,000.00	5,907,000.00	0	11/12/2010	1048	Tier 3
04	Cotati	5383007	'04925434L'	OLD REDWOOD HIGHWAY ROADWAY REHABILITATION	Active	11/12/2010	6/4/2009	500,000.00	492,445.74	7554.26	11/12/2010	1048	Tier 3
04	Concord	5135036	'04925450L'	CLAYTON ROAD, A. C. OVERLAY	Active	11/16/2010	5/27/2009	1,167,504.00	1,123,369.99	44134.01	11/16/2010	1052	Tier 3
04	San Ramon	5437022	'04925449L'	SAN RAMON VALLEY BLVD. , A. C. OVERLAY	Active	12/14/2010	6/3/2009	1,122,000.00	1,122,000.00	0	12/14/2010	1080	Tier 3
04	Los Gatos	5067015	'04925599L'	PROSPECT AVE (COLLEGE RD TO TOWN LIMITS) , STREET RESURFACING	Active	12/14/2010	12/16/2009	177,705.00	173,874.42	3830.58	12/14/2010	1080	Tier 3
04	Pittsburg	5127023	'04925448L'	1) POWER AVE: 300 FT W/O CASE DR - DAVI AVE;2 , AC OVERLAY	Active	12/14/2010	7/9/2009	1,103,000.00	1,103,000.00	0	12/14/2010	1080	Tier 3
04	Belmont	5268015	'04925444L'	1)SIXTH: O'NEILL TO HARBOR, 2)CARLMONT: HASTI , AC OVERLAY	Active	12/14/2010	6/11/2009	464,000.00	464,000.00	0	12/14/2010	1080	Tier 3
04	Solano County	5923092	'04925556L'	CORDELIA RD. LOPES-CENTRAL & BRDGPORT-PITTMAN, PEDESTRIAN WALKWAY AND ENHANCE	Active	12/14/2010	8/4/2009	800,000.00	789,705.74	10294.26	12/14/2010	1080	Tier 3
04	Solano County	5923088	'04925467L'	ALLENDALE RD, CANTELOW RD. AND VARIOUS STREET, PAVEMENT REHABILITATION	Closed	12/15/2010	4/29/2009	2,000,000.00	2,000,000.00	0	12/15/2010	1081	Tier 3
04	South San Francisco	5177023	'04925696L'	EAST GAND AVENUE AND UTAH AVENUE, AC OVERLAY	Active	12/16/2010	4/2/2010	328,300.00	328,300.00	0	12/16/2010	1082	Tier 3
04	Santa Clara County	5937132	'04925473L'	MONTAGUE EXPSWY: 1)HWY 101 - MISSION ST; 2)ZA , ROAD REHABILITATION	Active	12/21/2010	5/12/2009	2,684,000.00	2,676,436.52	7563.48	12/21/2010	1087	Tier 3

DEPARTMENT OF TRANSPORTATION

P.O. BOX 23660
OAKLAND, CA 94623-0660



*Flex your power!
Be energy efficient.*

December 8, 2010

Re- Emergency Relief Training

We are pleased to inform you that we will be hosting a workshop on **January 18, 2011** for the state and local transportation agencies, which will provide information on policies and procedures for requesting, obtaining and administering FHWA (Federal Highway Administration) Emergency Relief (ER) funds. The workshop covers only those criteria and procedures applicable to the ER program for Federal-Aid highways, excluding roadways functionally classified as local roads or rural minor collectors.

The target audience for this workshop is staff of cities, counties, MPOs and RTPAs.

If you are not certain what a Federal-aid route is, you can go to:
http://www.dot.ca.gov/hq/tsip/hseb/crs_maps/ then select a map box in your area. All roadways are federal-aid except the yellow and grey ones.

The training will be held at the Caltrans District Office, **Auditorium**, at 111 Grand Ave. in Oakland from 08:30 am to 12:00 noon. Registration will start at 08:00 am.

If anyone from your staff is interested in attending, please E-mail the name (s) to Mr. Jose Reyes (Jose_Reyes@dot.ca.gov) as soon as possible.

If you have any questions, please call Mr. Jose Reyes at (510) 286-5233

Sincerely,


Sylvia Fung, Chief
D4-Office of Local Assistance

Vargas, Diana

From: dla-website-updates-announce-bounces@lists.dot.ca.gov on behalf of DLA Webmaster [DLA_Webmaster@dot.ca.gov]
Sent: Thursday, December 23, 2010 11:31 AM
To: dla-website-updates-announce@lists.dot.ca.gov
Subject: [DLAWUA] BTA 2011-12 Call for Projects - Due March 18, 2011
Attachments: ATT739299.txt

Categories: Caltrans - Local Assistance

Announcement: 2011-12 Bicycle Transportation Account - Call for Projects

Basic local agency eligibility requirements:

- the applicant agency has a current and adopted Bicycle Transportation Plan (BTP) -- between Jan 1, 2006 and March 31, 2011,
- the BTP has been approved by the agency's MPO or RTPA,
- the project is listed in the BTP,
- the applicant agency does not have a Bicycle Transportation Account (BTA) project open project under a Cooperative Work Agreement (CWA)
- the completed application is submitted by March 18, 2011
- For more information on BTA eligibility, see the BTA Bicycle Transportation Plans webpage <http://www.dot.ca.gov/hq/LocalPrograms/bta/BTPProcessFinal.htm>

The BTA Call for Projects, Project Application, and List of agencies with BTA awards open with CWAs can be accessed from <http://www.dot.ca.gov/hq/LocalPrograms/bta/BTACallForProjects.htm>

Application Processing Changes

The 2011-12 BTA application form has been recreated in Adobe Acrobat Professional v.9 to streamline processing of the application data. Also, users must have Acrobat Reader 8.0 or later to complete the form. Users will be able to save the data in the application form with Reader 8.0 or later and send the file as an attachment to an email. Download free software: <http://get.adobe.com/reader/>

To make use of this technological change, applicants must submit the application in two parts by **March 18, 2011 - applications received or postmarked after this date will not be considered.**

Part 1. The electronic application file for each project is due via email to Caltrans Headquarters Bicycle Facilities Unit: ann_mahaney@dot.ca.gov

Part 2. The printed application package for each project is due to the Caltrans District Local Assistance Office. <http://www.dot.ca.gov/hq/LocalPrograms/dlae.htm>

Please see the 2011-12 BTA Call for Projects Checklist.pdf for complete instructions. <http://www.dot.ca.gov/hq/LocalPrograms/bta/BTACallForProjects.htm>

For more information contact Ann Mahaney by email at ann_mahaney@dot.ca.gov, or voice at 916-653-0036.

DLA Webmaster
Office of Policy Development and Quality Assurance
Division of Local Assistance

California Department of Transportation
1220 O Street, 5th Floor
Sacramento, CA 95814

**METROPOLITAN TRANSPORTATION COMMISSION
TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
TENTATIVE 2011 TIP REVISION SCHEDULE (SUBJECT TO CHANGE)
as of November 9, 2010**

REVISION TYPE	REVISION NUMBER	AMENDMENT REQUEST SUBMISSION DEADLINE	MTC APPROVAL*	STATE APPROVAL*	FED. APPROVAL*	APPROVAL STATUS
Admin. Modification	11-01	November 18, 2010	December 17, 2010	December 22, 2010	N/A	TBD
Admin. Modification	11-02	December 30, 2011	January 31, 2011	February 8, 2011	N/A	TBD
Amendment	11-03	October 29, 2010	December 15, 2010	January 12, 2010	February 11, 2010	TBD
Admin. Modification	11-04	February 24, 2011	March 31, 2011	April 8, 2011	N/A	TBD
Amendment	11-05	January 27, 2011	March 23, 2011	April 6, 2011	April 29, 2011	TBD
Admin. Modification	11-06	April 28, 2011	May 31, 2011	June 9, 2011	N/A	TBD
Amendment	11-07	March 31, 2011	May 25, 2011	June 8, 2011	June 30, 2011	TBD
Admin. Modification	11-08	June 30, 2011	July 29, 2011	August 12, 2011	N/A	TBD
Amendment	11-09	May 26, 2011	July 27, 2011	August 10, 2011	August 31, 2011	TBD
Admin. Modification	11-10	August 25, 2011	September 28, 2011	October 12, 2011	N/A	TBD
Amendment	11-11	July 28, 2011	September 28, 2011	October 12, 2011	November 2, 2011	TBD
Admin. Modification	11-12	October 27, 2011	November 30, 2011	December 14, 2011	N/A	TBD
Amendment	11-13	September 29, 2011	November 23, 2011	December 7, 2011	January 4, 2012	TBD
Amendment	11-14	November 24, 2011	January 25, 2012	February 8, 2012	February 29, 2012	TBD

C:\Temp\XPrgrwise\2011 TIP Revision Schedule\10-21-10.xls\Published

Kindly Note:

* Future approval dates are expected dates and are subject to change

NCTPA - CT Reporting

PROJECT INITIATION DOCUMENT

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

Scope: Modify intersection with a Roundabout Design at Silverado Intersection

Cost Estimate: \$3.6M Construction Capital

EA 3A280

Rutherford Intersection Improvement NAP 29-PM 24.6; In Napa County

Scope: Modify intersection at Rutherford Road (SR 128) Intersection

Cost Estimate: \$2M Construction Capital

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

Scope: Reconstruct a bridge at Garnett Creek

Cost Estimate: \$5.3M Construction Capital

ENVIRONMENTAL

EA 28120

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

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

Cost Estimate: \$35M Construction Capital

Schedule **DED** 3/11 **PAED** 9/11

EA 2A320

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

Scope: Bridge replacement at Sarco Creek

Cost Estimate: \$8M Construction Capital

Schedule: **PAED** 8/11 **PSE** 1/13 **RWC** 5/13 **RTL** 5/13 **CCA** 12/15

EA 2A110

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

Scope: Bridge replacement at Capell Creek

Cost Estimate: \$5M Construction Capital

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

EA 4A090

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

Scope: Bridge replacement at Troutdale Creek

Cost Estimate: \$17M Construction Capital

Schedule: **PAED** 04/12 **PSE** 11/13 **RWC** 12/13 **RTL** 01/14 **CCA** 05/16

DESIGN

EA 25940

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

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

Cost Estimate: \$24M Construction Capital

Schedule: **PAED** 6/29/07 **PSE** 12/10 **RWC** 03/13 **RTL** 08/13 **CCA** 4/15

PID (Project Initiation Document)

PAED (Project Approval/ Environmental Document)

RWC (Right of Way Certification)

ADV (Advertise Contract)

PSR (Project Study Report)

RTL (Ready to List)

BO (Bid Open)

DED (Draft Environmental Document)

PSE (Plans, Specifications, and Estimate)

CCA (Construction Contract Acceptance)

AWD (Award Contract)

Draft
NCTPA - CT Reporting

December 15, 2010

EA 264131 and 264141

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

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

Cost Estimate: \$139.5M Construction Capital)

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

EA 20940

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

Scope: Bridge Replacement

Cost Estimate: \$5.9M Construction Capital

Schedule: PAED 1/30/04 PSE 9/11 RWC 1/12 RTL 1/12 CCA 11/14

EA 2E100

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

Scope: Pavement resurfacing from Silverado Trail to Knoxville Road.

