

Napa County Transportation and Planning Agency

625 Burnell Street
Napa, CA 94559



Agenda - Final

Monday, June 22, 2015

5:00 PM

NCTPA/NVTA Conference Room

Active Transportation Advisory Committee

All materials relating to an agenda item for an open session of a regular meeting of the Active Transportation Advisory Committee (ATAC) which are provided to a majority or all of the members of the ATAC by ATAC 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 ATAC, 625 Burnell Street, 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 ATAC at the meeting will be available for public inspection at the public meeting if prepared by the members of the ATAC 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 ATAC on any item at the time the ATAC 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 ATAC Secretary. Also, members of the public are invited to address the ATAC on any issue not on today's agenda under Public Comment. Speakers are limited to three minutes.

This Agenda shall be made available upon request in alternate formats to persons with a disability. Persons requesting a disability-related modification or accommodation should contact the Administrative Technician, 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 – ATAC or go to [/www.nctpa.net/active-transportation-advisory-committee-atac](http://www.nctpa.net/active-transportation-advisory-committee-atac)

Note: Where times are indicated for agenda items they are approximate and intended as estimates only, and may be shorter or longer, as needed.

1. Call To Order
2. Introductions
3. Public Comment
4. Committee Member and Staff Comments
5. Routine Accommodations/Complete Streets Checklist Review

Note: Where times are indicated for the agenda items they are approximate and intended as estimates only, and may be shorter or longer, as needed.

6. CONSENT AGENDA

- 6.1 Meeting Minutes of May 18, 2015 ATAC meeting

Recommendation: Approval

Attachments: [6.1 5-18-15 ATAC meeting minutes.pdf](#)

7. REGULAR AGENDA ITEMS

- 7.1 Vine Trail Soscol Gap - Vallejo Street to Third Street (Herb Fredricksen)

ATAC will review and comment on plans to gap the Class 1 facility between Vallejo Street and Third Street on east side of Soscol Avenue in the City of Napa.

Recommendation: Information/discussion

Attachments: [7.1 Vine Trail Soscol Gap - Vallejo St to Thurd St.pdf](#)

- 7.2 Napa Countywide Transportation Plan: Vision 2040 Moving Napa Forward (Alberto Esqueda)

ATAC will review Countywide Transportation Plan (CTP) Investment Plan and receive and update on the CTP status.

Recommendation: Information

Attachments: [7.2 Napa Countywide Transportation Update.pdf](#)

7.3 Bicycle and Pedestrian Count Locations (Diana Meehan)

The ATAC will review and approve countywide bicycle and pedestrian count and survey locations and survey questions.

Recommendation: Approval

Attachments: [7.3 Bicycle and Pedestrian Counts.pdf](#)

7.4 Active Transportation Advisory Committee (ATAC) Member Nomination (Diana Meehan)

ATAC will review Erin Middleton's ATAC application and Napa County Board of Supervisor's recommendation.

Recommendation: That the Active Transportation Advisory Committee (ATAC) recommend to the NCTPA board appointing Erin Middleton to ATAC to fill the vacancy as representative for the County of Napa.

Attachments: [7.4 ATAC Member nomination.pdf](#)

8. FUTURE AGENDA ITEMS

9. ADJOURNMENT

I hereby certify that the agenda for the above stated meeting was posted at a location freely accessible to members of the public at the NCTPA offices, 625 Burnell Street, Napa, CA, by 5:00 p.m., Monday, June 15, 2015 /s/ Karalyn E. Sanderlin, NCTPA Board Secretary

Napa County Transportation and Planning Agency (NCTPA)

Active Transportation Advisory Committee (ATAC)

MINUTES

Monday, May 18, 2015

ITEMS

1. Call to Order

Meeting was called to order at 5:05 pm.

2. Roll Call / Introductions

Members Present:

Mike Costanzo (Vice Chair)
Eric Hagyard
James Eales
Joel King
Donna Hinds

Members Absent:

Paul Wagner
Barry Christian
Dieter Deiss
Anne Darrow

3. Public Comments

Member of the Public, T.C. Hulsey thanked the committee for their work making the community better for bicyclists and pedestrians. He also distributed Smart Cycling, quick guide, published by the League of American Bicyclists for the committee to review and suggested its distribution throughout the community. The guide provides detailed information on safe cycling skills.

4. ATAC Members and Staff Comments

4.1 Donna Hinds is considering becoming a member of the St. Helena Active Transportation Committee in order to better serve her community. The discussion

among members was that all representatives on the NCTPA ATAC are representatives of their communities and are not required to serve on their local committees, but are encouraged to participate whenever possible in local committee meetings.

4.2 Joel King announced that the City of Napa was in the process of completing a downtown parking study and encouraged the City to include bicycle parking as part of the study. He also mentioned Bike Fest will be taking place on Sunday April 19th and encouraged committee members to get the word out.

5. Routine Accommodations/Complete Streets Checklist Review

None

6. CONSENT ITEMS (6.1)

6.1 Approval of Meeting Minutes of April 27, 2015

MOTION MADE by King SECONDED by Hagyard to APPROVE the April 27, 2015 minutes as presented. Motion Passed Unanimously.

7. REGULAR AGENDA ITEMS

7.1 Napa Recreational Bicycle Loops/Trips

City of Napa Bicycle and Trails Advisory Commission member Jean Hasser discussed the development and goals for creating the Bicycle Loops/Trips maps.

- Encourages short distance travel by bicycle
- Provides clear route information
- Goal of publishing small booklet for use among locals and visitors

Next steps are to:

- Find funding source for creating better quality maps
- Add any additional loops/trips for other jurisdictions
- Publish maps, including an electronic version for distribution on local websites and social media

7.2 Bike/Pedestrian Safety Campaign

Staff provided an update on the Bicycle and Pedestrian Safety Campaign. Staff will be applying for an Office of Traffic Safety Grant in the fall in order to fund the media campaign in FFY 2016-17

7.3 Bicycle and Pedestrian Counts

In order to participate in the National Bicycle and Pedestrian Count Program, NCTPA staff along with two summer interns will be organizing volunteers and training for counts taking place September 14-20 2015.

8. **FUTURE AGENDA ITEMS**

- Imola Corridor Update
- Countywide Plan Update
- Bike/Ped Count Locations

9. **Approval of Meeting Date of May 18, 2015 and Adjournment**

Meeting Adjourned at 7:20 PM



June 22, 2015
ATAC Agenda Item 7.1
Continued From: New
Action Requested: **Information**

NAPA COUNTY TRANSPORTATION AND PLANNING AGENCY ATAC Agenda Letter

TO: Active Transportation Advisory Committee (ATAC)
FROM: Kate Miller, Executive Director
REPORT BY: Diana Meehan, Associate Planner
(707) 259-8327 / Email: dmeehan@nctpa.net
SUBJECT: Vine Trail Soscol Gap – Vallejo Street to Third Street

RECOMMENDATION

Review and comment on plans to gap the Class 1 facility between Vallejo Street and Third Street on east side of Soscol Avenue in the City of Napa.

EXECUTIVE SUMMARY

The Vine Trail Coalition and the City of Napa's recommended contribution of TDA 3 funding has provided \$100,000 for the preliminary design of the Vine Trail Soscol Gap Closure. A topographic and right of way survey was completed by Riechers Spence and Associates (RSA+) and the initial plan sheets will be presented for information and comment.

FISCAL IMPACT

Is there a Fiscal Impact? No

BACKGROUND AND DISCUSSION

There is an interest to connect this Class I facility to the commuter bike path at Vallejo Street with the extension that is being constructed by the City from 3rd Street to Napa Valley College. Funds have been secured to start the design process and RSA+ has conducted the topographic and right of way survey and has met with City staff to discuss the proposed alignment. The northern portion of the proposed alignment is

within Wine Train right-of-way and is subject to negotiations which have not yet taken place. The initial concept is to use the existing City right of way, including curb-side parking and portions of the Class II bike lane on the west side of Soscol Avenue to create a 10-15 foot wide path that would connect the Commuter Bike Path to the River Trail. Conceptually the path varies in width due to existing constraints but a modified Class I or modified Class IV facility is possible.

The ATAC is being asked to review the existing conditions and the conceptual design and provide comments. Jeremy Sill of RSA+ will present the project.

SUPPORTING DOCUMENTS

Attachments: None



June 22, 2015
ATAC Agenda Item 7.2
Continued From: March 23, 2015
Action Requested: Information

NAPA COUNTY TRANSPORTATION AND PLANNING AGENCY TAC Agenda Letter

TO: Technical Advisory Committee (TAC)
FROM: Kate Miller, Executive Director
REPORT BY: Alberto Esqueda, Associate Planner
(707) 259-5976 / Email: aesqueda@nctpa.net
SUBJECT: Update on Napa Countywide Transportation Plan: Vision 2040
Moving Napa Forward

RECOMMENDATION

ATAC will review Countywide Transportation Plan (CTP) Investment Plan and receive an update on the CTP status.

EXECUTIVE SUMMARY

As part of NCTPA's responsibilities under the interagency agreement with the Metropolitan Transportation Commission (MTC), the agency is tasked with developing long-range countywide transportation priorities to support regional planning and programming efforts. This effort informs MTC's Regional Transportation Plan (RTP) and the Sustainable Communities Strategy (SCS) which is updated every four years. NCTPA last updated the countywide transportation plan in 2009.

All elements of the plan are now completed in draft form. The purpose for today's meeting is to receive feedback on the draft Investment Plan which has been included as Attachment 6.

FISCAL IMPACT

Is there a Fiscal Impact? No

BACKGROUND AND DISCUSSION

NCTPA staff and its consulting team are in the midst of plan development with anticipated adoption of summer 2015. Important milestones that have been accomplished to date are as follows:

Public Outreach

- Three public workshops in April 2015 for Project Review
- Citizen Advisory Committee Meetings - held in April, September, December 2014 and March 2015
- 16 Community Based Transportation Plan (CBTP) stakeholder outreach meetings
- Additional presentations as invited
- Public outreach efforts via KVON/KBBF and the NCTPA interactive web map
- Kick-off public workshops held in spring 2014

Projects and Revenues

- Conducted a “call for projects” for a visionary 25-year list of projects and programs to be included in the Plan
- Round-Robin meetings with TAC to review project and program lists (March and October)
- Formation of a TAC ad-hoc revenue committee to review project and program list and come up with a constrained list of projects as well as discuss future revenue generating options for Napa County
- Compiled preliminary Revenue Projections
- Screened projects using Goals and Objectives – see Constrained Project List.
- At their May 7, 2015 meeting TAC approved the CTP Project and Program Lists.

White Papers

- Created a series of White (issue and opportunity) Papers that define challenges and propose solutions for transportation in Napa over the 25 year period of the countywide plan including:
 - Mode shift and Travel Demand Management (TDM)
 - Travel Behavior
 - Transportation, Land Use and Development
 - Communities of Concern
 - Transportation Funding and New Revenue Sources
 - Prospects of Rail Transportation
 - Transportation and the Napa Economy Part 1: Jobs and Housing

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- Transportation and the Napa Economy Part 2: Good Movement
 - Traffic Operations and Corridor Management
 - Transportation and Environmental Concerns
 - Transportation and Health
 - Emerging Technologies

Modeling Results

- Modeling results have been completed and represented in level of service and volume maps.

At the January 15, 2014 Board retreat, the Board reaffirmed Goals and Objectives for the Napa Countywide Transportation Plan: Vision 2040 Moving Napa Forward. To be consistent with the regional process, a new countywide transportation plan (CTP) should be completed every four years. The last NCTPA 25-year Countywide Transportation Plan was adopted in 2009 and used to inform the One Bay Area Plan, the Metropolitan Transportation Commission's long range plan adopted in 2013. The 2015 plan will be completed in time to inform the next regional plan which is scheduled for adoption in 2017.

After the initial compilation of projects submitted by the jurisdictions in summer 2014, NCTPA staff conducted second round-robin meetings with each jurisdiction in early October to refine their project and program lists. Unlike the RTP, the CTP can be used as a visionary planning document and include financially unconstrained project and program lists.

The TAC approved the refined Project and Program lists at its May meeting. Staff is requesting that the TAC review and approve revisions to the list. NCTPA staff subsequently submitted a zero emission bus demonstration project in response to the anticipation of California Air Resources Board's (ARB) proposed amendments to the Transit Fleet Rule that would require transit agencies to have a zero emission bus fleet by 2040. The proposed Zero Emission Bus Demonstration project will allow NCTPA to investigate potential technologies for meeting the ARB rule. Funding for the project would come from one of the following sources: Transit Revenues, Transportation for Clean Air Funds, or Discretionary Revenues.

NCTPA has included a final draft priority project list that reflects the financially constrained projects and programs and a visionary list that will provide an unconstrained list of projects and programs for the next 25 years as part of the Draft Investment Plan which will be the subject of discussion at the June 4th joint TAC and Citizen's Advisory Committee meeting.

Based on preliminary fund projections, there will be a significant shortfall in funding available for CTP projects and programs. At their November meeting the TAC formed an ad-hoc revenue committee to review potential revenue sources that could alleviate

this shortfall. The end result, once approved by the TAC and the Board, will form a blue print expenditure plan for future sales tax or other locally generated revenues. The CTP consultant team will work with the ad-hoc committee to come up with a revenue blueprint to better outline future funding opportunities as well as identify priority projects for the constrained project list. The ad-hoc revenue group had their first meeting on January 7, 2015 and has continued to meet and work collaboratively. A draft constrained list of projects was prepared and will serve as a framework to develop the expenditure blueprint for the plan.