Cost Estimate: \$2.2M Construction Capital

Schedule: PAED 3/18/10 PSE 11/10 RWC 11/10 RTL 1/11 CCA 5/12

EA 2E110

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

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

Cost Estimate: \$2.1M Construction Capital

Schedule: PAED 5/15/10 PSE 11/10 RWC 11/10 RTL 1/11 CCA 5/12

EA 2E130

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

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

Cost Estimate: \$1.2M Construction Capital

Schedule: PAED 5/11/10 PSE 12/10 RWC 11/10 RTL 1/11 CCA 12/11

EA 4C351

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

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

Cost Estimate: \$700K Construction Capital

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

EA 4442A

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

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

Cost Estimate: \$920K Construction Capital

Schedule: PAED 8/26/05 PSE 10/1/10 RWC 10/1/12 RTL 10/1/10 CCA 10/14

EA 4S020

Storm Damage NAP 29 PM 41.0 ; In Napa County

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

Cost Estimate: \$2.4M Construction Capital

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

PID (Project Initiation Document)

PAED (Project Approval/ Environmental Document)

RWC (Right of Way Certification)

ADV (Advertise Contract)

PSR (Project Study Report)

RTL (Ready to List)

BO (Bid Open)

DED (Draft Environmental Document)

PSE (Plans, Specifications, and Estimate)

CCA (Construction Contract Acceptance)

AWD (Award Contract)

Draft
NCTPA - CT Reporting

December 15, 2010

EA 4S030

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

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

Cost Estimate: \$1.3M Construction Capital

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

CONSTRUCTION

EA 444211 Duhig Nap 121 PM 12-0.3/2.0; in Napa County

Scope: Curve Improvements and Shoulder Widening from 0.5km North of Sonoma County line to Duhig Road

Cost Estimate: \$11M Construction Capital

Schedule: PAED 8/26/05 RTL 4/08 AWD 12/10/08 to Northbay Const. CCA 3/11

EA 120633

Landscape at Trancas I/C NAP 29-PM 11.6/13.5; In City of Napa

Scope: Replacement Highway Planting On Route 29 from 0.2 km North of 1st Street to Sierra Ave

Status: In 3-year Plant Establishment Period :completed with Planting in April 2008

Cost Contract: \$620K Construction Capital

Schedule: PAED 8/30/04 RTL 8/30/06 AWD 2/9/07 to Watkin CCA 12/11

EA 1G320

Director's Order NAP 29-PM 36.9/37.2; In City of Calistoga

Scope: Repair storm drainage damage from Napa River to Washington Street

Cost Contract: \$300,000 Construction Capital

EA 2G220

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

Scope: Shoulder pavement replacment

Cost Contract: \$250,000 Construction Capital

EA 2A541

ADA Vista Point NAP 29 PM 7.1; In Napa County Near City of Napa

Scope: Upgrade the Vista Point to meet the latest ADA (American with Disability Act) at Grape Crusher Statute

Cost Estimate: \$360K Construction Capital

Schedule: PAED 3/30/07 RTL 12/17/09 AWD 9/10 (Fieldstone Construction) CCA 3/11

EA 1E290

Pavement Repair NAP 121 PM 6.0/9.4; In City of Napa

Scope: Pavement Resurfacing with Rubberized Hot Mix Asphalt from Imola Avenue to Trancas Street

Cost Estimate: \$1.2M Construction Capital

Schedule: RTL 03/24/10 AWD 6/22/10 (Windsor Fuel Co). CCA 2/11

EA 1E990

Pavement Repair NAP 221 PM 0.0/2.7; In City of Napa

Scope: Pavement resurfacing with rubberized hot mix asphalt from SR 29 to Imola Avenue

Cost Estimate: \$1.4M Construction Capital

Schedule: RTL 03/24/10 AWD 7/8/10 (OC Jones and Sons Inc.) CCA 2/11

PID (Project Initiation Document)

PAED (Project Approval/ Environmental Document)

RWC (Right of Way Certification)

ADV (Advertise Contract)

PSR (Project Study Report)

RTL (Ready to List)

BO (Bid Open)

DED (Draft Environmental Document)

PSE (Plans, Specifications, and Estimate)

CCA (Construction Contract Acceptance)

AWD (Award Contract)

**Draft
NCTPA - CT Reporting**

December 15, 2010

EA 4C350

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

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

Cost Estimate: \$940K Construction Capital

Schedule: PAED 8/14/09 RTL 3/24/10 ADV 9/27/10 BO 10/26/10 (6 bids) CCA 6/11

EA 2S370

Storm Damage NAP 128 PM 9.5 In Napa County,

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

Cost Estimate: \$550K Construction Capital

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

EA 4C140 Pavement Repair NAP 29 PM 38.1/48.6; In Napa County

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

Cost Estimate: \$6.2M Construction Capital

Schedule: PAED 3/27/08 RTL 8/3/10 ADV 12/6/10 BO 1/12/11 CCA 10/11

ACTION ITEMS:

PID (Project Initiation Document)

PAED (Project Approval/ Environmental Document)

RWC (Right of Way Certification)

ADV (Advertise Contract)

PSR (Project Study Report)

RTL (Ready to List)

BO (Bid Open)

DED (Draft Environmental Document)

PSE (Plans, Specifications, and Estimate)

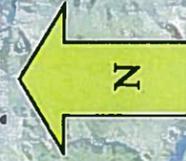
CCA (Construction Contract Acceptance)

AWD (Award Contract)

DRAFT

December 2010

Legend:
 Project Initiation
 Environmental Design
 Construction



EA#4A090
Troutdale Creek
NAP 29 PM 47.0/47.2
Cost: \$17M, FY: 14/15

EA#4C140
Pavement Repair
NAP 29 PM 38.1/48.6
Cost: \$ 6.2M, FY: 10/11

EA#4S020
Storm Damage
NAP 29 PM 41
Cost: \$ 2.4M, FY: 12/13

EA#0G560
Garrett Creek
NAP 29 PM 39.1
Cost: \$5.3M

EA#4C3501
Pavement Repair
NAP 128 PM 2.6/4.0
Cost: \$940K, FY: 10/11

Silvercreek/Lincoln SR 29
Roundabout
NAP 29 PM 37.9
Cost: \$3.6M

EA#1G320
Repair Culverts
NAP 29 PM 36.9/37.2
Cost: \$300K, FY: 10/11

EA#4C3511
Pavement Repair
NAP 128 PM 4.0/4.6
Cost: \$700K, FY: 12/13

EA#2E1001
Pavement Repair
NAP 128 PM 7.4/19.1
Cost: \$2.2M, FY: 11/12

EA#1E860
Pavement Repair
NAP 128 PM 7.4/34.3
Cost: \$0.6M, FY: 10/11

EA#2G220
Shoulder pavement replacement
NAP 29 PM 28.4/28.9
Cost: \$250K, FY: 10/11

EA#2S940
Channelization NVWT
NAP 29 PM 25.5/28.4
Cost: \$24M, FY: 13/14

EA#4S030
Storm Damage
NAP 128 PM 10.3
Cost: \$1.3M, FY: 12/13

EA#2S370
Storm Damage
NAP 128 PM 9.5
Cost: \$550K, FY: 03/10

EA#3A280
Rutherford
NAP 29 PM 24.6

EA#2A110
Capell Creek
NAP 121 PM 20.2/20.4
Cost: \$5M, FY: 12/13

EA#2A320
Sarco Creek
NAP 221 PM 9.3/9.5
Cost: \$8M, FY: 13/14

EA#12063
Landscape at Trancas I/C
NAP 29 PM 11.6/13.5
Cost: \$618,400, FY: 06/07

EA#20940
Tulucay Creek Bridge
NAP 121 PM 6.1/6.2
Cost: \$5.92M, FY: 11/12

EA#2E130
Pavement Repair
NAP 29 PM 11.0/12.0
Cost: \$1.2M, FY: 10/11

EA#44421
Duhig
NAP 12 PM 0.3/2.0
Cost: \$11M, FY: 08/09

EA#1E290
Pavement Repair
NAP 121 PM 6.0/9.4
Cost: \$1.2M, FY: 10/11

EA#1E990
Pavement Repair
NAP 221 PM 0.0/2.7
Cost: \$1.4M, FY: 10/11

EA#2A541
ADA Vista Point NAP
and other locations near
City of Napa
Cost: \$0.7M, FY: 09/10

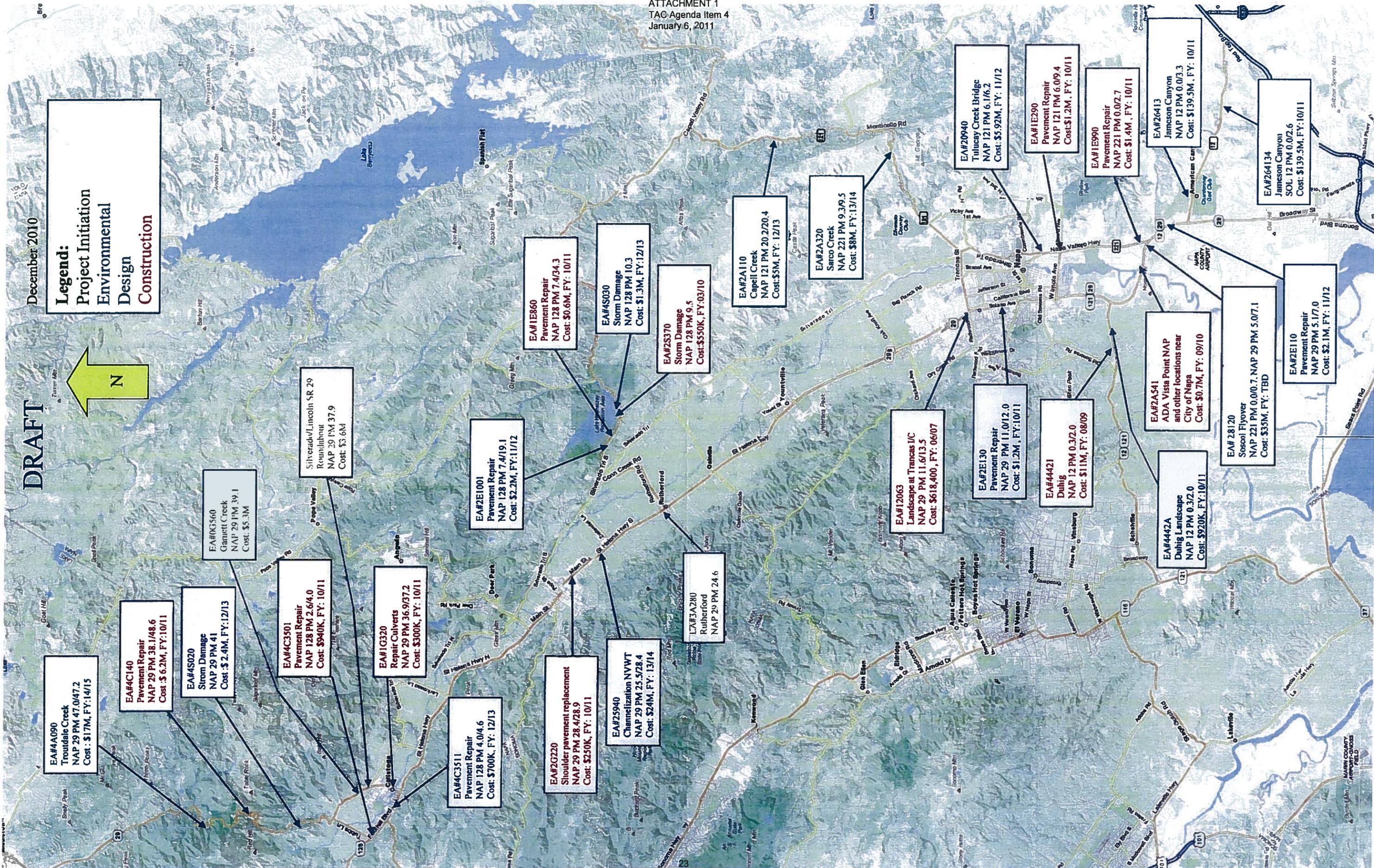
EA#4442A
Duhig Landscape
NAP 12 PM 0.3/2.0
Cost: \$920K, FY: 10/11

EA#26413
Jamesson Canyon
NAP 12 PM 0.0/3.3
Cost: \$139.5M, FY: 10/11

EA#28120
Sosoni Flyover
NAP 221 PM 0.0/0.7, NAP 29 PM 5.0/7.1
Cost: \$35M, FY: TBD

EA#264134
Jamesson Canyon
SOL 12 PM 0.0/2.6
Cost: \$139.5M, FY: 10/11

EA#2E110
Pavement Repair
NAP 29 PM 5.1/7.0
Cost: \$2.1M, FY: 11/12



Sustainable Communities Strategy

Information provided to TAC:

- December 22, 2010 – Email forwarding the January 4th RAWG packet
- ABAG Research Staff has e-mailed local Planning Staff the Sustainable Communities Strategy DRAFT Base Case Scenario, which will be used for analysis against the performance targets and initial vision scenario. This draft is a revision to Projections 2009 data based on feedback solicited this year from local governments in the late summer/early fall timeframe. Comments and questions should be sent directly to Jason Munkres, ABAG Regional Planner, JasonM@abag.ca.gov or 510-464-7929. At the December TAC meeting ABAG informed TAC that these comments were due on December 17th, but were okay to turn in at a later date.
- On the SCS Working Group Basecamp website ABAG has posted a PowerPoint Presentation on the SCS that is for local planning directors to use while updating their city councils/board of supervisors on the SCS process.

Broad discussion on the SCS process and County/Corridor Leadership Committee:

- i) Subregion formation
- ii) Additional Resources for the SCS can be found at www.OneBayArea.org .
- iii) Next RAWG meeting Tuesday, February 1, 2011 at 1:30 PM in Oakland at MTC.



January 6, 2011
TAC Agenda Item 5
Continued From: December 2010
Action Requested: RECOMMENDATION

NAPA COUNTY TRANSPORTATION AND PLANNING AGENCY TAC Agenda Letter

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

RECOMMENDATION

TAC recommends that the NCTPA Board approve the formation of a subregion comprised of all jurisdictions in Napa County, and for TAC to take the sample Resolution back to their respective jurisdictions for approval by their councils.

EXECUTIVE SUMMARY

The Association of Bay Area Governments (ABAG) recently released a memo informing local agencies about the 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 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 RHNA 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 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.

FISCAL IMPACT

No more than \$200,000

BACKGROUND AND DISCUSSION

The jurisdictions of Napa County have expressed interest in forming a subregion. On December 15th the NCTPA Board directed staff to continue working on the formation of a subregion in Napa County for the purpose of devising a methodology to allocate housing within the subregion for the next RHNA cycle. Therefore, NCTPA is coordinating the creation of a countywide "subregion" as well as researching potential funding opportunities to support the process.

In preparation of beginning the subregional process, NCTPA has been provided information from the San Mateo City/County Association of Governments (CCAG) on their subregional process. CCAG represents the San Mateo subregion consisting of 20 cities and the County. NCTPA's role in the subregion will be to provide staff support and facilitate subregional meetings. If TAC recommends moving forward on the subregion one of the first items of business will be for TAC to decide if they would like to create a separate subregional Technical Advisory Committee, or make the subregional RHNA process part of the existing TAC committee's agenda. The NCTPA Board will serve as the subregional Policy Advisory Committee. The role of the subregional Policy Advisory Committee is to be the governing board of the subregion and to approve the work of the subregional Technical Advisory Committee, as well as to provide policy direction. The subregional Policy Advisory Committee will take all actions required to fulfill the statutory obligations of the Subregion. City Councils and the Board of Supervisors will have the opportunity to review and approve the housing need shares prior to submitting them to the Association of Bay Area Governments.

SUPPORTING DOCUMENTS

- Attachments:
- (1) ABAG Memo on RHNA Subregions
 - (2) Sample Staff Report for Cities/County
 - (3) Sample Resolution for City/County
 - (4) Draft Napa Subregion Timeline and Process

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 ABAG Responds to Revisions/Appeals Period Begins	March 15, 2012	Local Jurisdictions May Request Revisions
Final Date to File Appeal/Public Hearing on Appeals	May 17, 2012	Subregion Responds to Revision Request
Proposed Final RHNA Allocation	July 19, 2012	Local Jurisdictions May Appeal Subregions Make Proposed Final Allocations
Board Adopts Final RHNA Plan (Public Hearing)	July 19, 2012	Subregion Adopts Final Allocation Plan
HCD Adopts RHN Plan	September 20, 2012	
Housing Elements Due	October 1, 2012	
	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.

Date: January XX, 2010

TO: City/ Town Council/ Board of Supervisors

FROM: City/ County Manager

Subject: Review and approval of Resolution No. XX authorizing the City/ County of XX to become a member of a Countywide Subregion, an entity that would locally administer ABAG's Regional Housing Needs Allocation Process (RHNA) as part of the regional Sustainable Communities Strategy.

RECOMMENDATION:

Review and approval of Resolution No. XX authorizing the City/ County of XX to become a member of a Countywide Subregion, an entity that would locally administer ABAG's Regional Housing Needs Allocation Process (RHNA) as part of the regional Sustainable Communities Strategy in accordance with the staff recommendation.

FINANCIAL IMPACT:

Staff support provided under current approved budget. NCTPA will provide primary staff support to the subregional RHNA process. Will build upon or use current programs currently underway. May result in additional housing analysis by the City/ County; however, the cost for this is unknown at this time.

BACKGROUND:

On October 12, 2010 the Association of Bay Area Governments (ABAG) released a memo informing local governments of their ability to form a subregion. Local governments choosing to form subregions will be responsible for devising the RHNA methodology, which will be used to allocate the 2014-2022 RHNA to its members. The purpose of the subregion is to devise a methodology to receive a subregional allocation for housing and for the subregion to determine the allocation for each land use agency.

SB 375 has established the requirement for a Sustainable Communities Strategy to reduce the greenhouse gas emissions from small trucks and automobiles. This is being addressed at the regional level by the Joint Policy Committee (JPC) that includes the Association of Bay Area Governments (ABAG), Metropolitan Transportation Commission (MTC), Bay Conservation Development Commission (BCDC), and Bay Area Air Quality Management District (BAAQMD). Part of this strategy is to link land use and transportation decisions. It is important that all the transportation and land use agencies in Napa County work together to define what can realistically be accomplished in Napa County. 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.

State Law

State law now allows cities within the County to join together to form a "subregion", a consortium that would administer the State mandated Regional Housing Needs Allocation (RHNA) program at the local level. Each member jurisdiction of a subregion must submit a resolution to the Association of Bay Area Governments (ABAG) requesting authority to locally administer the program by March 16, 2011. ABAG would then adopt a resolution approving the formation of the "subregion." This process would establish the housing numbers to be used in each city or county as part of the Housing Element update for 2012. NCTPA would like to form a subregion consisting of all the cities and the County.

Composition of a "Subregion"

A "subregion" may be comprised of two or more contiguous cities. The Napa County Transportation and Planning Agency (NCTPA) has indicated interest in supporting this effort if the individual cities and the County are interested. Therefore, NCTPA is coordinating the creation of a countywide "subregion". NCTPA is committed to provide facilitation and staff support as necessary

Timeline

The subregion needs to be formed by 3/16/2011.

Procedures

Subregions must 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.

DISCUSSION:

Increased Local Control:

Creating a subregion in Napa County to administer the allocation process increases 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. Since it is also part of the Sustainable Communities Strategy the subregion will be balancing three variables Housing, Employment, and Location.

ALTERNATIVES:

- 1- Review and approval of Resolution No. XX authorizing the City/ County of XX to become a member of a Countywide Subregion, an entity that would locally administer ABAG's

Regional Housing Needs Allocation Process (RHNA) as part of the regional Sustainable Communities Strategy in accordance with the staff recommendation.

2- No action.

RESOLUTION No. XX-XX

**A RESOLUTION OF THE
CITY COUNCIL/BOARD OF SUPERVISORS, TO SUPPORT THE
_____ (TOWN/CITY/COUNTY) TO BECOME A MEMBER OF A
COUNTYWIDE SUBREGION, AN ENTITTY THAT WOULD LOCALLY ADMINISTER
THE ASSOCIATION OF BAY AREA GOVERNMENTS' (ABAG) REGIONAL
HOUSING NEEDS ALLOCAITON (RHNA) PROCESS.**

WHEREAS, SB 375 requires the development of a Sustainable Community Strategy including consistency every eight years with the Regional Housing Needs Allocation (RHNA) process; and,

WHEREAS, the Association of Bay Area Governments (ABAG) is required by State law to administer the RHNA program in the Bay Area; and

WHEREAS, ABAG has begun preliminary work on developing the program with the objective of completing the program in August of 2012; and

WHEREAS, State law allows administration of the program to local jurisdictions who create subregions for the purposes of distributing housing need allocations among the members of the subregion; and

WHEREAS, a subregion is defined as two or more cities in a County or any combination of geographically contiguous local governments; and

WHEREAS, the _____ (Town/City/County) desires to become part of a subregion in Napa County; and

WHEREAS, the Napa County Transportation and Planning Agency (NCTPA) will facilitate and provide support; and

WHEREAS, each member of a subregion must adopt a resolution authorizing its inclusion in the subregion; and

WHEREAS, adopted resolutions must be sent to ABAG by March 16, 2011; and

WHEREAS, ABAG must adopt a resolution approving a subregion;

NOW THEREFORE LET IT BE RESOLVED that _____ (Town/City/County) agrees to participate in the process to establish realistic housing allocations among the subregion (Cities of Calistoga, St. Helena, Napa, American Canyon, Town of Yountville and County of Napa) for use in the next RHNA that is due in 2012. Adoption of this resolution indicates the Council's/Board's intention to participate in the subregion process for Napa County and to designate the NCTPA as the official representative of the Napa County Subregion. This resolution is submitted to the ABAG for inclusion in the Resolution designating the subregion.

Passed and Adopted the XX day of XXXXXXXX.

Napa Subregion Timeline and Process

State Law

State law (Section 65584.03 of the California Government Code) allows the County and cities within the County to join together to form a “subregion,” a consortium that would administer the State mandated Regional Housing Needs Allocation (RHNA) program at the local level. Each member jurisdiction of a “subregion” has submitted a resolution to the Association of Bay Area Governments (ABAG) and the City/County Association of Governments (C/CAG) requesting authority to locally administer the program by March 16, 2011. ABAG has adopted a resolution approving the formation of the “subregion.” The program will locally determine housing needs shares through 2022 to all jurisdictions in the County of Napa.

Napa County Subregion

The County of Napa, in partnership with the five cities and one town has formed a subregion in accordance with state law. The subregion has designated the Napa County Transportation and Planning Agency (NCTPA) as the entity responsible for coordinating and implementing the subregional RHNA process. As required by statute, ABAG will assign a share of the regional need to the Napa County Subregion “in proportion consistent with the distribution of households” in Projections 2009. The subregion is responsible for completing its own RHNA process that is parallel to, but separate from, the regional RHNA process. The subregion will create its own methodology, issue draft housing need shares, handle the revision and appeal processes, and then issue final housing need shares to members of the subregion.

Organization

The NCTPA Technical Advisory Committee (TAC) will also serve as the subregional Technical Advisory Committee (TAC). It is comprised of key planning and technical staff from the six jurisdictions of the subregion. The role of the subregional TAC will be the technical development of recommendations for consideration by the Policy Advisory Committee. The subregional TAC will also provide monthly reports to the City Manager’s and the County Chief Executive Officer during their monthly City Manager’s Meeting. The subregional Policy Advisory Committee will be the NCTPA Board of Directors. This Board consists of elected officials from each jurisdiction in the subregion. The role of the subregional Policy Advisory Committee is to be the governing board of the subregion and to approve the work of the subregional TAC and provide policy direction. The subregional Policy Advisory Committee will take all actions required to fulfill the statutory obligations of the Subregion. City Councils and the Board

of Supervisors will have the opportunity to review and approve the housing need shares prior to submitting them to the Association of Bay Area Governments.