A draft of the “white papers” which will be used to frame the chapters in the plan has been distributed to the TAC for review and comments. Comments received were reviewed and changes were incorporated into the papers. Final draft white papers have been distributed to the TAC and the CAC.

PUBLIC OUTREACH

Most of the public outreach meetings have been completed, including an update at the Board’s May 20th meeting. A public hearing is scheduled for the July 15th Board meeting when the plan is expected to be in final draft form and adoption is scheduled for the September 16th Board Meeting. Additional meetings will be held with the Active Transportation Advisory Committee on July 27th at 5:00 PM, the Paratransit Coordinating Committee, the Technical Advisory Committee and the VINE Consumer Advisory Committee on July 9th at 10:00 AM, 2:00 PM and 6:00 PM, respectively.

NEXT STEPS

Staff has completed the draft White Papers and is currently refining the introduction to of the draft and the Investment Plan. The final draft of the document will released to the public prior to the July 15th Board meeting.

SUPPORTING DOCUMENTS

Attachments:

- (1) **Revised** Countywide Transportation Plan Project List
- (2) **Revised** Countywide Transportation Plan Constrained Project List
- (3) **Revised** Countywide Transportation Plan Program List
- (4) **Revised** Countywide Transportation Plan Totals Summary Table
- (5) **Revised** Countywide Transportation Plan Revenue Projection 2015-2040
- (6) Countywide Transportation Plan Draft Investment Plan
- (7) Countywide Transportation Plan Timeline of Upcoming Events

No.	Jurisdiction	Project Title	Project Description	Project Location			Mode	Project Phase	Total Cost	Total Committed	Types of funds Committed	Total Need	Start Year	End Year	Included in Plan Bay Area
				Location	Start Point	End Point									
1	AC	South Napa Junction Road	New Major Collector from SR 29 to extension of Newell Drive	Newell Drive	SR 29	Newell Drive	Vehicle		\$8,909,227	\$0		\$8,909,227	2016		
2	AC	Highway 29 Signal ATS	Install Advance Traffic Signal	SR 29			Vehicle		\$500,000	\$220,000	TFCA	\$280,000	2015		
3	AC	Eucalyptus Drive/ Theresa Avenue intersection, Complete Streets	Extend Eucalyptus 450' to the east, connecting at SR 29, Install roundabout.	Eucalyptus Drive	Theresa Avenue	SR 29	Vehicle		\$3,700,000	\$1,154,000	STIP	\$2,546,000	2017		
4	AC	Main Street	New Minor Collector from Eucalyptus to South Napa Junction	Main Street	Eucalyptus Drive	So Napa Junction	Vehicle		\$2,021,629	\$0		\$2,021,629	2025		
5	AC	Devlin Road Segment H	New Industrial Collector from railroad overcrossing to Green Island Rd.	Devlin Road	Railroad overcrossing	Green Island Rd	Vehicle		\$7,795,573	\$1,962,000	STIP	\$5,833,573	2017		
6	AC	Eucalyptus Drive	Widen to 2-lane collector from Theresa to Wetlands Edge Rd.,	Eucalyptus Drive	Theresa Avenue	Wetlands Edge Rd	Vehicle		\$6,393,240	\$0		\$6,393,240	2020		
7	AC	American Canyon Multimodal Transit Center	Construct transit center	TBD			Bike/Bus/pas senger vehicle/pede strian/rail		\$12,000,000	\$0	-	\$12,000,000	2025		No
8	AC	Highway 29 Pedestrian Safety Overcrossings	Construct three pedestrian crossings over Highway 29	TBD			Bike/Ped		\$9,000,000	\$0	-	\$9,000,000	2020		Yes
9	AC	Commerce Boulevard Extension	New Industrial Collector from southern terminus to Eucalyptus Drive	Commerce Boulevard	Eucalyptus Drive	Commerce Boulevard	Vehicle		\$8,073,987	\$0		\$8,073,987	2025		
10	AC	Eucalyptus Dr/Commerce Blvd. Intersection	Add excl. NBL & SBL, Add exclusive EBL and WBL, Add new sign	Eucalyptus Dr/Commerce Blvd. Intersection			Vehicle		\$840,240	\$0		\$840,240	2025		
11	AC	Newell Drive/So. Napa Junction Intersection	Add excl. NBL & SBR, Add exclusive EBL and EBR, New traffic signal	Newell Drive/So. Napa Junction Intersection			Vehicle		\$1,202,288	\$0		\$1,202,288	2016		
12	AC	Newell Drive	New 4-lane arterial from Donaldson Way to South Napa Junction Rd, Newell Drive Overcross Structure, New 2-lane arterial from South Napa Junction Rd to SR 29	Newell Drive	Donaldson Way	Napa Junction Road	Vehicle		\$37,398,160	\$0		\$37,398,160	2016	2020	
13	AC	Paoli Loop Road Widening	Widen road from Green Island to Newell Extension Industrial Collector standards	Paoli Loop Road	Green Island Road	Newell Extension	Vehicle		\$8,770,020	\$0		\$8,770,020	2025		
14	AC	Green Island Road Widening*	Widen road from SR 29 to Commerce Blvd. to Industrial Collector standards Widen railroad crossing to three lanes	Green Island Road	SR 29	Commerce Boulevard	Vehicle		\$3,516,599	\$2,550,000	EDA/Local funds	\$966,599	2016		
15	AC	29 South Kelly Road intersection*	Improve intersection safety and operations at South Kelly Road	SR 29	South Kelly Road	South Kelly Road	Vehicle	CON	\$4,900,000	\$0	-	\$4,900,000	2020	2035	Yes
16	AC	SR 29 6-Lane* Parkway	6-lane Parkway from Napa Junction Road to South Kelly Road, including overpass structure	SR 29	Napa Junction Road	South Kelly Road	Vehicle		\$29,000,000	\$0	PE-CON	\$29,000,000	2021	2025	
17	AC	SR 29 Gateway*	Highway 29 improvements, 6-lane modified boulevard, including pedestrian, transit and Vine Trail infrastructure.	SR 29	American Canyon Road	Napa Junction Road	Vehicle	CON	\$26,000,000	\$0	-	\$26,000,000	2021	2030	Yes
18	AC	Napa Junction Road Intersection	Phase 1 Improvements, Add 2nd excl. WBL and excl. WBR, Add 2nd excl. EBL and excl. EBR, Traffic signal relocation	Napa Junction Road	SR 29	SR 29	Vehicle		\$2,938,400	\$0	-	\$2,938,400	2018		
19	Calistoga	LSR Rehab	Lake Street Reconstruction and Complete Street Enhancements	Lake Street	Washington Ave	Grant St.	Vehicle	PSE/CON	\$1,950,000	\$0	-	\$1,950,000	2015	2016	No
20	Calistoga	Intersection Improvements at SR 29/128 & Lincoln Ave	Signalization of Intersection at SR 29/128 & Lincoln Ave	SR 29/128 & Lincoln Ave.	SR 29	SR 128	Vehicle	PID/PSE/CON	\$1,900,000	\$0	-	\$1,900,000	2017	2019	No
21	Calistoga	Pedestrian Safety Improvements SR 29 & Cedar Street	In Pavement Lighting	SR 29 and Cedar Street	SR 29	Cedar St	Pedestrian	PSR/PSE	\$100,000	\$0	-	\$100,000	2017	2018	No
22	Calistoga	Pedestrian Safety Improvements SR 29 & Brannan Street	In Pavement Lighting	SR 29 and Brannan Street	SR 29	Brannan St	Pedestrian	PSR/PSE	\$100,000	\$0	-	\$100,000	2017	2018	No
23	Calistoga	Safe Routes to School	Construct foot bridge over the Napa River at Pioneer Park	Pioneer Park and Napa River	Calistoga Community Center	Pioneer Park	Pedestrian	PSR/PSE	\$850,000	\$0	-	\$850,000	2017	2018	No

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Napa Countywide Transportation Plan
Project List

No.	Jurisdiction	Project Title	Project Description	Project Location			Mode	Project Phase	Total Cost	Total Committed	Types of funds Committed	Total Need	Start Year	End Year	Included in Plan Bay Area
				Location	Start Point	End Point									
24	Calistoga	Washington Street Reconstruction	Complete Streets Enhancements along Washington Street	Washington Street	Lincoln	Oak	Vehicle	PSE/CON	\$1,200,000	\$0	-	\$1,200,000	2017	2018	No
25	Calistoga	Intersection Improvements at SR 128 & Berry Street	Widen SR 128 and install left turn lane onto Berry Street	SR 128 & Pet Forest Road	On SR 128 300' south of Berry St.	On SR 128 300' north of Berry St.	Vehicle	PID/PSE/CON	\$650,000	\$0	-	\$650,000	2018	2019	No
26	Calistoga	Intersection Improvements at SR 29 & Washington Ave	Convert Signal to protected left turn phasing at Intersection of SR 29 & Washington Ave	SR 29 & Washington Ave.	SR 29	Washington	Vehicle	CON	\$500,000	\$0	-	\$500,000	2020	2022	No
27	Calistoga	Intersection Improvements at SR 29 & Fair Way	Signalization of intersection at SR 29 & Fair Way	SR 29 and Fair Way	SR 29	Fair Way	Vehicle	CON	\$950,000	\$0	-	\$950,000	2021	2022	No
28	Calistoga	Intersection Improvements at SR 29 & Silverado Trail	Signalization of intersection at SR 29 & Silverado Trail	SR 29 and Silverado Trail	SR 29	Silverado Trail	Vehicle	CON	\$853,000	\$0	-	\$853,000	2027	2028	No
29	Calistoga	Intersection Improvements at SR 128 & Petrified Forest	Signalization of Intersection at SR 128 & Petrified Forest	SR 128 & Pet Forest Road	SR 128	SR 128	Vehicle	CON	\$650,000	\$550,000	STIP/LM	\$100,000	2015	2017	Yes
30	Calistoga	SR-29 Bypass	Calistoga SR-29 Bypass Dunaweal Ln/Tubbs Ln	Dunaweal	SR 29	Silverado Trail	Vehicle		\$7,000,000	\$0	-	\$7,000,000	2030		No
31	Calistoga	Lincoln Corridor Safety Enhancements	Signal modification, bicycle and pedestrian enhancements	Lincoln Avenue	SR 128	Silverado Trail	Vehicle		\$3,500,000	\$0	-	\$3,500,000	2020		No
32	City of Napa	Trower Avenue Extension	Extend Trower Avenue east to connect with Big Ranch Road	Trower Avenue	Eastern terminus of Trower Ave	Big Ranch Road	Bike/Ped/Vehicle	Planning	\$10,500,000	\$0	-	\$10,500,000	2020	2020-2040	No
33	City of Napa	Linda Vista Bridge and Extension	New bridge at Redwood Creek and extension of Linda Vista Avenue to Robinson Lane over new Linda Vista Bridge	Linda Vista Avenue	Southern terminus of Linda Vista	Robinson lane	Bike/Ped/Vehicle	Planning	\$3,500,000	\$0	-	\$3,500,000	2020	2020-2040	No
34	City of Napa	South Terrace Bridge and Extension	New bridge at Cayetano Creek and extension of Terrace Drive from the southern terminus of Terrace Drive to the northerly terminus of South Terrace Drive	Terrace Drive	Southern terminus of Terrace Dr	Northern terminus of S Terrace Dr	Bike/Ped/Vehicle	Planning	\$3,500,000	\$0	-	\$3,500,000	2020	2020-2040	No
35	City of Napa	Solano Bridge and Extension	New bridge at Napa Creek and extension of Solano Avenue south to connect with First Street	Solano Avenue	Southern terminus of Solano Ave	First Street	Bike/Ped/Vehicle	Planning	\$7,000,000	\$0	-	\$7,000,000	2020	2020-2040	No
36	City of Napa	Lincoln Avenue at California Blvd & SR29 Off-Ramp	Reconfigure northbound SR 29 off-ramp at Lincoln Avenue and modify Lincoln/California intersection	Lincoln Avenue	SR29 Off-Ramp	California Avenue	Bike/Ped/Vehicle	Planning	\$5,500,000	\$0	-	\$5,500,000	2020	2020-2040	Yes
37	City of Napa	Salvador Avenue Widening	Widen Salvador Avenue from SR29 to Jefferson Street	Salvador Avenue	SR29	Jefferson Street	Bike/Ped/Vehicle	Planning	\$2,500,000	\$0	-	\$2,500,000	2020	2020-2040	No
38	City of Napa	Imola Corridor Sidewalk Improvements*	Construct sidewalks along Imola Avenue where none exist or gaps are present from Foster Road to eastern City Limits	Imola Avenue	Foster Road	Eastern City Limits	Bike/Ped	Planning	\$6,500,000	\$20,000	NCTPA	\$6,480,000	2014	2020-2040	No
39	City of Napa	SR29 under Pueblo Avenue	Pueblo Avenue Overpass connecting Pueblo Avenue to West Pueblo Avenue	Pueblo Avenue	Pueblo Avenue	West Pueblo Avenue	Vehicle	Planning	\$30,000,000	\$0	-	\$30,000,000	2020	2020-2040	No
40	City of Napa	SR29 over Trower	Trower Avenue Underpass	Trower Avenue/ SR29 Intersection	-	-	Bike/Ped/Vehicle	Planning	\$30,000,000	\$0	-	\$30,000,000	2020	2020-2040	No
41	City of Napa	Jefferson/Laurel Signal	New signal at Jefferson Street/Laurel Street Intersection	Jefferson/ Laurel Intersection	-	-	Bike/Ped/Vehicle	Planning	\$500,000	\$0	-	\$500,000	2020	2020-2040	No
42	City of Napa	Jefferson/Old Sonoma Signal	New signal at Jefferson Street/Old Sonoma Road Intersection	Jefferson/ Old Sonoma Intersection	-	-	Bike/Ped/Vehicle	Planning	\$500,000	\$0	-	\$500,000	2020	2020-2040	No
43	City of Napa	Jefferson/Imola Intersection Widening	Jefferson/Imola intersection modification	Jefferson/ Imola Intersection	-	-	Bike/Ped/Vehicle	Planning	\$3,000,000	\$0	-	\$3,000,000	2020	2020-2040	No
44	City of Napa	Solano/Redwood Intersection Widening	Widening and restriping modifications to the Solano Avenue/ Redwood Road Intersection	Solano/ Redwood Intersection	-	-	Bike/Ped/Vehicle	Planning	\$750,000	\$0	-	\$750,000	2020	2020-2040	No
45	City of Napa	SR29 Bike & Pedestrian Undercrossing	Construct a bicycle and pedestrian undercrossing along the north bank of Napa Creek under SR29 at approximately post mile 11.67	North bank Napa Creek	-	-	Bike/Ped	Design	\$850,000	\$97,000	BTA; TDA-3	\$753,000	2013	2017	Yes
46	City of Napa	Soscol Avenue Widening *	Widen Soscol Avenue-SR221-SR121 to six lanes from Magnolia Drive to Silverado Trail including median widening	Soscol Avenue	Magnolia Drive	Silverado Trail	Vehicle	Planning	\$22,000,000	\$0	-	\$22,000,000	2020	2020-2040	No