Subregional Milestones

March 16, 2010:

- Deadline for forming a subregion

July 21, 2011:

- Subregions adopt proposed RHNA Methodology and submit to ABAG for comment
- Subregion holds public hearing

September 15, 2011:

- Subregions adopt final Method
- Subregion sends final methodology to ABAG and State HCD for review and comment

October 1, 2011:

- Housing Need Assigned to Subregions
- Subregion conducts a public hearing

January 12, 2010:

- Subregions Make Draft Allocation - unless an alternate method or formula is agreed to unanimously by all 6 jurisdictions of the subregion, the subregion will assign each jurisdiction a share of the subregion's total allocation utilizing the adopted Association of Bay Area Governments (ABAG) formula for the 5th Regional Housing Needs Allocation. Identify and analyze any member jurisdiction that has an issue with their individual share under this method.
- ABAG reviews Subregion Allocation.

March 15, 2012:

- Local Jurisdictions May Request Revisions – through facilitated dialogue among member jurisdictions, and with their unanimous consent, the subregion may make adjustments to the draft assignment of shares to effect a distribution that is more equitable and/or more likely to result in actual housing production.

May 17, 2012:

- Subregion Responds to Revision Request

July 19, 2012 – September 2012:

- Local jurisdictions may appeal draft shares to subregion
- Subregion holds public hearing on appeals
- Subregions make proposed final allocations

September 20, 2012:

- Subregion Adopts Final Allocation Plan

Adjustment of Housing Need Shares

After the final housing need shares are determined by the Subregion, each local jurisdiction may petition ABAG to be allowed to transfer units with willing partner(s), in a way that maintains total housing need amongst all transfer parties, maintains income distribution of both retained and transferred units, and includes a package of incentives to facilitate production of housing units. This transfer rule allows the transfer of housing need shares between willing jurisdictions in conjunction with financial and non-financial resources, while maintaining the integrity of the state's RHNA objectives by preventing any jurisdiction from relinquishing its responsibility to plan for housing across all income levels. Transfers done in this manner may facilitate increased housing production in the region.

ABAG has adopted the following criteria, which would be applied when reviewing petitions for transferring units among local jurisdictions:

- 1) Transfer requests must have at least two willing partners and the total number of units within the group requesting the transfer cannot be reduced.
- 2) Transfers must include units at all income levels in the same proportion as initially allocated.
- 3) All members of the transfer group must retain some allocation of very low and low income units.
- 4) The proposed transfer must include a specifically defined package of incentives and/or resources that will enable the jurisdiction(s) receiving an increased allocation to provide more housing choices than would otherwise occur absent the transfer and the accompanying incentives or resources.

- 5) If the transfer results in a greater concentration of very low or low income units in the receiving jurisdictions, the effect must be offset by findings by the members of transfer group that address the RHNA objectives. For example, the findings might include (a) there is such an urgent need for more housing choices in those income categories that the opportunity to effect more housing choices in these categories offsets the impacts of over-concentration, or (b) the package of incentives and/or resources are for mixed income projects, or (c) the package of incentives and/or resources are for “transitional” housing – for very low or low income households being relocated for rehabilitation of existing very low or low income units, or (d) the package of incentives and/or resources are for additional units that avoid displacement or “gentrification” of existing communities.
- 6) For the transfer of very low and low income units, there are restrictions that ensure the long-term affordability of the transferred units.
- 7) Transfers must comply with all other statutory constraints and be consistent with the RHNA objectives.

In addition to guaranteeing that transfers meet the RHNA statutory objectives, these criteria promote regional policies to increase housing supply and provide more housing choices. The criteria state the housing transfer must include the resources necessary to improve housing choices and, specifically, in a way that would not otherwise be possible without the transfer. The long-term affordability restrictions on very low and low income transferred units ensure that these units will contribute to a fundamental increase in affordable housing choices.

The criteria also emphasize development of affordable units and are therefore consistent with the state RHNA objective that every jurisdiction does its “fair share” to provide affordable housing. The requirement that jurisdictions must retain some very low and low income units and the stipulation that transfers must maintain the same income distribution as is initially allocated ensure that a jurisdiction cannot abandon its responsibility to provide affordable units. The criteria also ensure that the benefits created by the transfer outweigh any possible negative effects of an over-concentration of lower income households.

Procedures

Subregions must follow the same substantive and procedural rules and guidelines that ABAG follows when distributing housing allocations. By July of 2011, the subregion must enter into an agreement with ABAG, known as “the allocation methodology,” that specifies the process, timing, and other terms and conditions for administering the local housing needs determination process.

Spheres of Influence

Each local jurisdiction with the land-use permitting authority in a “Sphere of influence” should plan for the housing needed to accommodate housing growth, existing employment and employment growth in such “Sphere of Influence” areas. A hundred percent share of housing need to the jurisdiction that has land use control over the area would ensure that the jurisdiction that plans for accommodating the housing units also receives credit for any built units during the RHNA period.

Regional Determination of Housing Units based on Affordability

There are two primary goals of the RHNA process: 1) increase the supply of housing and 2) ensure that local governments consider the housing needs of persons at all income levels.

Each local jurisdiction should plan for income-based housing in the same ratio as the regional average income distribution (as described by the Census). A methodology that allocates each jurisdiction’s regional housing need based on the regional average income distribution would be an “equal share” approach, because it applies the same income distribution to each jurisdiction. Although considered an equitable approach, it does not consider existing concentrations of poverty.

Blank Page



January 6, 2011
TAC Agenda Item 6
Continued From: December 2010
Action Requested: APPROVE

NAPA COUNTY TRANSPORTATION AND PLANNING AGENCY TAC Agenda Letter

TO: Technical Advisory Committee (TAC)
FROM: Paul W. Price, Executive Director
REPORT BY: Eliot Hurwitz, Program Manager
707-259-8782 / Email: ehurwitz@nctpa.net
SUBJECT: SR 12 Corridor Plan Review

EXECUTIVE SUMMARY

Caltrans has prepared a "Corridor System Management Plan" (CSMP) for SR 12, including the segment in Napa County from SR29 to the Solano County line, along Jamieson Canyon Road. Caltrans seeks approval of the final draft for forwarding on to the California Transportation Commission.

Staff requests that TAC recommend approval of the CSMP by the NCTPA Board contingent upon incorporation of several specific identified changes to the final document.

FISCAL IMPACT

This study has been mandated for those projects receiving Proposition 1B bond funding, the "Corridor Mobility Improvement Act", including \$139M for the Jamieson project. The study is required to show how congestion improvements will be maintained with "supporting system management strategies."

BACKGROUND AND DISCUSSION

Excerpts from the CSMP Draft:

"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.

“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.

... “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 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.” ...

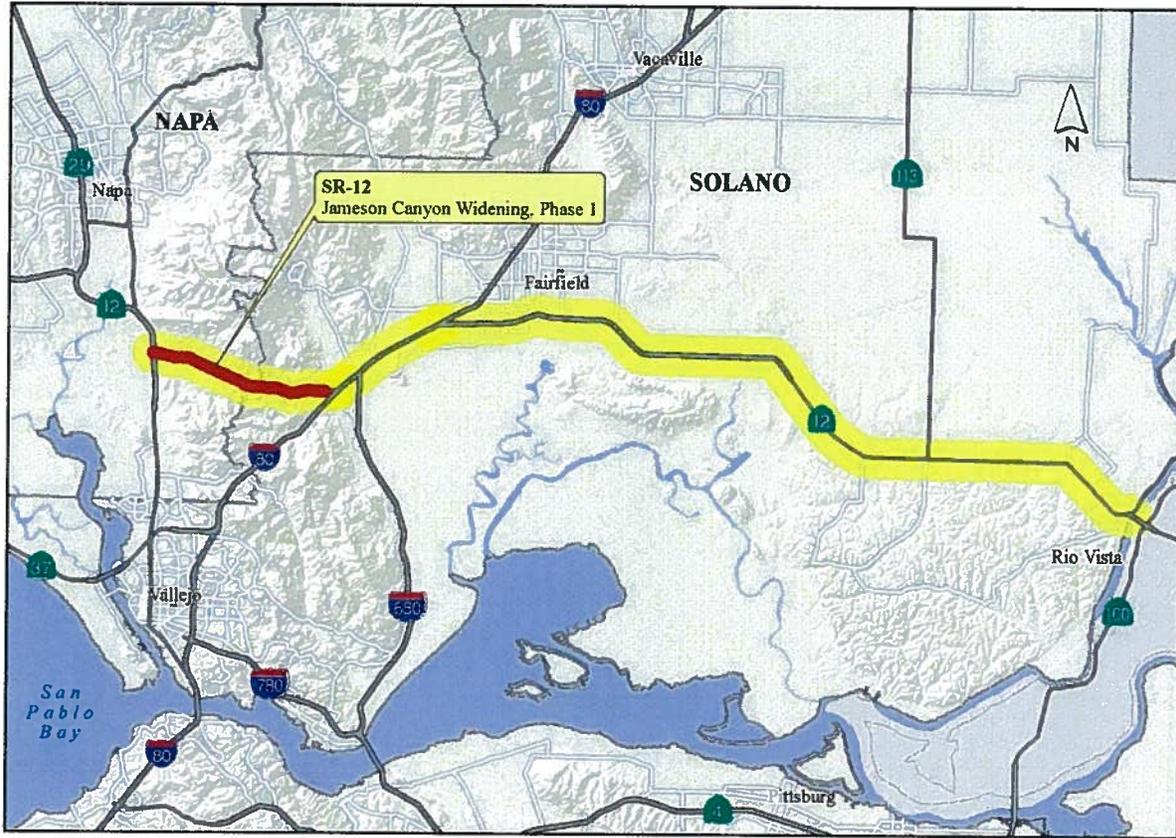
NCTPA Staff and the Napa County Public Works department have had additional conversations with Caltrans concerning the current draft and expect several additional changes to be made (indicated in the draft by red check marks). Contingent on those changes being made, Staff requests that TAC recommend that the NCTPA Board approve the SR-12 CSMP.

SUPPORTING DOCUMENTS

Attachment: (1) SR 12 Corridor System Management Plan (CSMP) - Final 12-30-10
(2) SR-12 Comments Matrix - R Marshall 12-29-10

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.

SR-12 Corridor System Management Plan — Table of Contents

Executive Summary **E-1**
Corridor Factsheet **E-2**

Executive Summary **1**

Section 1. Corridor System Management Plan Overview..... **1**

1.1 CSMP Overview 1
1.2 Planning and policy framework 1
1.3 First and Second Generation CSMPs..... 1
1.4 Consistency with Strategic Growth Plan 4
1.5 SR.12 and the CSMP Process 4
I-80 East CSMP 4
State Route 12 Comprehensive Corridor Evaluation and Management Plan 4
1.6 Relationship to Other Plans, Studies and Policies 5
Plans 5
Studies 5
Policies and Legislation 6
Current Developing Planning Processes 8

Section 2. Corridor Description..... **9**

2.1 Corridor Limits/Route Designations 9
2.2 Alignment and Terrain 9
2.3 Demographics 9
2.4 Land Use/Major Traffic Generators 10
2.5 Environmental Characteristics/Constraints 11
Environmental Considerations 11
Environmental Setting 11
Air Quality 11
Rising Sea Level 11
Wetlands & Biological Issues 12
Historic Cultural 13
Parks and Recreation 13
2.6 Route Designations 15
2.7 Trip Information 15
Commuting & General Traffic 15
Goods Movement 15
Recreational 16
2.8 Traffic Information 16
Traffic on SR.12 16
Traffic East of Rio Vista 16
Local Traffic 16
2.9 Current Performance and Safety 17
Safety 18
SR-12 Highway Safety Project 20
2.10 Transit Service 20
Transit on SR-12 20

Local Transit Services.....	20
Intercity Transit Services	21
2.11 Bicycle and Pedestrian Facilities	21
Section 3. Jameson Canyon Project	22
Jameson Canyon Road Widening and the State Routes 29 & 12 Interchange	22
3.1 Project Description.....	22
3.2 Background	23
3.3 Purpose and Need.....	23
3.4 Safety	24
3.5 Transportation Plans Including Jameson Canyon.....	24
3.6 Existing Travel Time and Peak Period Performance:.....	25
3.7 Pedestrian and Bicycle Facilities	26
Section 4. Other Issues	
Discussion Points for the SR 12 CSMP	27
Section 5. Corridor Segmentation	29
Section 6. Corridor Concept Development.....	34
6.1 Concept Rationale	34
6.2 Corridor Project List	35

Appendices

SR-12 Freeway Agreements.....	A
-------------------------------	---

Figures

0.1.1 CSMP SR-12 Overview Map	E-1
1.3.1 District 4 CSMP Corridors Map	3
2.5.1 State Route 12 Sea Level Rise 100 Year Projection Map	12
2.5.2 SR - 12 Corridor Environmental Factors	14
2.9.1 SR-12 Level of Service Map	17
3.1.1 Jameson Canyon Widening Project Limits	22
5.1.2 State Route 12 Corridor Segmentation Map	30

Tables

2.2.1 Alignment/Terrain	9
2.3.1 Bay Area Demographic Data Projections	10
2.6.1 Corridor Route Designations	15
2.8.1 Route Segment AADT	16
2.9.1 Segment Safety Data	18
2.9.2 Accident Types	19
2.9.3 Accidents and AADT	19
5.1.1 Segmentation Matrix	29
6.1.1 Highway Facility Concept	34
6.3.1 Corridor Highway Project List	35

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.

<p>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.</p> <p>Corridor Concept (2035): TBD Corridor Concept (2025): Widen to 4 lanes between Suisun City to Rio Vista. (Source: Caltrans 2002 Draft TCCR)</p> <p>Route Designation & Regional Setting:</p> <table border="1"> <tr> <td>Functional Classification</td> <td>Urban Principal Arterial Freeway</td> </tr> <tr> <td>Trucking Designation</td> <td>Surface Transportation Assistance Act-Yes Terminal Access Route-No State Highway Extra Legal Load-No State Life Line Route-Yes</td> </tr> <tr> <td>Other Designations</td> <td>Freeway & Expressway (F&E)-Yes</td> </tr> <tr> <td>Scenic Highway</td> <td>Yes</td> </tr> <tr> <td>Interregional Road System</td> <td>Yes</td> </tr> <tr> <td>Life Line</td> <td>Yes, partially from US 101 in Petaluma through Napa to I-80 in Solano County</td> </tr> <tr> <td>MPO</td> <td>Metropolitan Transportation Commission</td> </tr> <tr> <td>Air Quality District</td> <td>Bay Area Air Quality Management District and Yolo/Solano Air Quality Management District</td> </tr> <tr> <td>Mode Split</td> <td>75.4% SOV, 14.4% Rideshare, 2.2% Transit, 2.2% Walk, 5.8% Other.</td> </tr> <tr> <td>National Highway System (NHS)</td> <td>From the intersection of I-80 and SR-12 to Solano/Sacramento County Line.</td> </tr> </table> <p>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.</p> <p>Park and ride lots are located in the following cities: Cordelia, Fairfield (Fairfield Transportation Center has 640 parking spaces), Rio Vista, and Suisun City.</p> <p>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).</p>		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.	<p>Corridor Specific Issues:</p> <ul style="list-style-type: none"> • 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. <p>Corridor Objectives:</p> <ul style="list-style-type: none"> • 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 <p>Performance Measures:</p> <table border="1"> <thead> <tr> <th>Goal</th> <th>Performance Measure</th> </tr> </thead> <tbody> <tr> <td>Mobility</td> <td>Travel time</td> </tr> <tr> <td>Reliability</td> <td>Travel Time</td> </tr> <tr> <td>Access</td> <td>Mode Split</td> </tr> <tr> <td>System Preservation</td> <td>Pavement Condition Data</td> </tr> <tr> <td>Safety</td> <td>TASAS Data</td> </tr> <tr> <td>Productivity</td> <td>Equivalent lost lane miles</td> </tr> <tr> <td>Clean Air</td> <td>Number of days exceeding Fed/State ozone standards</td> </tr> </tbody> </table> <p>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</p> <p>Corridor Concept (2035):</p> <table border="1"> <thead> <tr> <th>Segment</th> <th>Segment Description</th> <th>25-yr Concept</th> </tr> </thead> <tbody> <tr> <td>Segment A PM 0.0 – R2.794</td> <td>SR-12/SR-29 Napa to SR-12/I-80 Junction</td> <td>4C</td> </tr> <tr> <td>Segment B PM L1.801 – 7.635</td> <td>East of SR-12/I-80 Junction to Scandia Road</td> <td>4F/4E</td> </tr> <tr> <td>Segment C PM 7.635 – 26.409</td> <td>Scandia Road to Solano/Sacramento County line</td> <td>2/3C</td> </tr> </tbody> </table>	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	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
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.																																																	
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																																																	
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.

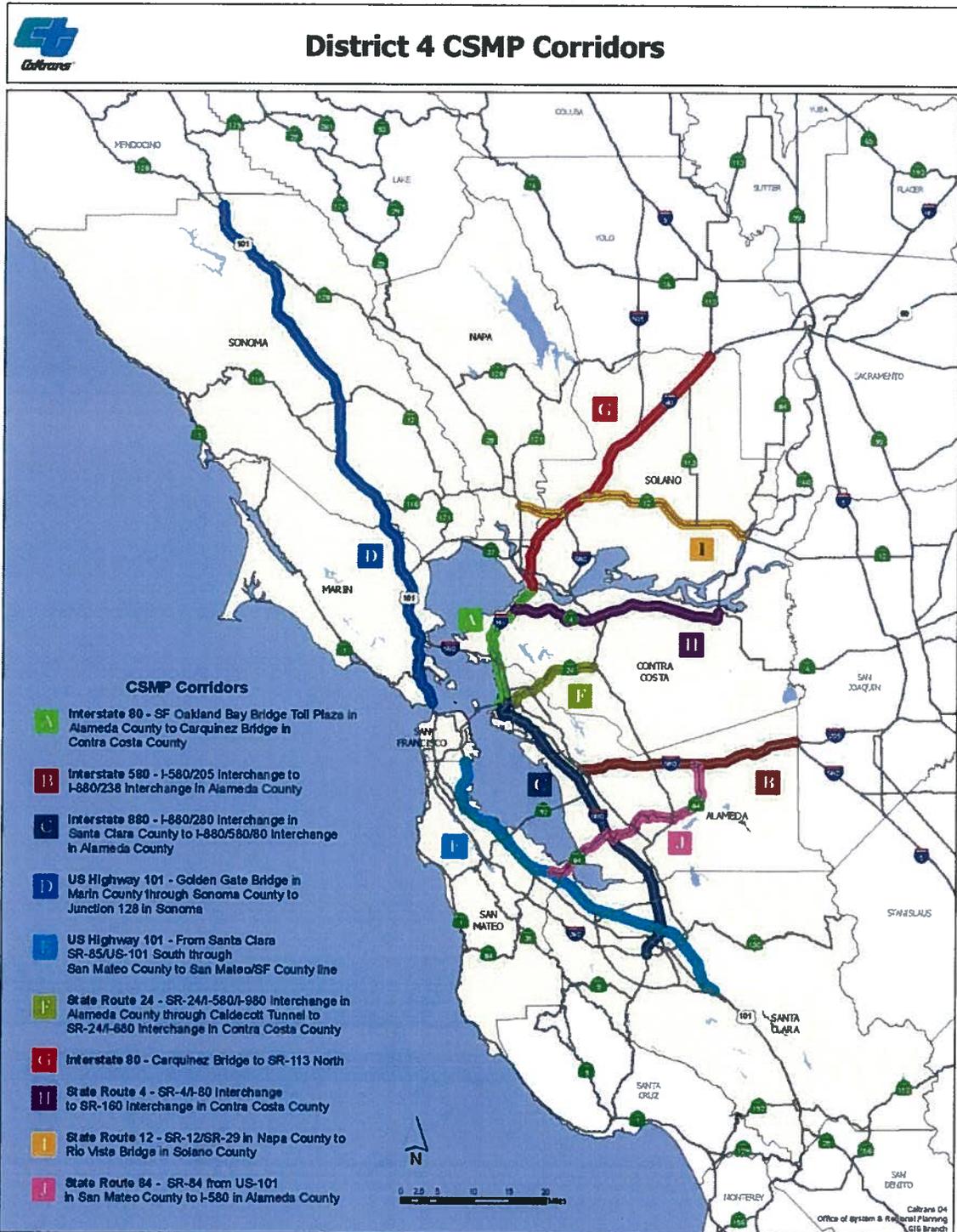
In the San Francisco Bay Area, Caltrans is completing ten CSMPs. This SR-12 CSMP reflects data and projects from MTC's current RTP, *Change in Motion, Transportation 2035 Plan*, adopted April 2009. The CSMP recommends strategies that could potentially become projects through the regional transportation 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.



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.

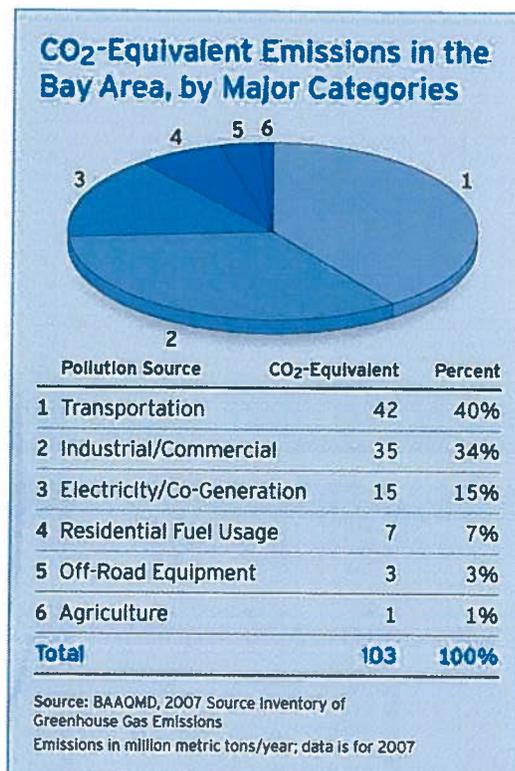
Priority Development Areas (PDA) from the Bay Area Regional Blueprint effort (Focus our Future) along the SR-12 CSMP Corridor in Solano County is listed in the table below.