* Multi-jurisdictional Project

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Napa Countywide Transportation Plan
Project List

No.	Jurisdiction	Project Title	Project Description	Project Location			Mode	Project Phase	Total Cost	Total Committed	Types of funds Committed	Total Need	Start Year	End Year	Included in Plan Bay Area
				Location	Start Point	End Point									
47	City of Napa	Lincoln/Jefferson Right Turn Lane(s)	Modify Lincoln/Jefferson intersection with right turn lanes	Jefferson/ Lincoln Intersection	-	-	Bike/Ped/Veh icle	Planning	\$750,000	\$0	-	\$750,000	2020	2020-2040	No
48	City of Napa	Lincoln/Soscol Right turn Lane(s)	Modify Lincoln/Soscol intersection with right turn lanes	Lincoln/Soscol intersection	-	-	Bike/Ped/Veh icle	Planning	\$750,000	\$0	-	\$750,000	2020	2020-2040	No
49	City of Napa	First Street Roundabouts (west side)	Construct roundabouts on First Street at Freeway Drive and SR29 Southbound ramps	1st/Freeway SR29 Ramp	-	-	Bike/Ped/Veh icle	Design	\$8,500,000	\$0	-	\$8,500,000	2020	2020-2040	Yes
50	City of Napa	Soscol/Silverado Trail Modification	Soscol/Silverado intersection modification with Southbound duel left turn lanes on Silverado Trail	Soscol/ Silverado Trail Intersection	-	-	Bike/Ped/Veh icle	Planning	\$750,000	\$0	-	\$750,000	2020	2020-2040	No
51	City of Napa	Jefferson/Sierra Signal	New signal at Jefferson Street/ Sierra Avenue Intersection	Jefferson/ Sierra Intersection	-	-	Bike/Ped/Veh icle	Planning	\$500,000	\$0	-	\$500,000	2020	2020-2040	No
52	City of Napa	Browns Valley Road Widening	Widen Browns Valley Road from Westview Drive to McCormick Lane	Browns Valley Road	Westview Drive	McCormick Lane	Bike/Ped/Veh icle	Planning	\$3,500,000	\$0	-	\$3,500,000	2020	2020-2040	No
53	City of Napa	Salvador Creek Bike Trail	Construct a Class I multiuse path along Salvador Creek	adjacent to Salvador Creek	Maher Street	Big Ranch Road	Bike/Ped	Planning	\$800,000	\$0	-	\$800,000	2020	2020-2040	YES*
54	City of Napa	5-way Intersection Modification	Construct intersection improvements at Silverado Trail/Third Street/Coombsville Road/East Avenue	Silverado/ Coombsville/ 3rd/ East Ave Intersection	-	-	Bike/Ped/Veh icle	Design	\$8,500,000	\$3,500,000	Caltrans	\$5,000,000	2014	2019	Yes
55	City of Napa	Oxbow Preserve Pedestrian Bridge	Construct a pedestrian bridge from the Oxbow Preserve over the Napa River to the River Trail	Napa River	Oxbow Preserve	River Trail	Bike/Ped	Planning	\$1,250,000	\$0	-	\$1,250,000	2020	2020-2040	YES*
56	City of Napa	Oxbow District Pedestrian Bridge	Construct a pedestrian bridge from the River Trail over the Napa River to Third Street	Napa River	River Trail	Third Street	Bike/Ped	Planning	\$1,250,000	\$0	-	\$1,250,000	2020	2020-2040	YES*
57	City of Napa	Laurel Street Sidewalk	Construct sidewalks along Laurel Street from Laurel Park to Laurel Manor	Laurel Street	Laurel park	Laurel Manor	Pedestrian	Planning	\$2,500,000	\$0	-	\$2,500,000	2020	2020-2040	No
58	City of Napa	Traffic Operations Center	Citywide signal coordination	-	-	-	Bike/Ped/Veh icle	Planning	\$2,000,000	\$0	-	\$2,000,000	2020	2020-2040	YES**
59	City of Napa	Sierra Avenue Sidewalks	Construct sidewalks along Sierra Avenue from Jefferson Street to SR29	Sierra Avenue	Jefferson Street	SR29	Pedestrian	Planning	\$800,000	\$0	-	\$800,000	2020	2020-2040	No
60	City of Napa	Foster Road Sidewalk	Construct sidewalks along Foster Road adjacent to Irene M. Snow Elementary School	Foster Road adjacent to Snow School	-	-	Pedestrian	Planning	\$750,000	\$0	-	\$750,000	2020	2020-2040	No
61	City of Napa	Terrace Drive Sidewalks	Construct Sidewalks along Terrace Drive where gaps are present	Terrace Drive	Coombsville Road	Southern terminus of Terrace Drive	Pedestrian	Planning	\$1,500,000	\$0	-	\$1,500,000	2020	2020-2040	No
62	City of Napa	Main Street Sidewalk Widening	Widening the sidewalk on Main Street from First Street to Third Street	Main Street	First Street	Third Street	Pedestrian	Planning	\$2,000,000	\$30,000	Local	\$1,970,000	2016	2020	No
63	City of Napa	Railroad Crossing Upgrades	Upgrade all railroad crossings Citywide to concrete panels with flangeway fillers	-	-	-	Bike/Ped/Veh icle/Rail	Planning	\$2,500,000	\$0	-	\$2,500,000	2020	2020-2040	No
64	City of Napa	SR29 Corridor Improvements (Urban Highway)*	Landscape enhancements to Urban Highway from Carneros Intersection to Trancas. SR29 at Imola Avenue, 1st Street, Lincoln Avenue, Trancas Street	SR29	Carneros Intersection	Trancas Street	Vehicle	Planning	250,000	\$0	-	\$250,000	2020	2020-2040	Yes
65	Napa County	Devlin Rd Extension*	Complete construction of collector road as parallel facility for SR 29 corridor	Airport Industrial Area	Soscol Ferry Rd	Green Island Rd	Vehicle	CON	\$5,500,000	\$1,300,000	TMF	\$4,200,000	2015	2020	Yes
66	Napa County	Silverado Trail intersections	Improve intersection safety and operations Oak Knoll Avenue, Yountville Crossroad, Oakville Crossroad, Deer Park Rd, Dunaweal Ln	Silverado Trail, various	Napa	Calistoga	Vehicle	CON	\$2,500,000	\$0	-	\$2,500,000	2020	2040	No
67	Napa County	Solano Ave flood improvement	Construct improvements to reduce flooding in corridor	Solano Ave	Yountville	Dry Creek	Vehicle	CON	\$300,000	\$0	-	\$300,000	2020	2025	Yes
68	Napa County	29 North County intersections*	Improve intersection safety and operations Oakville Grade Rd, Oakville Crossroad, Rutherford Rd (SR 128), Deer Park Rd, Dunaweal Ln	SR 29	Napa	Calistoga	Vehicle	CON	\$2,500,000	\$0	-	\$2,500,000	2025	2040	No
69	Napa County	Route 221*	Improve corridor operations	SR 221 Napa Vallejo Highway	SR 29	SR 121	Vehicle	CON	\$5,200,000	\$0	-	\$5,200,000	2030	2040	No
70	Napa County	Carneros Intersection*	SR 29/SR12/SR 121 (Carneros intersection) Improvements	SR29/SR12/SR121			Vehicle		\$500,000	\$0	-	\$500,000	2020	2030	Yes

* Multi-jurisdictional Project

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Napa Countywide Transportation Plan
Project List

No.	Jurisdiction	Project Title	Project Description	Project Location			Mode	Project Phase	Total Cost	Total Committed	Types of funds Committed	Total Need	Start Year	End Year	Included in Plan Bay Area
				Location	Start Point	End Point									
71	Napa County	SR 29-Unincorporated Napa County/Carneros*	4-Lane Rural Highway, from unincorporated Napa County to Carneros intersections.	SR 29	Jameson	Napa City Limits	Vehicle		\$8,000,000	\$0	PE-CON	\$8,000,000	2021	2023	Yes
72	Napa County	SR-29 Unincorporated Napa/ AC*	6-Lane Rural Highway in unincorporated Napa County from South Kelly Road to Jameson Canyon	SR 29	South Kelly Road	Jameson Canyon Road	Vehicle		\$13,068,000	\$0	PE-CON	\$13,068,000	2021	2024	Yes
73	NCTPA	Vine Trail Fair Way Extension*	Construct Vine Trail	Fairway	Fair Way	Washington St.	Bicycle	CON	\$1,200,000	\$0	-	\$1,200,000	2015	2016	No
74	NCTPA	Vine Trail (Redwood Rd Crossing)*	Construct a grade separated crossing across Redwood Road connecting the adjacent sections of the Vine Trail	Redwood Road	-	-	Bike/Ped/Veh icle	Planning	\$4,500,000	\$0	-	\$4,500,000	2020	2020-2040	YES*
75	NCTPA	Napa Valley Vine Trail - Calistoga*	Construct Class I mixed use path	SR 29	Silverado Trail	Bothe State Park	Bike/Ped	CON	\$6,000,000	\$200,000	Local Donation	\$5,800,000	2016	2018	Yes
76	NCTPA	Vine Trail (3rd-Vallejo)*	Construct Class I multiuse path between 3rd Street and Vallejo Street	adjacent to Soscol	Vallejo	Third Street	Bike/Ped	Planning	3,500,000	100,000	TDA-3; NVVT Coalition	\$3,400,000	2016	2020	Yes
77	NCTPA	Vine Trail*	Class I bike trails, including portions of American Canyon, St. Helena, and unincorporated Napa County.	Napa County	Bothe Park	South end of American Canyon	Bicycle	PE-CON	\$19,799,360	\$0	-	\$19,799,360	2015	2023	Yes
78	NCTPA	Soscol Junction*	Construct SB 221 to SB 29/12 flyover structure	SR 29/12/221			Vehicle	PE-CON	\$50,000,000	\$0	-	\$50,000,000	2015	2035	Yes
79	NCTPA	Airport Junction*	Construct grade separated interchange	SR 29/12/Airport			Vehicle	CON	\$73,000,000	\$0	-	\$73,000,000	2020	2040	Yes
80	NCTPA	Park and Ride Lots, (Construction and O&M)	Park and Ride lots throughout Napa County	Napa County	-	-	Bus	PE-CON	\$ 2,025,000	\$0	-	\$ 2,025,000	2015	2040	No
81	St Helena	Downtown Pedestrian Improvements	Install traffic calming devices (e.g.. bulb outs), upgrade sidewalk, pedestrian lighting, pedestrian furniture, landscaping	Main Street (SR29)	Spring Street	Adams Street	Pedestrian	PE-CON	\$400,000	\$21,278	Local	\$378,722	2011	2018	No
82	St Helena	Sulphur Creek Class I Bikeway	Construct Class I Bikeway	Sulphur Creek	Sulphur Springs Avenue	Napa River	Bicycle		\$5,800,000	\$0	-	\$5,800,000	2020	2030	No
83	St Helena	Spring Mountain Road Class I Bikeway	Construct Class I Bikeway	Spring Mountain Road	Lower Reservoir	Spring Mountain Court	Bicycle		\$1,700,000	\$0	-	\$1,700,000	2020	2030	No
84	St Helena	Oak Avenue Extension	Extend Oak Avenue	Oak Avenue	Charter Oak Avenue	Grayson Avenue	Vehicle		\$1,800,000	\$0	-	\$1,800,000	2020	2025	No
85	St Helena	Starr Avenue Extension	Extend Starr Avenue	Starr Avenue	Hunt Avenue	Adams Street	Vehicle		\$617,000	\$0	-	\$617,000	2025	2030	No
86	St Helena	Adams Street Extension	Extend Adams Street	Adams Street	end	Starr Avenue	Vehicle		\$851,000	\$0	-	\$851,000	2025	2030	No
87	St Helena	New North-South Collector	Extend College Avenue, or Starr Avenue, or Allison Avenue	New	Mills Lane	Pope Street	Vehicle		\$1,900,000	\$0	-	\$1,900,000	2025	2030	No
88	St Helena	Mills Lane Safety Improvements	Improve Mills Lane to two lanes with bike/ped access	Mills Lane	Main Street (SR29)	End	Vehicle		\$3,500,000	\$0	-	\$3,500,000	2025	2030	No
89	St Helena	Napa River Class I Bikeway	Construct Class I Bikeway (River Trail)	Napa River	South City Limit	North City Limit	Bicycle		\$9,800,000	\$0	-	\$9,800,000	2030	2040	No
90	St Helena	New East-West Collector	Extend Adams Street or Mills Lane	New	End	Silverado Trail	Vehicle		\$2,900,000	\$0	-	\$2,900,000	2035	2040	No
91	St Helena	Fulton Lane Safety Improvements	Improve Fulton Lane to two lanes with bike/ped access	Fulton Lane	Railroad Ave	End	Vehicle		\$2,200,000	\$0	-	\$2,200,000	2035	2040	No
92	VINE	Bus/Agency Signage	New NCTPA Image, Including Bus Stop Signage	Napa County			Bus	None	\$550,000	\$0	-	\$550,000	2015	2018	No
93	VINE	VINE Maintenance Facility (Construction O&M)	Acquisition and construction of new maintenance facility	TBD	-	-	Bus	CON	\$38,300,000	\$0	-	\$38,300,000	2017	2018	No
94	VINE	Fueling Station (Construction and O&M)	Construction of new fueling station	TBD	-	-	Bus	CON	\$3,792,000	\$0	-	\$3,792,000	2017	2018	No
95	VINE	Rapid Bus Project	13.5 miles of bus rapid corridor enhancements	SR 29	Vallejo Ferry Terminal	Napa Valley College	Bus	PE-CON	\$25,000,000	\$0	-	\$25,000,000	2020	2025	No
96	VINE	Rapid Bus Buses	Acquisition of 14 articulated buses for Rapid Bus from Vallejo Ferry Terminal to NVC	N/A	-	-	Bus	None	\$14,000,000	\$0		\$14,000,000	2025	2027	
97	VINE	Rapid Bus Project	4.7 miles of bus Rapid Corridor Enhancement	SR 29	Napa Valley College	Redwood P&R	Bus	PE-CON	\$25,000,000	\$0	-	\$25,000,000	2022	2025	No

* Multi-jurisdictional Project

Napa Countywide Transportation Plan
Project List

No.	Jurisdiction	Project Title	Project Description	Project Location			Mode	Project Phase	Total Cost	Total Committed	Types of funds Committed	Total Need	Start Year	End Year	Included in Plan Bay Area
				Location	Start Point	End Point									
98	VINE	Rapid Bus Buses	Acquisition of 6 articulated buses for Rapid Bus from NVC to Redwood Avenue Park and Ride	N/A	-	-	Bus	None	\$6,000,000	\$0	-	\$6,000,000	2022	2024	
99	VINE	State of Good Repair/ PM	(Replacement of Rapid Bus buses) 6 low-floor articulated buses, 14 articulated buses	N/A	-	-	Bus	None	\$ 20,750,000	\$0	-	\$ 20,750,000	2037	2040	
100	VINE	ZE Bus Project	Acquisition of 2 zero emission buses for a zero emission pilot bus project	N/A			Bus	CON	\$3,720,000	\$0		\$ 3,720,000	2018	2040	No
101	VINE	Local routes (1-8) - expanded service hours	Expand service hours from 4am-12am, add Sunday service	N/A	-	-	Bus	None	\$ 10,281,880	\$0	-	\$ 10,281,880	2018	2040	No
102	VINE	Regional routes (10/11)- expanded service hours	Expand service hours from 4am-12am, add Sunday service	N/A	-	-	Bus	None	\$ 10,346,000	\$0	-	\$ 10,346,000	2018	2040	No
103	VINE	Regional routes (10/11)- Enhanced frequency	Increase frequency from 30 peak, 60 midday and weekends to 15 peak and 30 midday and weekends.	N/A	-	-	Bus	None	\$ 33,122,216	\$0	-	\$ 33,122,216	2018	2040	No
104	VINE	New Transit Vehicles (EXPANSION)	Acquisition of new paratransit vehicles, community shuttle buses and VINE buses for service expansion	N/A	-	-	Bus	None	\$ 27,510,000	\$0	-	\$ 27,510,000	2017	2040	No
105	VINE	Transit System Growth (Operating Costs)	Operation costs for the expansion of the transit system	N/A	-	-	Bus	None	\$ 2,800,000	\$0	-	\$ 2,800,000	2018	2040	No
106	VINE	New Shelters and Stop Amenities (EXPANSION)	Improved bus stops throughout Napa County	N/A	-	-	Bus	None	\$ 4,850,000	\$0	-	\$ 4,850,000	2020	2040	No
107	VINE	IT Equipment Upgrades & Replacement	Wi-Fi for all buses, Camera System & Real Time signage,Asset Management Database, sales office equipment, taxi scrip automated	N/A	-	-	Bus	None	\$ 480,000	\$0	-	\$ 480,000	2015	2019	No
108	Yountville	Oak Circle Parking Improvement	Parking improvements to existing infrastructure	Future Oak Circle Park, near Oak Circle and Vintner Ct	N/A	N/A	Vehicle	Planning, Design, Construction	\$75,000	\$0	-	\$75,000	2015	2018	No
109	Yountville	South Veteran's Park Parking Improvements	Parking improvements to existing infrastructure	At Veteran's Park, Washington St. South of California Dr	N/A	N/A	Vehicle	Planning, Design, Construction	\$175,000	\$0	-	\$175,000	2020	2021	No
110	Yountville	Washington Park Sidewalk Project	Adding sidewalk to the Washington Park Subdivision	Washington Park	East of Washington, North of Forrester Ln	East of Washington, South of Yountville Cross Rd	Pedestrian	Planning, Design, Construction	\$850,000	\$0	-	\$850,000	2022	2023	No
111	Yountville	Yountville Crossroads Bicycle Path & Sidewalk	A full lane bicycle path along Yountville Crossroads	Length of Yountville Crossroads	Yountville Cross Roads and Yount St	Yountville Cross Roads and Stags View Ln	Bicycle	Planning, Design, Construction	\$1,500,000	\$0	-	\$1,500,000	2030	2031	No
112	Yountville	Future Parking Garage Facility	New parking facility	To be determined	N/A	N/A	Vehicle	Planning, Design, Construction	\$5,500,000	\$0	-	\$5,500,000	2030	2031	No
113	Yountville	Transportation Infrastructure	Extend Yount Mill Road and Yountville Cross Rd, connecting the new development to the Town.	Northeast of Washington and Yountville Cross Rd	Entire Site	Entire Site	Bike/Ped/Vehicle	Planning, Design, Construction	\$2,500,000	\$0	-	\$2,500,000	2030	2035	No
114	Yountville	SR-29 Interchange Project	Construct Interchange at Madison and SR-29	Madison & SR-29	N/A	N/A	Vehicle	Planning, Design, Construction	\$20,000,000	\$0	-	\$20,000,000	2030	2031	No

* Multi-jurisdictional Project

No.	Jurisdiction	Project Title	Project Description	Project Location			Mode	Project Phase	Total Cost	Total Committed	Types of funds Committed	Total Need	Start Year	End Year	Included in Plan Bay Area	Avg Objectives Met
				Location	Start Point	End Point										
1	AC	Highway 29 Signal ATS	Install Advance Traffic Signal	SR 29			Vehicle		\$500,000	\$220,000	TFCA	\$ 280,000	2015			7
2	AC	Eucalyptus Drive/ Theresa Avenue intersection, Complete Streets	Extend Eucalyptus 450' to the east, connecting at SR 29, Install roundabout.	Eucalyptus Drive	Theresa Avenue	SR 29	Vehicle		\$3,700,000	\$1,154,000	STIP	\$ 2,546,000	2017			12
3	AC	Devlin Road Segment H	New Industrial Collector from railroad overcrossing to Green Island Rd.	Devlin Road	Railroad overcrossing	Green Island Rd	Vehicle		\$7,795,573	\$1,962,000	STIP	\$ 5,833,573	2017			12
4	AC	Green Island Road Widening	Widen road from SR 29 to Commerce Blvd. to Industrial Collector standards Widen railroad crossing to three lanes	Green Island Road	SR 29	Commerce Boulevard	Vehicle		\$3,516,599	\$2,550,000	EDA/Local funds	\$ 966,599	2016			9
5	AC	Napa Junction Road Intersection	Phase 1 Improvements, Add 2nd excl. WBL and excl. WBR, Add 2nd excl. EBL and excl. EBR, Traffic signal relocation	Napa Junction Road	SR 29	SR 29	Vehicle		\$2,938,400	\$0	-	\$ 2,938,400	2018			8
6	AC	SR 29 6-Lane* Parkway	6-lane Parkway from Napa Junction Road to South Kelly Road, including overpass structure	SR 29	Napa Junction Road	South Kelly Road	Vehicle		\$29,000,000	\$0		\$ 29,000,000	2021	2025		17
7	AC	SR 29 Gateway*	Highway 29 improvements, 6-lane modified boulevard, including pedestrian, transit and Vine Trail infrastructure.	SR 29	American Canyon Road	Napa Junction Road	Vehicle	CON	\$26,000,000	\$0	-	\$ 26,000,000	2021	2030	Yes	17
8	Calistoga	Pedestrian Safety Improvements SR 29 & Cedar Street	In Pavement Lighting	SR 29 and Cedar Street	SR 29	Cedar St	Pedestrian	PSR/PSE	\$100,000	\$0	-	\$ 100,000	2017	2018	No	13
9	Calistoga	Pedestrian Safety Improvements SR 29 & Brannan Street	In Pavement Lighting	SR 29 and Brannan Street	SR 29	Brannan St	Pedestrian	PSR/PSE	\$100,000	\$0	-	\$ 100,000	2017	2018	No	13
10	Calistoga	Washington Street Reconstruction	Complete Streets Enhancements along Washington Street	Washington Street	Lincoln	Oak	Vehicle	PSE/CON	\$1,200,000	\$0	-	\$ 1,200,000	2017	2018	No	10
11	City of Napa	Lincoln Avenue at California Blvd & SR29 Off-Ramp	Reconfigure northbound SR 29 off-ramp at Lincoln Avenue and modify Lincoln/California intersection	Lincoln Avenue	SR29 Off-Ramp	California Avenue	Bike/Ped/Vehicle/Rail	Planning	\$5,500,000	\$0	-	\$ 5,500,000	2020	2020-2040	Yes	9
12	City of Napa	Imola Corridor Sidewalk Improvements	Construct sidewalks along Imola Avenue where none exist or gaps are present from Foster Road to eastern City Limits	Imola Avenue	Foster Road	Eastern City Limits	Bike/Ped	Planning	\$6,500,000	\$20,000	NCTPA	\$ 6,480,000	2014	2020-2040	No	14
13	City of Napa	Jefferson/Imola Intersection Widening	Jefferson/Imola intersection modification	Jefferson/ Imola Intersection	-	-	Bike/Ped/Vehicle/Rail	Planning	\$3,000,000	\$0	-	\$ 3,000,000	2020	2020-2040	No	9
14	City of Napa	SR29 Bike & Pedestrian Undercrossing	Construct a bicycle and pedestrian undercrossing along the north bank of Napa Creek under SR29 at approximately post mile 11.67	North bank Napa Creek	-	-	Bike/Ped	Design	\$850,000	\$97,000	BTA; TDA-3	\$ 753,000	2013	2017	Yes	13
15	City of Napa	Soscol Avenue Widening	Widen Soscol Avenue-SR221-SR121 to six lanes from Magnolia Drive to Silverado Trail including median widening	Soscol Avenue	Magnolia Drive	Silverado Trail	Vehicle	Planning	\$22,000,000	\$0	-	\$ 22,000,000	2020	2020-2040	No	11
16	City of Napa	First Street Roundabouts (west side)	Construct roundabouts on First Street at Freeway Drive and SR29 Southbound ramps	1st/Freeway SR29 Ramp	-	-	Bike/Ped/Vehicle/Rail	Design	\$8,500,000	\$0	-	\$ 8,500,000	2020	2020-2040	Yes	12
17	City of Napa	Browns Valley Road Widening	Widen Browns Valley Road from Westview Drive to McCormick Lane	Browns Valley Road	Westview Drive	McCormick Lane	Bike/Ped/Vehicle/Rail	Planning	\$3,500,000	\$0	-	\$ 3,500,000	2020	2020-2040	No	10
18	City of Napa	5-way Intersection Modification	Construct intersection improvements at Silverado Trail/Third Street/Coombsville Road/East Avenue	Silverado/ Coombsville/ 3rd/ East Ave Intersection	-	-	Bike/Ped/Vehicle/Rail	Design	\$8,500,000	\$3,500,000	Caltrans	\$ 5,000,000	2014	2019	Yes	12
19	City of Napa	Traffic Operations Center	Citywide signal coordination	-	-	-	Bike/Ped/Vehicle/Rail	Planning	\$2,000,000	\$0	-	\$ 2,000,000	2020	2020-2040	YES**	9
20	City of Napa	Main Street Sidewalk Widening	Widening the sidewalk on Main Street from First Street to Third Street	Main Street	First Street	Third Street	Pedestrian	Planning	\$2,000,000	\$30,000	Local	\$ 1,970,000	2016	2020	No	6
21	City of Napa	Linda Vista Bridge and Extension	New bridge at Redwood Creek and extension of Linda Vista Avenue to Robinson Lane over new Linda Vista Bridge	Linda Vista Avenue	Southern terminus of Linda Vista	Robinson lane	Bike/Ped/Vehicle/Rail	Planning	\$3,500,000	\$0	-	\$ 3,500,000	2020	2020-2040	No	11
22	City of Napa	Solano/Redwood Intersection Widening	Widening and restriping modifications to the Solano Avenue/ Redwood Road Intersection	Solano/ Redwood Intersection	-	-	Bike/Ped/Vehicle/Rail	Planning	\$750,000	\$0	-	\$ 750,000	2020	2020-2040	No	10