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 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

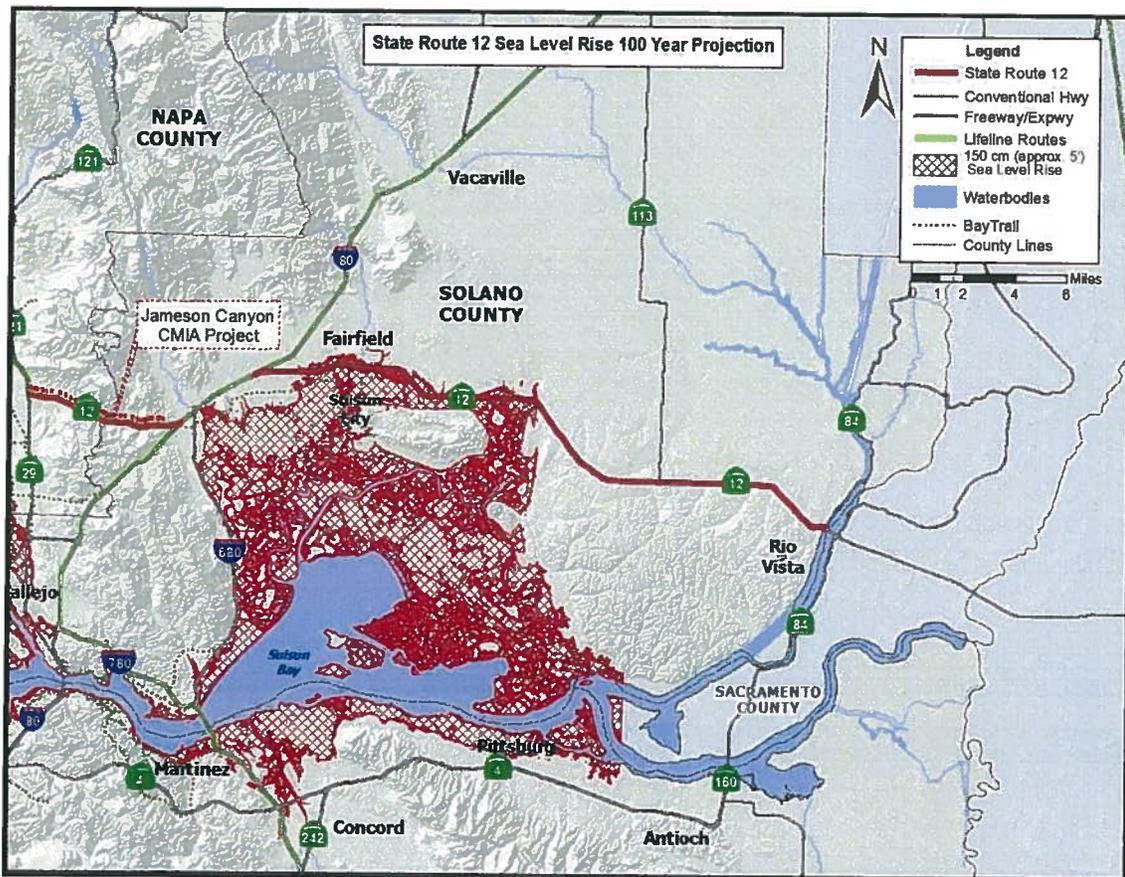
SR-12 is located in both the San Francisco Bay Area Air Basin (SFBAAB) that includes Napa County and southwest Solano County and the Sacramento Valley Air Basin (SVAB) that includes northeast Solano County. Therefore, the Bay Area Air Quality Management District (BAAQMD) monitors the SR-12 corridor (from 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.

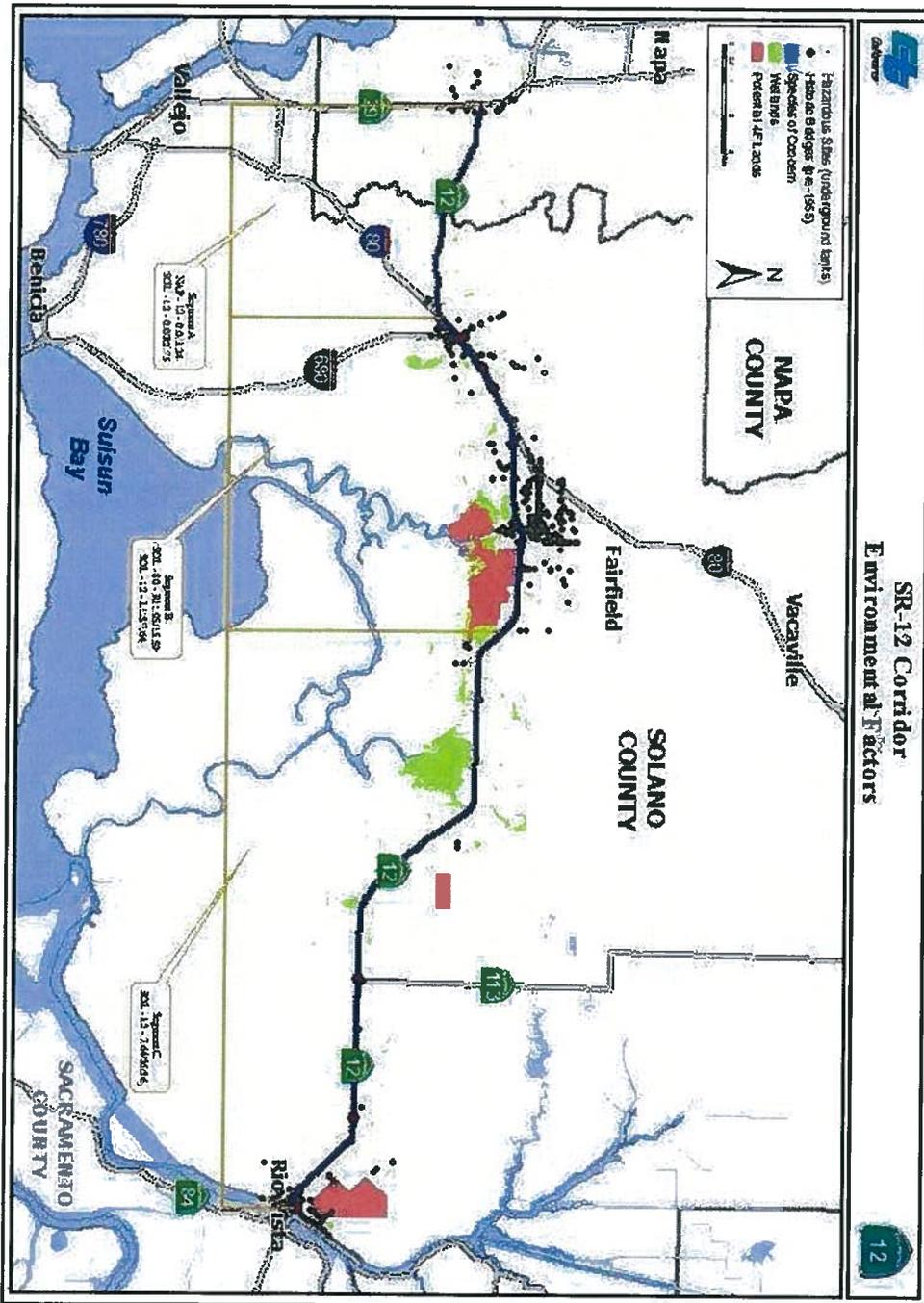


Figure 2.5.3. Environmental Factors within SR-12 CSMP Corridor Map

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

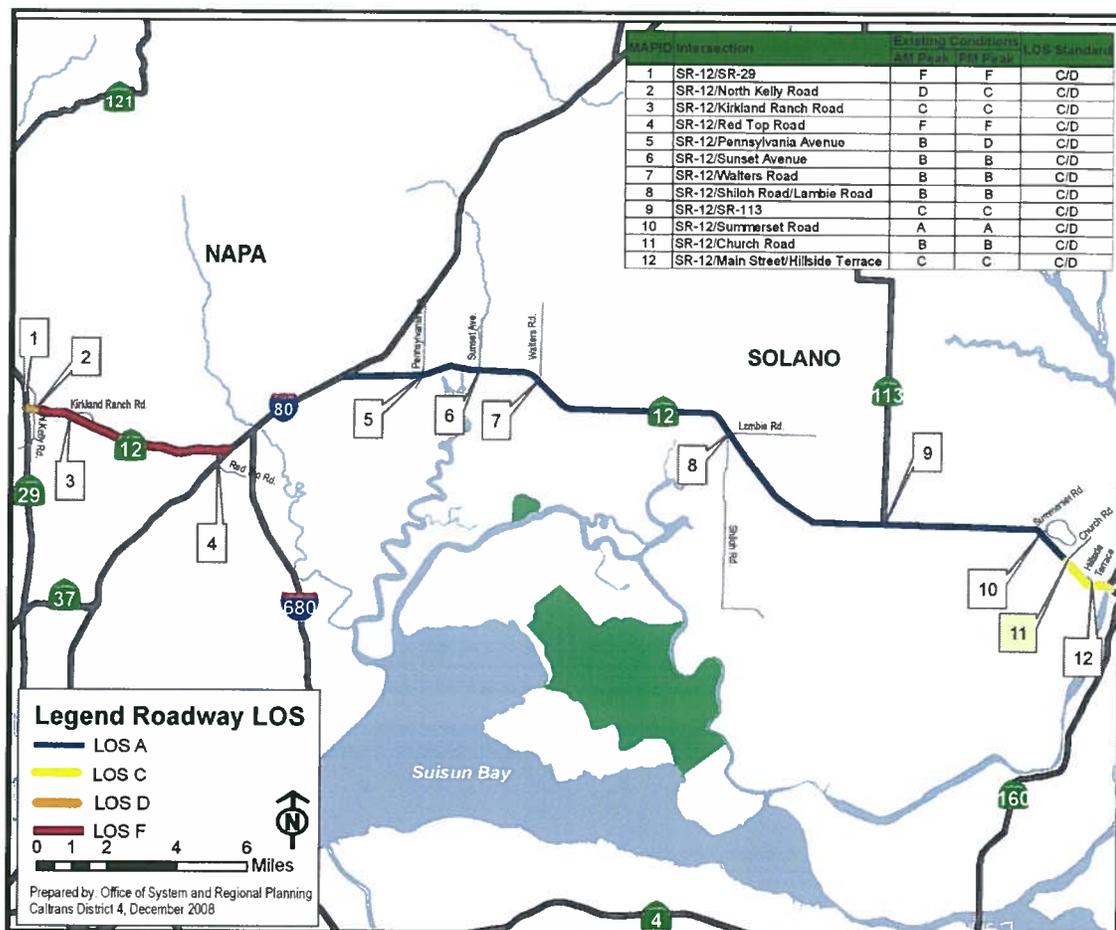
For the majority of the corridor there are no parallel roads to SR-12, other than in the urban areas of Fairfield/Suisun and Rio Vista. Though, the Montezuma Hills (Segment B) has a network of small farm roads, many unpaved.

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.