Napa Countywide Transportation Plan
Constrained Project List

No.	Jurisdiction	Project Title	Project Description	Project Location			Mode	Project Phase	Total Cost	Total Committed	Types of funds Committed	Total Need	Start Year	End Year	Included in Plan Bay Area	Avg Objectives Met
				Location	Start Point	End Point										
23	City of Napa	Jefferson/Sierra Signal	New signal at Jefferson Street/ Sierra Avenue Intersection	Jefferson/ Sierra Intersection	-	-	Bike/Ped/Vehicle/Rail	Planning	\$500,000	\$0	-	\$ 500,000	2020	2020-2040	No	9
24	City of Napa	Railroad Crossing Upgrades	Upgrade all railroad crossings Citywide to concrete panels with flangeway fillers	-	-	-	Bike/Ped/Vehicle/Rail	Planning	\$2,500,000	\$0	-	\$ 2,500,000	2020	2020-2040	No	5
25	Napa County	Devlin Rd Extension*	Complete construction of collector road as parallel facility for SR 29 corridor	Airport Industrial Area	Soscol Ferry Rd	Green Island Rd	Vehicle	CON	\$5,500,000	\$1,300,000	TMF	\$ 4,200,000	2015	2020	Yes	14
26	Napa County	29 North County intersections*	Improve intersection safety and operations Oakville Grade Rd, Oakville Crossroad, Rutherford Rd (SR 128), Deer Park Rd, Dunaweal Ln	SR 29	Napa	Calistoga	Vehicle	CON	\$2,500,000	\$0	-	\$ 2,500,000	2025	2040	No	8
27	Napa County	Route 221*	Improve corridor operations	SR 221 Napa Vallejo Highway	SR 29	SR 121	Vehicle	CON	\$5,200,000	\$0	-	\$ 5,200,000	2030	2040	No	13
28	Napa County	SR 29-Unincorporated Napa County/Carneros*	4-Lane Rural Highway, from unincorporated Napa County to Carneros intersections.	SR 29	Jameson	Napa City Limits	Vehicle		\$8,000,000	\$0	PE-CON	\$ 8,000,000	2021	2023	Yes	8
29	Napa County	SR-29 Unincorporated Napa/ AC*	6-Lane Rural Highway in unincorporated Napa County from South Kelly Road to Jameson Canyon	SR 29	South Kelly Road	Jameson Canyon Road	Vehicle		\$13,068,000	\$0	PE-CON	\$ 13,068,000	2021	2024	Yes	13
30	NCTPA	Park and Ride Lots, (Construction and O&M)	Park and Ride lots throughout Napa County	Napa County	-	-	Bus	PE-CON	\$ 2,025,000	\$0	-	\$ 2,025,000	2015	2040	No	12
31	NCTPA	Vine Trail Fair Way Extension*	Construct Vine Trail	Fairway	Fair Way	Washington St.	Bicycle	CON	\$1,200,000	\$0	-	\$ 1,200,000	2015	2016	No	9
32	NCTPA	Napa Valley Vine Trail Calistoga*	Construct Class I mixed use path	SR 29	Silverado Trail	Bothe State Park	Bike/Ped	CON	\$6,000,000	\$200,000	Local Donation	\$ 5,800,000	2016	2018	Yes	13
33	NCTPA	Vine Trail (3rd-Vallejo)*	Construct Class I multiuse path between 3rd Street and Vallejo Street	adjacent to Soscol	Vallejo	Third Street	Bike/Ped	Planning	3,500,000	100,000	TDA-3; NVVT Coalition	\$ 3,400,000	2016	2020	Yes	13
34	NCTPA	Soscol Junction*	Construct SB 221 to SB 29/12 flyover structure	SR 29/12/221			Vehicle	PE-CON	\$50,000,000	\$0	-	\$ 50,000,000	2015	2035	Yes	6
35	St Helena	Downtown Pedestrian Improvements	Install traffic calming devices (e.g.. bulb outs), upgrade sidewalk, pedestrian lighting, pedestrian furniture, landscaping	Main Street (SR29)	Spring Street	Adams Street	Pedestrian	PE-CON	\$400,000	\$21,278	Local	\$ 378,722	2011	2018	No	12
36	St Helena	Sulphur Creek Class I Bikeway	Construct Class I Bikeway	Sulphur Creek	Sulphur Springs Avenue	Napa River	Bicycle		\$5,800,000	\$0	-	\$ 5,800,000	2020	2030	No	12
37	St Helena	Napa River Class I Bikeway	Construct Class I Bikeway (River Trail)	Napa River	South City Limit	North City Limit	Bicycle		\$9,800,000	\$0	-	\$ 9,800,000	2030	2040	No	10
38	VINE	VINE Maintenance Facility (Construction O&M)	Acquisition and construction of new maintenance facility	TBD	-	-	Bus	CON	\$38,300,000	\$0	-	\$ 38,300,000	2017	2018	No	16
39	VINE	Fueling Station (Construction and O&M)	Construction of new fueling station	TBD	-	-	Bus	CON	\$3,792,000	\$0	-	\$ 3,792,000	2017	2018	No	17
40	VINE	Rapid Bus Project	13.5 miles of bus rapid corridor enhancements	Vallejo to Napa	Vallejo Ferry Terminal	Napa Valley College	Bus	PE-CON	\$25,000,000	\$0	-	\$ 25,000,000	2020	2040	No	11
41	VINE	Rapid Bus Buses	Acquisition of 14 articulated buses for Rapid Bus from Vallejo Ferry Terminal to NVC	N/A	-	-	Bus	None	\$14,000,000	\$0		\$ 14,000,000	2025	2027	No	11
42	VINE	Bus/Agency Signage	New NCTPA Image, Including Bus Stop Signage	Napa County			Bus	None	\$550,000	\$0	-	\$ 550,000	2015	2018	No	5
43	VINE	ZE Bus Project	Acquisition of 2 zero emission buses for a zero emission pilot bus project	Napa County			Bus	CON	\$3,720,000	\$0		\$ 3,720,000	2018	2040	No	7
44	VINE	Local routes (1-8) - expanded service hours	Expand service hours from 4am-12am, add Sunday service	N/A	-	-	Bus	None	\$ 10,281,880	\$0	-	\$ 10,281,880	2018	2040	No	12
45	VINE	Regional routes (10/11)- expanded service hours	Expand service hours from 4am-12am, add Sunday service	N/A	-	-	Bus	None	\$ 10,346,000	\$0	-	\$ 10,346,000	2018	2040	No	12
46	VINE	Regional routes (10/11)- Enhanced frequency	Increase frequency from 30 peak, 60 midday and weekends to 15 peak and 30 midday and weekends.	N/A	-	-	Bus	None	\$ 33,122,216	\$0	-	\$ 33,122,216	2018	2040	No	12
47	VINE	New Transit Vehicles (EXPANSION)	Acquisition of new paratransit vehicles, community shuttle buses and VINE buses for service expansion	N/A	-	-	Bus	None	\$ 27,510,000	\$0	-	\$ 27,510,000	2017	2040	No	10
48	VINE	Transit System Growth (Operating Costs)	Operation costs for the expansion of the transit system	N/A	-	-	Bus	None	\$ 2,800,000	\$0	-	\$ 2,800,000	2018	2040	No	12

Napa Countywide Transportation Plan
Constrained Project List

No.	Jurisdiction	Project Title	Project Description	Project Location			Mode	Project Phase	Total Cost	Total Committed	Types of funds Committed	Total Need	Start Year	End Year	Included in Plan Bay Area	Avg Objectives Met
				Location	Start Point	End Point										
49	VINE	New Shelters and Stop Amenities (EXPANSION)	Improved bus stops throughout Napa County	N/A	-	-	Bus	None	\$ 4,850,000	\$0	-	\$ 4,850,000	2020	2040	No	12
50	VINE	IT Equipment Upgrades & Replacement Program	Wi-Fi for all buses, Camera System & Real Time signage,Asset Management Database, sales office equipment, taxi scrip automated readers	N/A	-	-	Bus	None	\$ 480,000	\$0	-	\$ 480,000	2015	2019	No	9
51	Yountville	Oak Circle Parking Improvement	Parking improvements to existing infrastructure	Future Oak Circle Park, near Oak Circle and Vintner Ct	N/A	N/A	Vehicle	Planning, Design, Construction	\$75,000	\$0	-	\$ 75,000	2015	2018	No	4
52	Yountville	South Veteran's Park Parking Improvements	Parking improvements to existing infrastructure	At Veteran's Park, Washington St. South of California Dr	N/A	N/A	Vehicle	Planning, Design, Construction	\$175,000	\$0	-	\$ 175,000	2020	2021	No	4
53	Yountville	Washington Park Sidewalk Project	Adding sidewalk to the Washington Park Subdivision	Washington Park	East of Washington, North of Forrester Ln	East of Washington, South of Yountville Cross Rd	Pedestrian	Planning, Design, Construction	\$850,000	\$0	-	\$ 850,000	2022	2023	No	10
54	Yountville	Yountville Crossroads Bicycle Path & Sidewalk	A full lane bicycle path along Yountville Crossroads	Length of Yountville Crossroads	Yountville Cross Roads and Yount St	Cross Roads and Stags View Ln	Bicycle	Planning, Design, Construction	\$1,500,000	\$0	-	\$ 1,500,000	2030	2031	No	13
55	Yountville	Future Parking Garage Facility	New parking facility	To be determined	N/A	N/A	Vehicle	Planning, Design, Construction	\$5,500,000	\$0	-	\$ 5,500,000	2030	2031	No	3
TOTAL CONSTRAINED LIST FUNDING SHORTFALL												\$429,141,390				

Transportation	\$ 252,364,294
Transit	\$176,777,096
TOTAL	\$ 429,141,390

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**Napa Countywide Transportation Plan
Program List**

**ATTACHMENT 3
ATAC AGENDA ITEM 7.2
JUNE 22, 2015**

No.	Sponsor	Program Category	Program Description	Mode	Total Cost	Total Committed	Types of funds Committed	Total Need	Start Year	End Year	Included in Plan Bay Area
1	AC	Pedestrian Network (Maintenance, rehab & expansion)	Sidewalk improvement, expand the pedestrian network	Pedestrian	\$ 1,468,000	\$ -	-	\$ 1,468,000	2015	2040	
2	AC	Bicycle Network (Expansion)	Expansion of Class I bicycle facilities	Bicycle	\$ 8,672,000	\$ -	-	\$ 8,672,000	2015	2040	Yes
3	AC	Bicycle Network (Maintenance & Rehab)	Maintenance and rehabilitation of Class I bicycle facilities	Bicycle	\$ 12,000,000	\$ -	-	\$ 12,000,000	2015	2040	
4	AC	Local Streets & Roads (Maintenance & Rehab)	Rehabilitate, restore, and preserve pavement for local streets and roads	Vehicle	\$ 25,000,000	\$ -	-	\$ 25,000,000	2015	2040	
5	AC	Bridge / Culvert (Maintenance, rehab & replacement)	Rehabilitate, restore, preserve and rejuvenate local bridge and culvert pavement, replace or widen existing structures	Vehicle	\$ 17,000,000	\$ -	-	\$ 17,000,000	2015	2040	No
6	AC	ITS	Intersection synchronization enhancements, traffic signal upgrade, electronic traffic management	Vehicle	\$ 1,000,000	\$ -	-	\$ 1,000,000	2015	2040	No
7	Calistoga	Bridge / Culvert (Maintenance, rehab & replacement)	Rehabilitate, restore, preserve and rejuvenate local bridge and culvert pavement, replace or widen existing structures	Vehicle	\$ 4,375,000	\$ -	-	\$ 4,375,000	2015	2040	No
8	Calistoga	Bicycle Network (Expansion)	Expansion of Class I bicycle facilities	Bicycle	\$ 8,000,000	\$ -	-	\$ 8,000,000	2015	2040	Yes
9	Calistoga	Bicycle Network (Maintenance & Rehab)	Maintenance and rehabilitation of Class I bicycle facilities	Bicycle	\$ 1,250,000	\$ -	-	\$ 1,250,000	2015	2040	Yes
10	Calistoga	Pedestrian Network (Maintenance, rehab & expansion)	Sidewalk improvement, expand the pedestrian network	Pedestrian	\$ 5,580,000	\$ -	-	\$ 5,580,000	2015	2040	No
11	Calistoga	Local Streets & Roads (Maintenance & Rehab)	Rehabilitate, restore, and preserve pavement for local streets and roads	Vehicle	\$ 10,650,000	\$ -	-	\$ 10,650,000	2015	2040	Yes
12	Calistoga	Local Streets & Roads (Enhancements)	Road expansion, new road connections, dedicated turn lanes, safety improvements, complete streets elements	Vehicle	\$ 250,000	\$ -	-	\$ 250,000	2015	2040	Yes
13	City of Napa	Local Streets & Roads (Maintenance & Rehab)	Rehabilitate, restore, and preserve pavement for local streets and roads	Vehicle	\$ 175,000,000	\$3,000,000 FY14/15*	Local; Gas Tax	\$ 172,000,000	2015	2040	Yes
14	City of Napa	Bridge / Culvert (Maintenance, rehab & replacement)	Rehabilitate, restore, preserve and rejuvenate local bridge and culvert pavement, replace or widen existing structures	Vehicle	\$ 40,000,000	-	-	\$ 40,000,000	2015	2040	No
15	City of Napa	ITS	Intersection synchronization enhancements, traffic signal upgrade, electronic traffic management	Vehicle	\$ 4,500,000	-	-	\$ 4,500,000	2015	2040	Yes
16	City of Napa	Bicycle Network (Expansion)	Expansion of Class I, II, and III bicycle facilities	Bicycle	\$ 3,000,000	-	-	\$ 3,000,000	2015	2040	Yes

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**Napa Countywide Transportation Plan
Program List**

No.	Sponsor	Program Category	Program Description	Mode	Total Cost	Total Committed	Types of funds Committed	Total Need	Start Year	End Year	Included in Plan Bay Area
17	City of Napa	Bicycle Network (Maintenance & Rehab)	Maintenance and rehabilitation of Class I bicycle facilities	Bicycle	\$ 10,000,000	-	-	\$ 10,000,000	2015	2040	No
18	City of Napa	Pedestrian Network (Maintenance, rehab & expansion)	Sidewalk improvement, expand the pedestrian network	Pedestrian	\$ 156,000,000	\$1,500,000 FY14/15*	Local; Gas Tax; CDBG	\$ 154,500,000	2015	2040	Yes
19	Napa County	Local Streets & Roads (Maintenance & Rehab)	Rehabilitate, restore, and preserve pavement for local streets and roads	Vehicle	\$ 228,750,000	7,840,000	General Fund	\$ 220,910,000	2015	2040	Yes
20	Napa County	Bridge / Culvert (Maintenance, rehab & replacement)	Rehabilitate, restore, preserve and rejuvenate local bridge and culvert pavement, replace or widen existing structures	Vehicle	\$ 40,000,000	-	N/A	\$ 40,000,000	2015	2040	Yes
21	Napa County	Bicycle Network (Expansion)	Expansion of Class I bicycle facilities	Bicycle	\$ 25,000,000	-	N/A	\$ 25,000,000	2015	2040	No
22	Napa County	Bicycle Network (Maintenance & Rehab)	Maintenance and rehabilitation of existing Class I bicycle facilities	Bicycle	\$ 2,500,000	-	N/A	\$ 2,500,000	2015	2040	Yes
23	Napa County	Pedestrian Network (Maintenance, rehab & expansion)	Sidewalk improvement, expand the pedestrian network	Pedestrian	\$ 1,250,000	-	N/A	1,250,000	2015	2040	Yes
24	VINE	New Transit Vehicles (REPLACEMENT)	Acquisition of new paratransit vehicles, community shuttle buses and VINE buses for state of good repair.Shop truck w/ hoist & push bar for road calls, Support Vehicle for Supervisors.	Bus	\$ 62,625,000	\$ -	-	\$ 62,625,000	2015	2040	
25	VINE	Bus Shelter Program (REPLACEMENT)	Replacement of existing bus shelters throughout the county	Bus	\$ 3,000,000	\$ -	-	\$ 3,000,000	2015	2040	
26	VINE	VINE Transit PM	Preventative Maintenance for the buses. Routine maintenance on vehicles.	Bus	\$ 7,402,700	\$ -	-	\$ 7,402,700	2015	2040	
27	VINE	VINE Transit Operations	General	Bus	\$ 194,910,700	\$ -	-	\$ 194,910,700	2015	2040	
28	St Helena	Local Streets & Roads (Maintenance & Rehab)	Rehabilitate, restore, and preserve pavement for local streets and roads	Vehicle	\$ 18,855,473	\$ -	-	\$ 18,855,473	2015	2040	No
29	St Helena	Pedestrian Network (Maintenance, rehab & expansion)	Sidewalk improvement, expand the pedestrian network	Pedestrian	\$ 3,000,000	\$ -	-	\$ 3,000,000			
30	St Helena	Bridge / Culvert (Maintenance, rehab & replacement)	Rehabilitate, restore, preserve and rejuvenate local bridge and culvert pavement, replace or widen existing structures	Vehicle	\$ 2,100,000	\$ -	-	\$ 2,100,000			No
31	St Helena	Bicycle Network (Expansion)	Expansion of Class I bicycle facilities	Bicycle	\$ 3,000,000	\$ -	-	\$ 3,000,000			No
32	Yountville	Pedestrian Network (Maintenance, rehab & expansion)	Sidewalk improvement, expand the pedestrian network	Pedestrian	\$ 2,740,000	\$ 335,000	Gas Tax; Capital Projects Fund	\$ 2,405,000			No
33	Yountville	Local Streets & Roads (Maintenance & Rehab)	Rehabilitate, restore, and preserve pavement for local streets and roads	Vehicle	\$ 8,500,000	\$ 2,525,000	Gas Tax; Capital Projects Fund	\$ 5,975,000			Yes

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Napa Countywide Transportation Plan Summary Table

ATTACHMENT 4
ATAC AGENDA ITEM 7.2
JUNE 22, 2015

Jurisdiction	Constrained Project List Total	Unconstrained Project List Total	Program Total	Total Request
American Canyon	\$ 67,564,572	\$ 99,508,791	\$ 65,140,000	\$ 232,213,363
Calistoga	\$ 1,400,000	\$ 18,253,000	\$ 30,105,000	\$ 49,758,000
City of Napa	\$ 65,953,000	\$ 95,850,000	\$ 384,000,000	\$ 545,803,000
Napa County	\$ 32,968,000	\$ 3,300,000	\$ 289,660,000	\$ 325,928,000
St. Helena	\$ 15,978,722	\$ 15,468,000	\$ 26,955,473	\$ 58,402,195
Yountville	\$ 8,100,000	\$ 22,500,000	\$ 8,380,000	\$ 38,980,000
NCTPA	\$ 62,425,000	\$ 97,299,360	\$ -	\$ 159,724,360
VINE	\$ 174,752,096	\$ 51,750,000	\$ 267,938,400	\$ 494,440,496
TOTAL	\$ 429,141,390	\$ 403,929,151	\$ 1,072,178,873	\$ 1,905,249,414

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Countywide Plan Revenue Projections 2015-2040



Source	TRANSPORTATION REVENUE	Amount (\$'000)
Federal		
	STP/CMAQ (Jurisdictions)	47,512
State		
	TDA Article 3 Bike/Pedestrian (TDA 3)	4,121
	Regional Improvement Program (RTIP)	75,405
	Gas Tax Subvention	90,662
	AB105 (Gas Tax Swap) Streets and Roads Funding	115,175
Local		
	Measure T (FY2018-19 to FY2039-40)	349,172
	Class I Measure T Equivalent Funds	23,290
	Transportation for Clean Air (TFCA)	4,862
	General Fund/ Traffic Impact Fees	100,438
	Private Contributions	6,500
Transportation Total		\$817,137
	Total Costs - Highway and Roads	\$1,396,784
	Total Shortfall - Highway and Roads	-\$579,647
Source	TRANSIT REVENUE	Amount (\$'000)
Federal		
	FTA Transit Operating	\$54,425
	FTA Transit Capital	\$4,914
State		
	State Transit Assistance (STA Transit Funds)	28,264
	Transportation Development Act- Transit (NCTPA)	173,666
	Low Carbon Transit Operating Program	3,279
Local		
	Lifeline Transportation Program	7,799
	Farebox	36,079
Transit Total		\$308,426.34
	Total Costs - Transit	\$508,465
	Total Shortfall - Transit	-\$200,039
TOTAL FUNDING SHORTFALL		-\$779,686

*All figures are for planning purposes and subject to updates/revisions.

Investment Plan

I. Overview

The purpose of the investment plan is to summarize the efforts and policy considerations involved to identify transportation infrastructure priorities in the County over the next 25 years. Projects submitted by jurisdictions were assessed in context of the Board adopted goals. Project submittals were also evaluated based upon total revenues and the types of revenues (color of funds) available and discretionary revenues that are expected to become available within the 25 year time frame.

An evaluation of the project submittals also informed which alternate revenues should be pursued. A number of other issues were considered when evaluating projects, including traffic congestion relief, and weighing community and regional interests. The Solano-Napa Transportation Model was used to evaluate project performance in context of anticipated development and population growth in the county, and in particular, those projects near or in proximity to the County's two priority development areas (PDAs) in downtown Napa and along Highway 29 in American Canyon. Finally, the plan also discusses balancing maintenance needs with capacity and expansion needs.

II. Goals - Assessing Projects in Context of Goals

The Board established 6 goals for prioritizing investments in the Vision 2040 Plan. These goals are reiterated below:

- I. Serve the transportation needs of the entire community regardless of age, income or physical ability.
- II. Improve system safety in order to support all modes and serve all users. [safety]
- III. Use taxpayer dollars efficiently.
- IV. Support Napa County's economic vitality.
- V. Minimize the energy and other resources required to move people and goods.
- VI. Prioritize the maintenance and rehabilitation of the existing system.

The Board further noted that the goals were equally important.

Projects were scored based on a series of objectives (performance measures) developed with the NCTPA member jurisdictions. A complete list of objectives can be found in [the Appendix \(page XXX\)](#). Between two and six objectives for each goal were established. A more finite list of definitions was established to define each objective to ensure that all projects would be fairly assessed. This was particularly important in light of the Board's directive to weigh all goals equally. Therefore, it should be emphasized that the scores for the projects reflect no priority but rather reflect how many of the goals were met by a particular project. The project that met the most objectives scored 27.

In general, projects that scored more points were largely expansion projects that supported more than one mode. As an example, expanding SR 29 in American Canyon from four to six lanes scored high because the project includes bicycle, pedestrian and automobile capacity improvements. The project improves system safety, addresses infrastructure needs for many members of the community, and supports the economic vitality of Napa County. Expanding transit infrastructure also scored well for similar reasons. The City of Napa's Imola Improvements and the County of Napa's Devlin Road Extension projects also scored high due to their multi-modal nature, and because the projects addressed transportation needs for all members of the community and are expected to contribute to the County's economic vitality.

Projects that scored lower generally met fewer objectives; however, this does not mean that they have a lesser value to the community. Often lower scores were assigned to projects replacing an existing structure such as NCTPA's Soscol Junction project and City of Napa's Main Street Sidewalk Expansion. Other projects did not score as high because they responded to a singular mode, such as the Town of Yountville's South Veteran's Park Parking Improvements or the VINE Bus Signage project.

Only projects on the constrained list – those projects prioritized for submittal in the Regional Transportation Plan - were scored. Projects have been defined in the plan as having distinct start and stop dates and with a cost greater than \$250,000 or \$100,000 for large jurisdictions and small jurisdictions respectively. The unconstrained list of projects are projects deemed important for to the community in the next 25 years but are not a priority for this RTP period due to limited funding; however, if revenues become available, these projects will become higher priorities.

Programs require a continuous infusion capital over the 25 year period and have no specific start and stop dates. The six programs that were defined for the jurisdictions include: Local Streets & Road maintenance; Local Streets and Roads Enhancements, Bridge/Culvert Maintenance and Rehabilitation, Intelligent Transportation Systems (ITS), Bicycle Network Maintenance and Rehabilitation; and Pedestrian Network Maintenance and Rehabilitation. The City of Napa also included upgrading railroad crossings. The VINE programs include operations; preventive maintenance; Shelter and Stop upgrades and replacement.

A. Serve the transportation needs of the entire community regardless of age, income or physical ability.

In order to equitably serve all members of the community, NCTPA completed an extensive outreach effort. This effort included holding meetings in every jurisdiction. NCTPA focused its effort on a number of groups to ensure it heard from all members of the community. These groups included schools, organizations that serve Spanish speakers, organizations that serve the disabled, organizations that serve seniors, civic groups, various non-profit organizations, and business groups. There was a general consensus from many participants that improved pedestrian and bicycle access was desired. Additional comments from the public suggested that the transit system operate more frequently and have later

hours. Other comments received recommended improvements to roadway condition and provided various suggestions to reduce congestion.