Accidents by Type and Segment

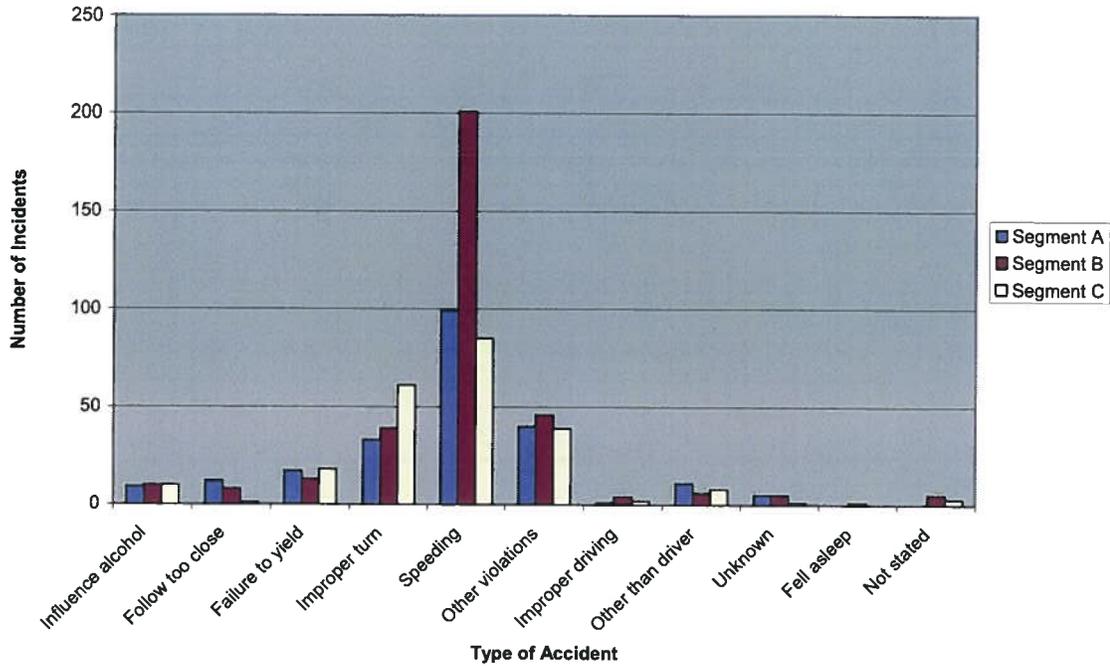
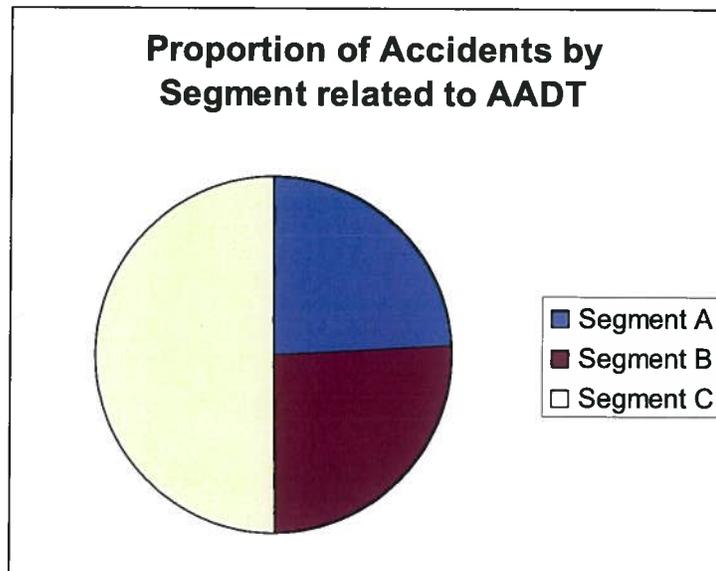


Table 2.9.2 Accident Types

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.

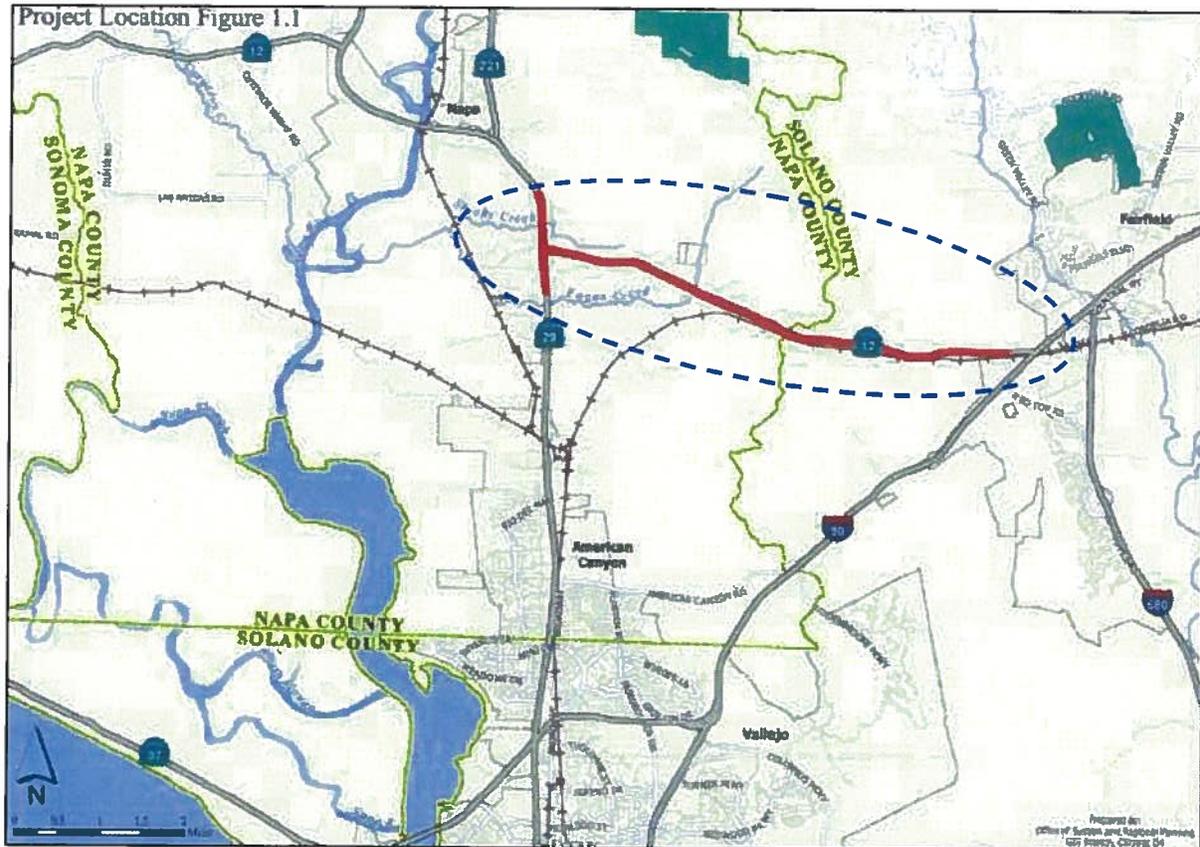
2.11 Bicycle and Pedestrian Facilities

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 Jameson 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 1-80 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.

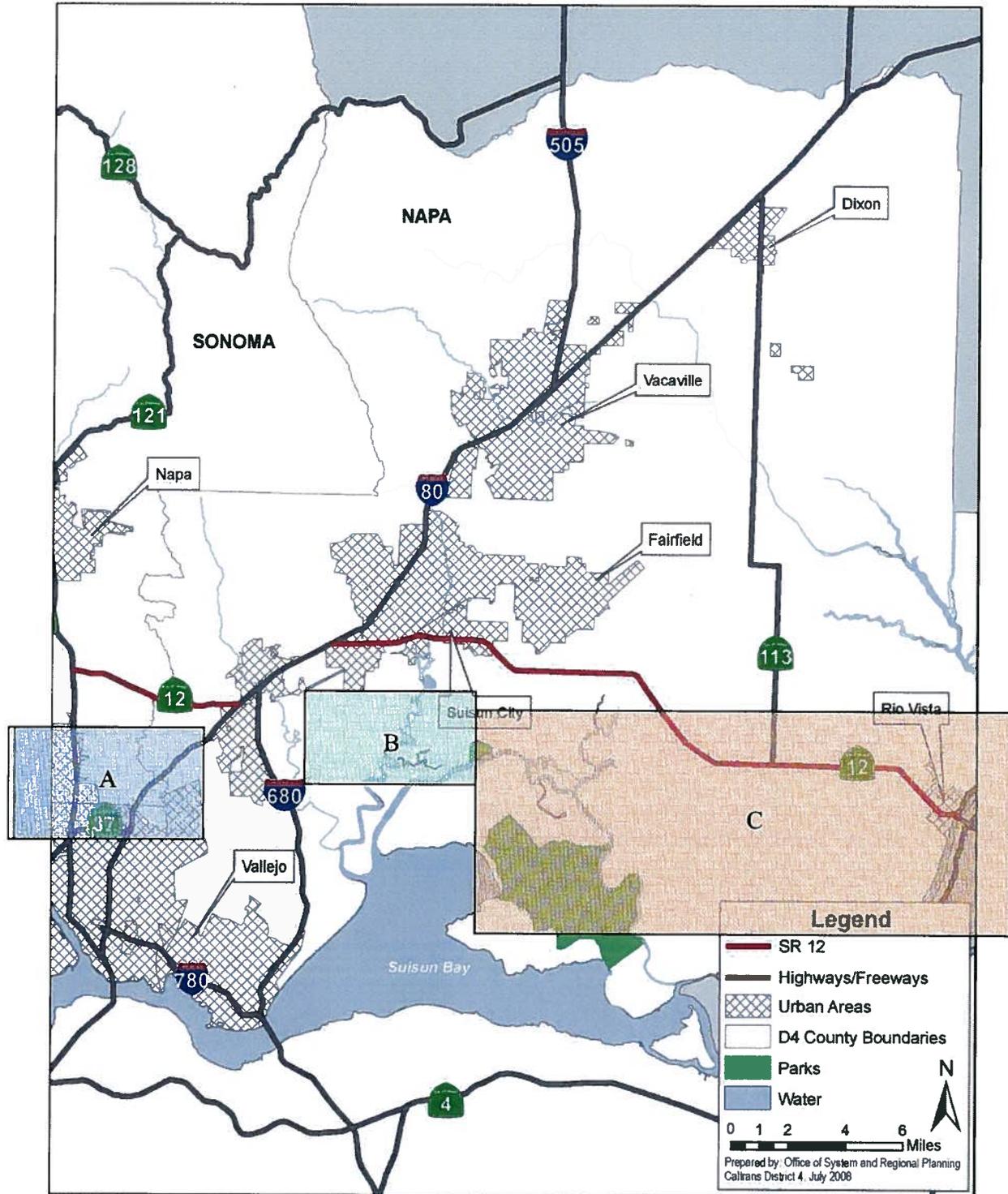
Using these criteria SR-12 has been divided into 3 segments (with a break between Segment A and B) which disproportionately divide the 30 miles of this State Highway that traverse District 4.

SR-12 Segmentation Matrix:

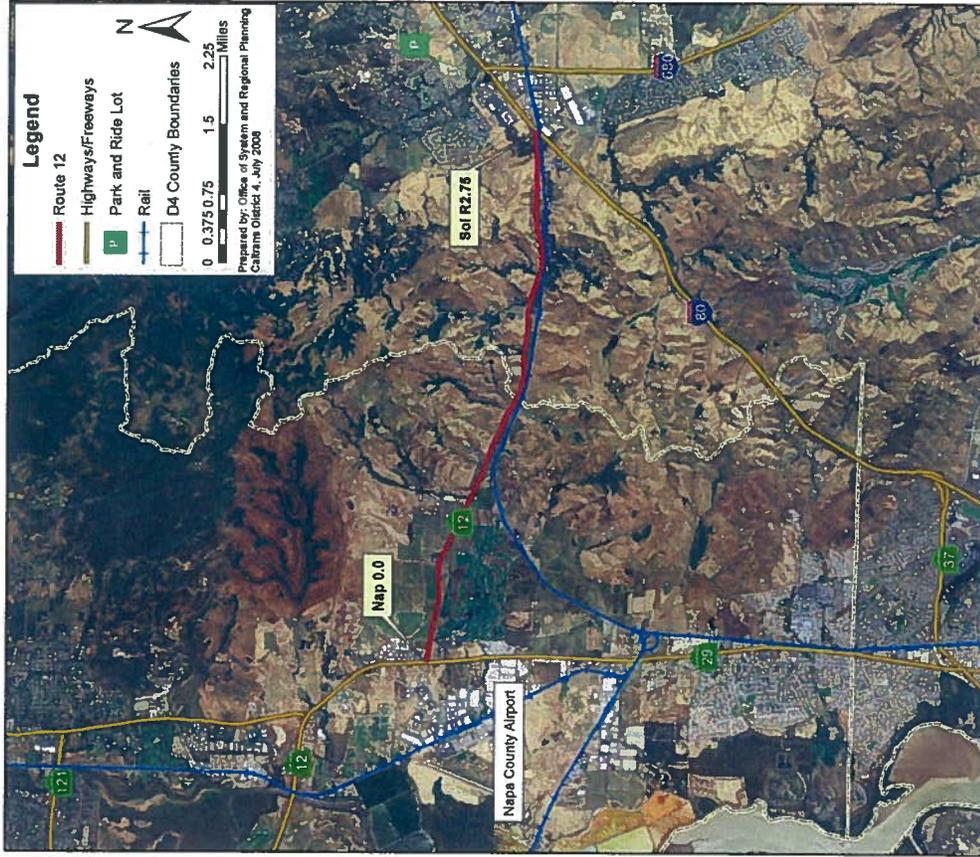
SR-12: Segment	County	PM From	PM To	Description
A	Napa and Solano	Nap 0.0	Sol R2.75	SR-29 to I/C I 80
B	Solano	Sol L1.8	Sol 7.64	I-80 to Scandia Road
C	Solano	Sol 7.64	Sol 26.43	Scandia to Sacramento County line