In addition to the broad outreach efforts, NCTPA analyzed Napa's changing demographics and evaluated trends around the country. Results from that analysis concluded that seniors are the fastest growing group in Napa and many seniors do not or cannot drive. The analysis also noted that Napa County will continue to create new jobs but many of these jobs will be low income. The analysis showed that housing will be insufficient to house new and lower income workers due to both supply and relative housing costs to the jobs being created. The cost of commuting in automobiles is expensive and detrimental to the environment. Creating alternate modes to address commute needs such as van pooling and transit will be essential to support Napa County's workforce, particularly its low income workers. Recent trends show that younger generations are interested in using non-auto modes to get around and that the demand for transit is growing.

Chart XX.XX below shows commute modes currently used by County residents, based on the most recent American Community Survey (U.S. Census) data. It should be noted that the data does not reflect all trips completed by members of the community during the course of a week – only commute trips. In fact, roughly 20% of total trips are commute trips. Commute trips tend to be longer than non-commute trips but the mode used to commute is a good indicator of the population's general mode preference.

Chart XX.XX – Napa County Residents Commute Mode from 2006-2010 American Community Survey

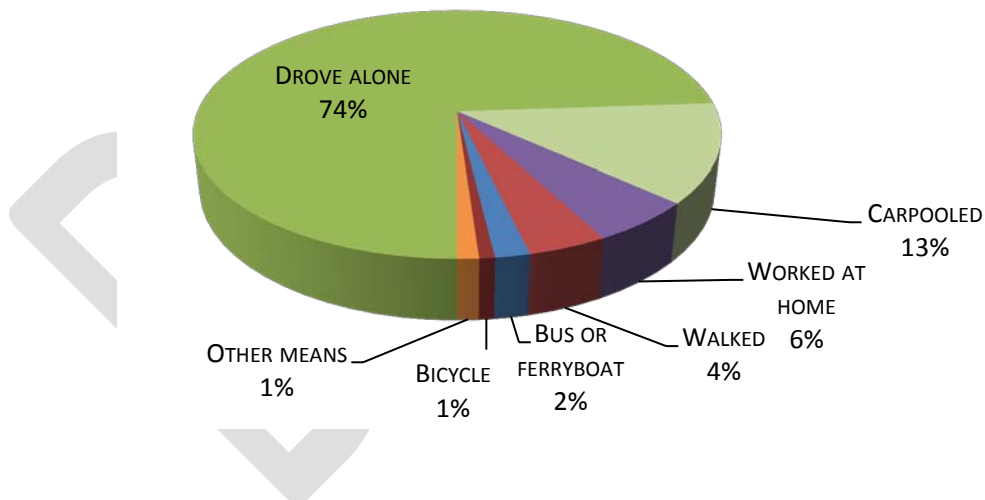
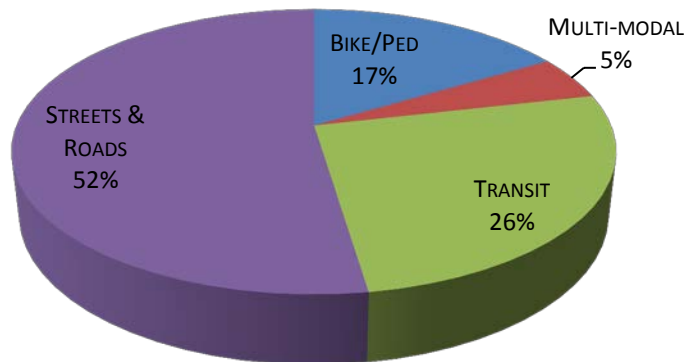


Chart XX.XX reflects the project submittals and shows that non-auto modes are disproportionately higher in relationship to Napa's current commute behavior. This shows an effort to respond to community demand and also address AB 32 and SB 375 requirements to reduce greenhouse gas emissions.

Chart XX.XX: Proposed project and program submittals by mode

TOTAL PROJECT/PROGRAM REQUEST



B. Improve system safety in order to support all modes and serve all users.

A number of projects included in the plan will greatly improve the safety of the system. The segregation of bicyclists and pedestrians from traffic is a key theme for projects overall as is adequate maintenance of road and transit assets. The widening of SR 29 in American Canyon includes separated bike and pedestrian facilities which will significantly improve safety for all highway users. Policy discussions to recommend lower speeds on the corridor will also reduce accidents and significantly reduce the impacts of auto accidents on congestion. The completion of the Vine Trail from the Vallejo Ferry Terminal to Calistoga will also keep automobiles traveling at high speeds away from bicyclists and pedestrians.

There are a number of projects that would upgrade corridor and intersection operations which are imperative for improving pedestrian crossings and reducing automobile accidents.

C. Use Taxpayer Dollars Efficiently

Preparing a benefit-cost analysis on transportation projects is an essential first step to prioritizing projects. It means weighing the costs of a project against its benefits. A number of factors are considered in evaluating the efficacy of a project. These include reducing vehicles miles traveled,

emission reductions, improved safety and health factors, and reduced maintenance costs. A primary consideration is linking the benefits of a project to the economy and more specifically to the creation of jobs. This will be discussed in greater detail under paragraph D, Support Napa County's Economic Vitality.

Bike, pedestrian, and transit projects are often assessed based on the number of anticipated users. As part of the SR 29 Gateway Study, NCTPA considered adding a Bus Rapid Transit System (BRT) along SR 29 but the analysis showed that the number of riders would not support the investment. A full BRT system with dedicated bus lanes can cost over \$55 million per mile. The level of existing and projected transit ridership on the SR 29 corridor did not support that investment. Instead, NCTPA is prioritizing Rapid Bus (RB) – a BRT light. This will include bus signal pre-emption and passenger amenities to improve boarding and alighting times and enhance passenger experience. Capital investments required for these improvements can be accomplished for less than \$500,000 a mile. These improvements are expected to significantly reduce headways and encourage new riders.

Evaluating the cost effectiveness of roads is more complicated, generally the number of users is less important than a project's improved performance, reduced congestion/emissions, and improved safety. Nevertheless, road and highway projects that reduce congestion, improve safety, and accomplish this through nominal investments are key objectives for the projects included in the plan.

D. Support Napa County's economic vitality

There are two key objectives for evaluating transportation investments in context of economic vitality – jobs and freight movement. Congestion and insufficient commute options undermine the County's ability to sustain its robust economy. Building capacity along the most traveled areas on SR 29 and SR 221 will not only improve freight movement, it will reduce congestion and reduce drive times. Alternative commute modes, such as transit, van and car pools, and even bicyclists, reduce the number of highway users and therefore also reduce congestion which also supports economic vitality.

E. Minimize the energy and other resources required to move people and goods.

Projects that reduce energy consumption include expansion and enhancements to the transit system, including expanded hours and rapid bus service on two corridors. The proposed expansion to the system reduces reliance on automobiles. The plan also includes investments in an alternative fueling (compressed natural gas) station and an electric bus demonstration project.

The plan proposes to expand the electric car infrastructure and the construction of park and ride lots to encourage ridesharing and transit use. Finally, there are a number of investments to expand the bicycle and pedestrian network, including Class 1 (physically protected path) facilities to encourage using alternative modes of transportation.

F. Prioritize the maintenance and rehabilitation of the existing system.

There is a significant cost associated with maintaining the County's existing transportation infrastructure but there is a larger cost if it is ignored. Not maintaining infrastructure adds to costs over time, and if left unchecked, can also erode an agency's ability to operate effectively.

The cost of operating a transit system is significant but costs associated with poor maintenance practices can have a devastating effect on operating costs. Poorly maintained vehicles breakdown more frequently, causing system performance and reliability issues which diminishes operating revenues and discourages riders. Moreover, buses that are poorly maintained are generally retired prematurely adding additional, and generally, unnecessary capital costs. Effectively maintaining buses can add years to the average lifetime expectancy of a bus and over time reduce operating costs making the system perform more effectively and efficiently.

The same is true for road infrastructure. The cost of rehabilitating a poorly maintained road can cost as much as fourteen times more than a road that has been well-maintained (Association of American Highway and Transportation Officials -AASHTO).

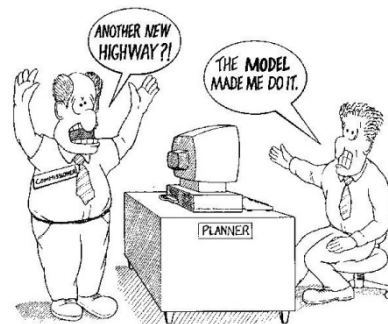
NCTPA partner jurisdictions included six to seven program categories that prioritize the maintenance of the existing system – including road and bridge/culvert maintenance, bike and pedestrian facility rehabilitation. The Transit maintenance program entails preventive maintenance (maintenance of vehicles and buildings) and vehicle replacement among other programs to ensure the effectiveness of the system over the next 25 years.

III. System Performance

A. Modeling Results

Projects are prioritized by jurisdictions using a number of factors. The constrained list is based on the ability to fund them. Projects are also evaluated based on system performance – specifically how well a project performs in context of projected land development and population growth.

The Solano Napa Travel Demand Model was developed by consultants in partnership with NCTPA and the Solano Transportation Authority (STA). The model evaluates proposed system performance based on trips generated based on land use development and projected congestion in order to understand how projects considered under the constrained list affect capacity, congestion, and emissions.



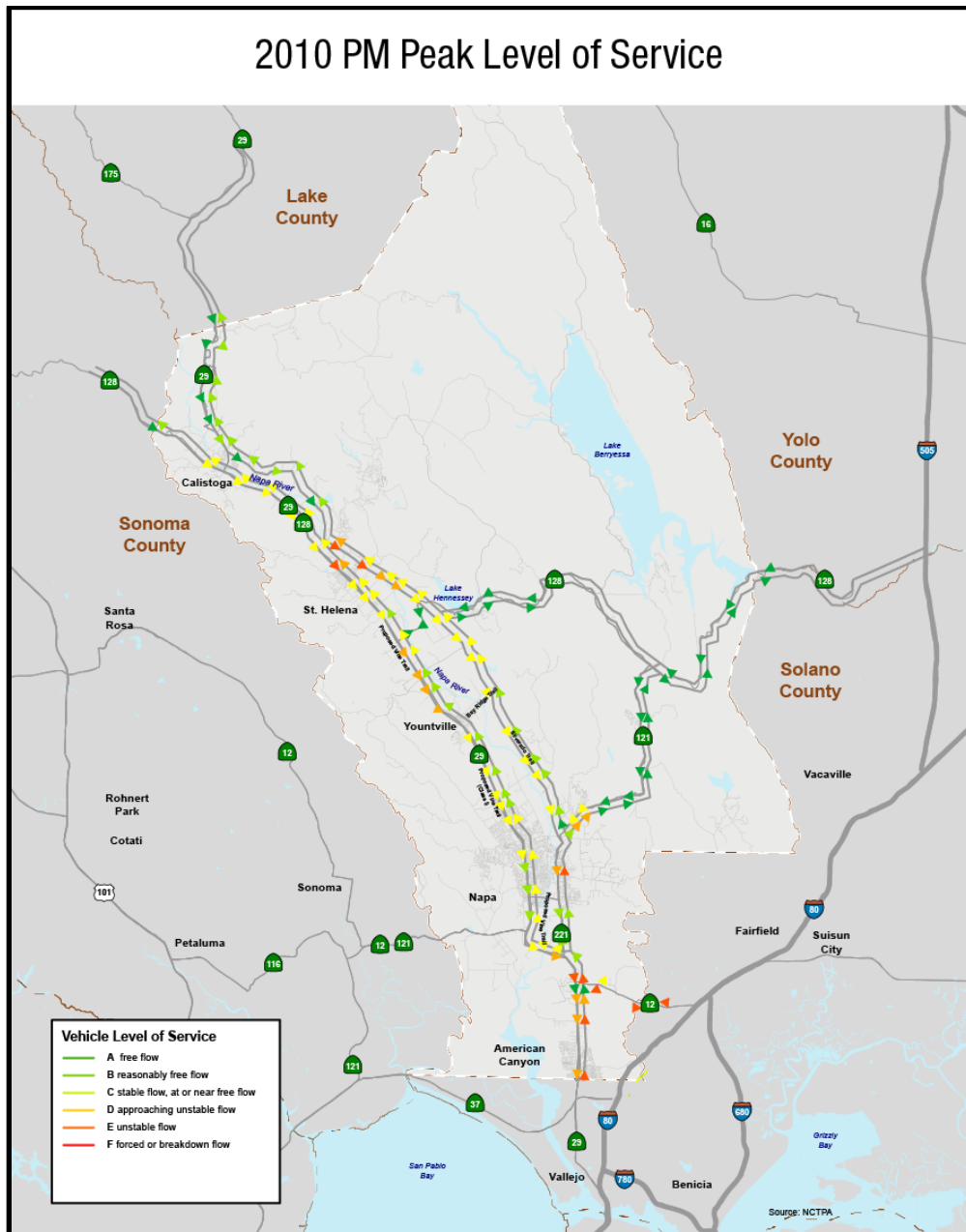
Not all projects lend themselves well to modeling. A subset of projects were selected in order to