Table 5.1.1 Segmentation Matrix

Route 12 Corridor Segmentation



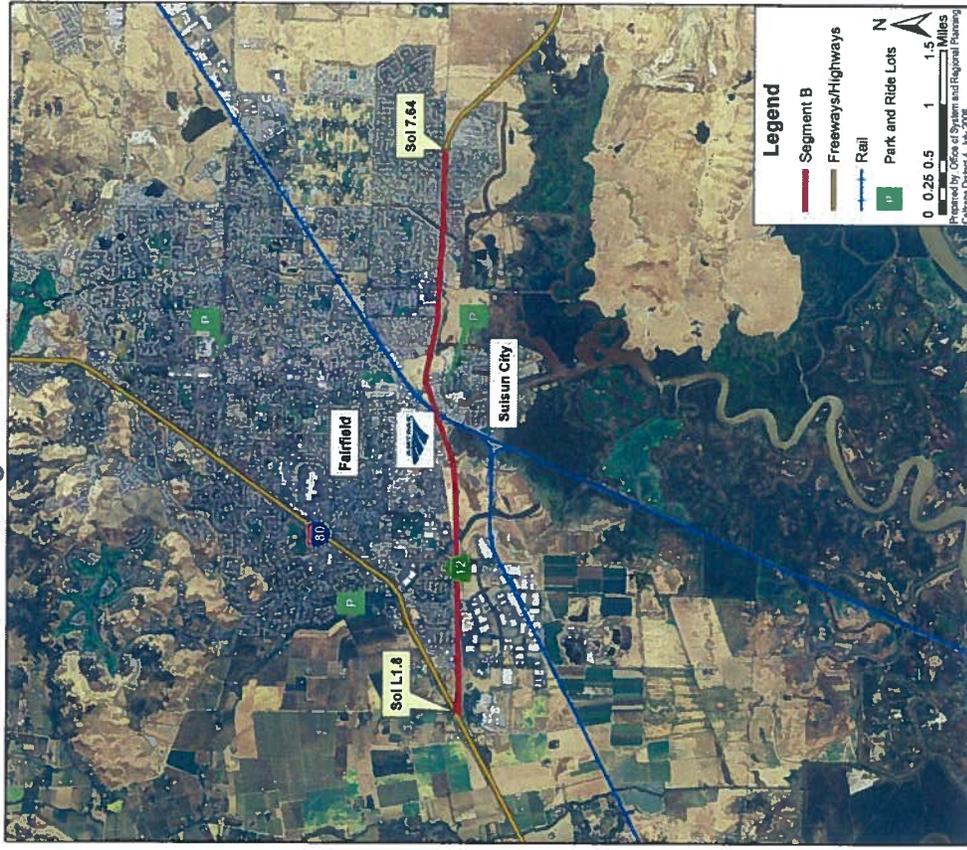
Napa County SR 12 PM 0.0 - Solano County SR 12 PM R2.75
Segment A



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/SOL 12 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
AAADT 2005	EB 16,000 - WB 16,100
AAADT 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

Solano County SR 12 PM L1.8 - PM 7.64

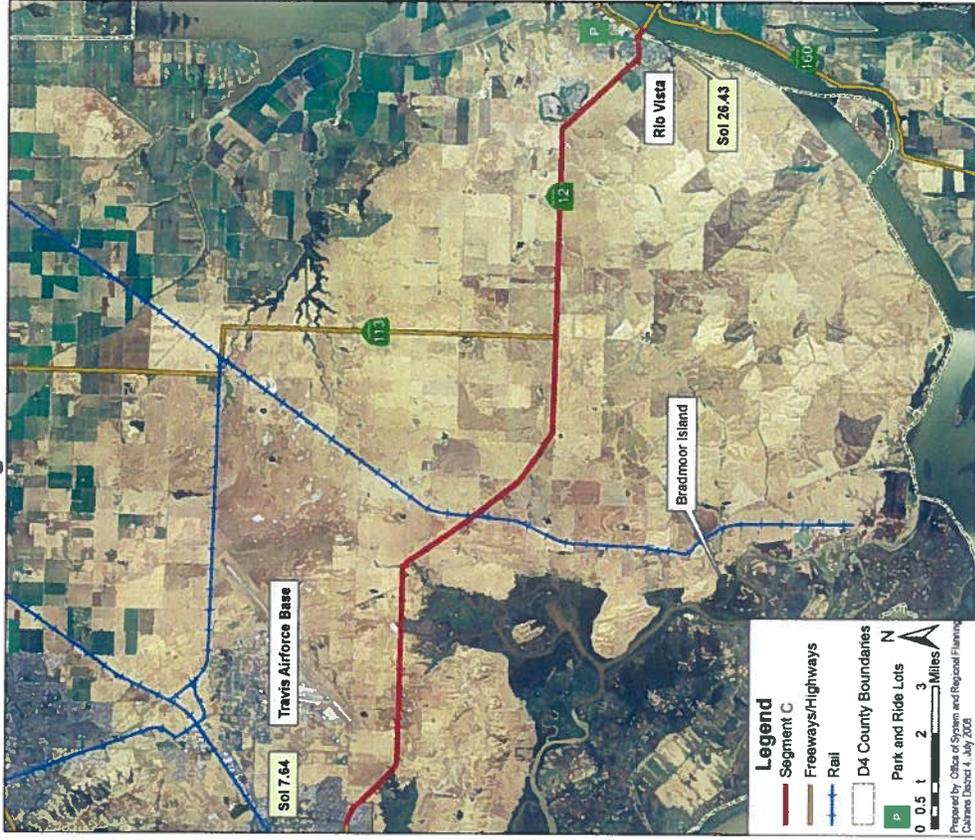
Segment B



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	L-80 Junction to Scandia Road
Begin/End Post Mile	SOL 12 L1.87-64
Length	7.93
Terrain	Rolling
Land Use	Rural
Grade % (Postmile to Postmile)	<3% (72%); 3-6% (28%)
HOV lanes	No
Parallel Arterials	Cordelia Road; Pennsylvania 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 (65 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
AAOT 2005	18,500-20,200
AAOT 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 3,980 - PM 2,040
Truck Volumes 2006	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

Solano County SR 12 PM 7.64 - PM 26.43

Segment C



TITLE	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)	
Park and Ride	Main St. & Front St, Rio Vista, (10 Spaces)
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
AAADT 2007	9,400-10,400
AAADT 2035	19,700-25,900
Vehicle Hours of Delay (EB) Volumes 2005	N/A
(WB) Volumes 2005	AM 520 - PM 650
(EB) Volumes 2035	AM 610 - PM 630
(WB) Volumes 2035	AM 1,160 - PM 1,490
Truck Volumes 2006	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

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>
<p> Projects that support future concept</p>			

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

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

Comments: 0 Internal X External Document: SR12CSMP Date 12/29/10

Agency	Name-Title	Comments	Response	Init.
Napa County	Rick Marshall- Public Works dir.	P2- Change language-not a FWY	done	RB
		P5 -- list other agencies	done	RB
		P10 -2.3 inaccurate. change language	done	RB
		P10 - 2.4 grammar	done	RB
		P15 - 2.7 wording, accuracy	done	RB
		P16 - language, wording	done	RB
		P18 - directions/sts unclear	done	RB
		P21 (20)- language	done	RB
		P24 - 3.2-clarify	done	RB
		P24 (23)- 3.3-grammar	done	RB
		P26 (25) unclear description -- Mike:factcheck	TB checked	RB
		P27 (26) generalize language	done	RB
		P29(27) grammar	done	RB
		P35(34) change concept designation	done	RB
		P36 (35) Define acronyms Mike	TBD	RB

Blank Page



January 6, 2011
TAC Agenda Item 7
Continued From: New
Action Requested: INFORMATION

NAPA COUNTY TRANSPORTATION AND PLANNING AGENCY TAC Agenda Letter

TO: Technical Advisory Committee (TAC)
FROM: Paul W. Price, Executive Director
REPORT BY: Deborah Brunner, Manager of Public Transit
(707) 259-8778 / Email: dbrunner@nctpa.net
SUBJECT: Transit Operations and Service Report

RECOMMENDATION

Information only.

EXECUTIVE SUMMARY

NAPA COMMUNITY TRANSIT STUDY

An all day drop-in style 'Open House' will be held at the downtown Napa Transit Center on January 26th from 7 am to 7 pm. Riders, the public and drivers will have an opportunity to share their ideas, comments and questions with Wilbur Smith Associates (project consultants). Preliminary routing concepts will be available for public review, a Q&A table, an online survey station with lap-top will be open, convenient mail-in comment cards will be available and Spanish interrupters will be on hand. The New Transit Center/Gateway Project information will also be displayed. At a later date TBD a second Open House will be held in downtown Napa between the hours of 4 pm to 7 pm where a slightly more structured presentation will be made. The same material and staffing will be available.

AMERICAN CANYON TRANSIT: PHASE II

At the December 2010 NCTPA Board Meeting, ACT Phase II service improvements were approved, with implementation to launch on Monday, January 31, 2011. The ACT service will begin at 6 am and end at 7 pm. Core service hours, with two buses operating bi-directionally, will operate from 10 am to 4 pm, during other service hours only one bus will be in service. The AM and PM Peak service hours have been incorporated into the new schedule. The new service frequency is 60-minutes. Deviations will continue to be available to most locations within the City of American Canyon, and the fares have not changed. The out-of-county leg of the route, into the

City of Vallejo, will be discontinued. A dedicated VINE Go paratransit bus will be available Monday to Friday during ACT service hours for travel to sites in Vallejo where the ACT service piously went. The VINE Go service is especially well suited to assist elderly and disabled riders travel from home to appointment. The drivers are much more hands on, will assist with access to bus and packages and not quite so rushed as a fixed route, timed headway type service as ACT. Outreach includes the American Canyon Senior Center, Senior Council, mobile home parks, major employers along the route, schools, city counters, local clubs and organizations, and onboard Rider Alerts. Marketing will include the media, storefront posters, post cards, a 'take me' brochure, direct mail piece and City utility bill stuffer. Electronic coverage on Facebook has been updated, and the City of American Canyon, NCTPA and ACHS websites will provide information for riders.

TRANCAS PARK & RIDE LOT

The facility is fully open and VINE Routes 10 and 29 are in use daily. Shelters and bench seating have been installed on the two inside bays (southbound). Wastebaskets are mounted onto the bus stop bus sign poles. On the street side of bus hub, cover shelters are scheduled to be installed in the Spring 2011.



NEW BART CLIPPER CARD

BART phased out its EZ Rider card for fare payment on December 22, 2011 and urges riders switch to the Clipper Card. Clipper Card works on AC Transit, Muni, Golden Gate Transit and Caltrain. The Clipper Card to pay for parking at BART.

SENIOR INFORMATION KIOSKS

The folks at Born to Age have implemented another community minded program to promote 'senior serving' products and services. Strategically placed informational kiosks are located at pharmacies, business lobbies, housing facilities and medical supply centers. Napa Shuttle brochures are available in all kiosks.

FINANCIAL IMPACT

Is there a Fiscal Impact? No.

SUPPORTING DOCUMENTS

Attachments: (1) Transit Performance Statistics & Goals FY 10/11 (Distribute at meeting)