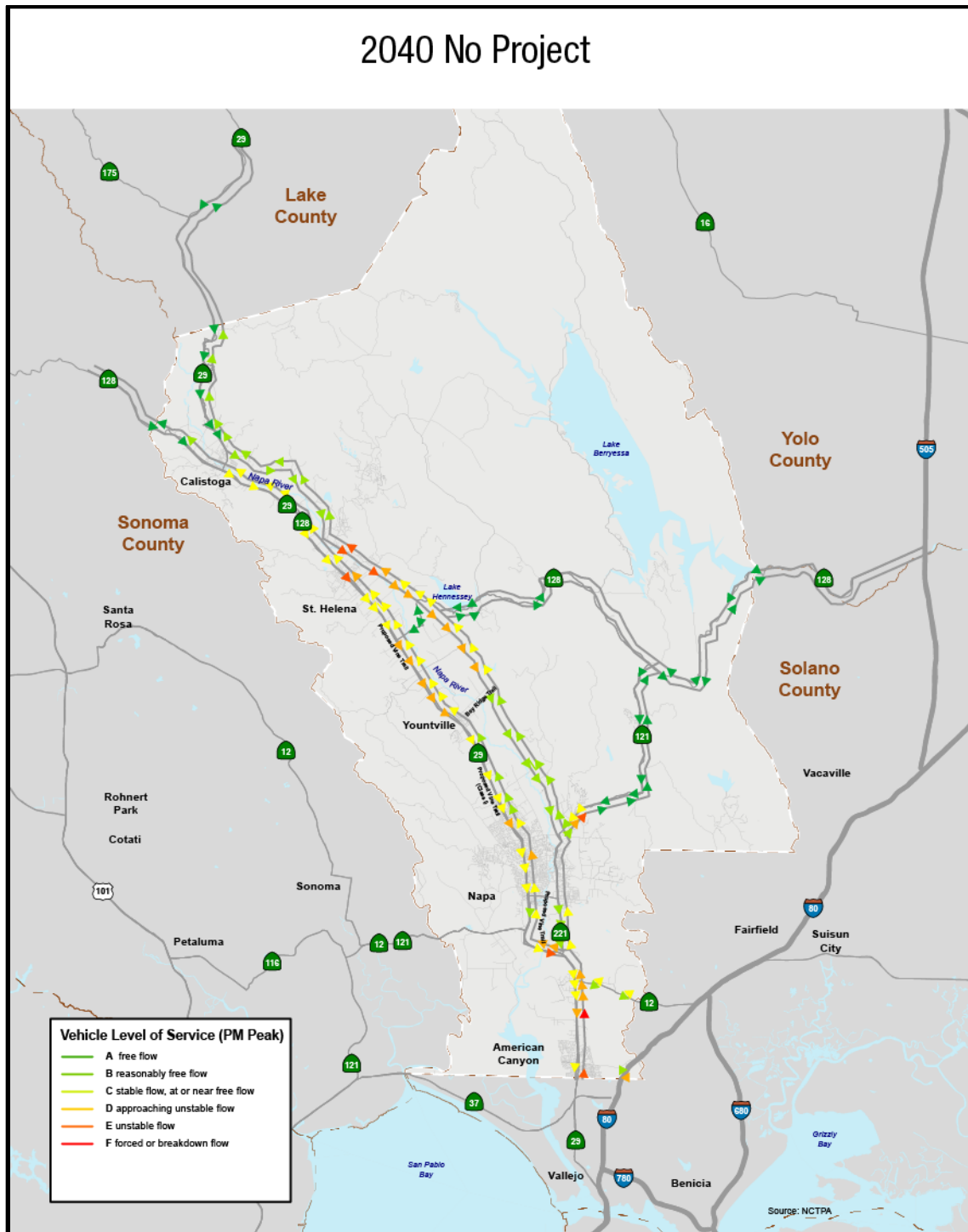
determine how projects would improve capacity or affect speeds on major corridors and how traffic patterns might change. Key projects modeled included SR 29 Widening in American Canyon, SR 29 Intersection Improvements at Airport (SR 12), Soscol (SR 221), and Carneros (SR 121/12). Widening of 221 (City of Napa and County of Napa) was also modeled as were a number of more minor intersection and roadway extensions. Assumptions about transit, van/carpooling and active transportation modes were also considered based on investments and projected modal shift.

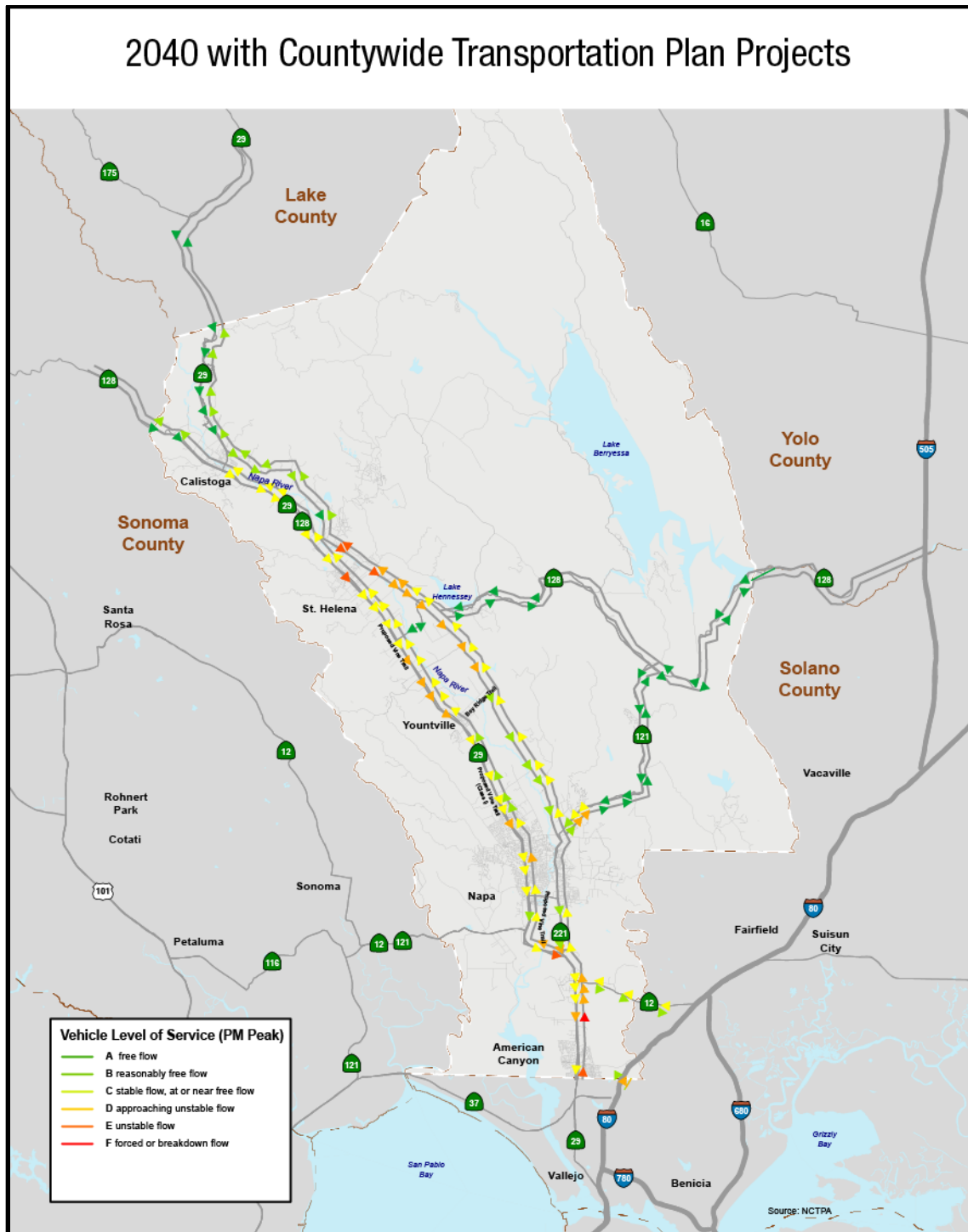
Figures XX.XX, XX.XX (below) show how the proposed improvements in the plan distribute traffic volumes between the two major arterials in Napa County, SR 29 and Silverado Trail. While there is no significant impact to the overall level of service, the volume of vehicles on the roads is significantly higher, generally due to growth. The modeling results also indicate that traffic congestion will be mitigated where SR 29 and SR 221 intersect.

Figures XX.XX and XX shows changes in level of service under 2010 conditions and the 2040 build and no build scenarios.

DRAFT







Most, if not all, of the projects on the constrained project list reduce emissions. Projects that reduce congestion can also contribute to reduced emissions. There are a number of factors that determine how successful a project is at reducing emissions. Corridor speeds, starts, and stops and even the condition of the roadway all play a role in emission levels. The optimum project is a corridor that operates at moderate speeds with minimal stops and starts. Speed reductions are being considered in conjunction with the SR 29 Widening Project in American Canyon. Since road capacity is being added to reduce congestion, it will be a priority not to forfeit emission reductions gained in the construction through excessive road speeds.

Encouraging alternative modes potentially garners the most emission savings but it also requires people to change their behavior. In Napa, 74% of the population are drive alone commuters. As discussed in the Travel Demand white paper (pg. XX), travel demand management employs innovative and cost-effective ways to encourage and incentivize travel behavior changes. Behavior change can be incentivized by reducing transit and carpool costs, by increasing transit operations, by discouraging auto use through parking and toll fees. There are a number of transit and active transportation investments proposed over the 25-year period of the plan that supplement the current limited framework for alternative modes and afford opportunities to develop policies to improve Napa's commute score card.

IV. Revenue estimates

1. Committed Revenues

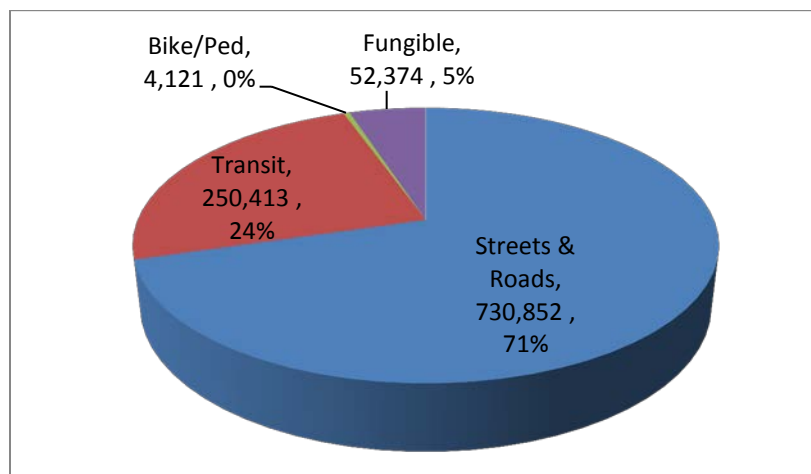
Committed revenues are federal, state, and local revenues are generally formula programs or local tax programs such as Measure T and gas taxes.

Table XX.XX summarizes programs and related revenues. A more detailed list of revenues is included on page XX of the appendix.

Table XX.XX Committed Revenues (in 1,000s)		
Source	Revenue	Estimated Amount (in 1,000s)
Highway, Local Streets & Roads, Bike/Ped Funds		
Federal	STP/CMAQ (Jurisdictions)	47,512
State	TDA Article 3 Bike/Pedestrian (TDA 3)	4,121
	Regional Improvement Program (RTIP)	75,405
	Gas Tax Subvention	90,662
	AB105 (Gas Tax Swap) Streets and Roads Funding	115,175
Local	Measure T (FY2018-19 to FY2039-40)	349,172
	Transportation for Clean Air (TFCA)	4,862
	General Fund Fees	100,438
TRANSPORTATION TOTAL		\$787,347
Transit Funds		
Federal	FTA Transit Funds Operating	\$54,043
	FTA Transit Funds Capital	\$4,914
State	State Transit Assistance (STA Transit Funds)	28,264
	Transportation Development Act- Transit (NCTPA)	159,912
	Low Carbon Transit Operating Program	3,279
Local	Fares	36,079
TRANSIT TOTAL		\$286,491

Roughly 7% of the committed revenues summarized above can be used for multi-modal projects. Chart XX.XX below reflects revenues

Chart XX.XX shows committed revenues by mode (in 1,000s).



2. Discretionary Revenues

Discretionary revenues are competitive grant programs reasonably expected based on awards and funding trends. Table XX.XX summarizes programs and related revenues.

Table XX.XX: Discretionary Revenues (in 1,000s)		
Source	Eligibility	Estimated Amount
Active Transportation Program (ATP)	Bicycle and Pedestrian	\$1,000
Transit & Intercity Rail Program (TIRCP)	Transit	1,590
5311f (New Projects)	Transit	1,500
FTA Small Starts	Transit	8,053
TIGER for SR29	Highway	87,250
ITIP for SR 29	Highway	37,500
SHOPP	Highway	65,000
Federal Highway Bridge Program	Bridge	5,000
CARB Emerging Technologies	Multi-Modal	3,750
TFCA Regional	Multi-Modal	3,960
FTA Section 5310	Transit	1,250
California CEC Solar	Multi-Modal	250
Affordable Housing/ SCS	Multi-Modal	9,765
Bridge Tolls	Multi-Modal	16,872
Regional Measure 3 (RM3) Operating	Multi-Modal	9,020
Regional Measure 3 (RM3) Capital	Multi-Modal	2,500
Parking Fees	Road	1,150
Lifeline Transportation Program	Multi-Modal	6,900
Low Carbon Bus Program (Calstart)	Transit	1,000
TOTAL		\$263,310

3. Blue Print Revenues

Blue Print revenues are revenues that have been considered potential new revenues that could be generated and administered locally. A larger discussion of potential “Blue Print” revenues is included in Chapter XX.XX Investment Blue Print. Table XX.XX summarizes the recommended Blue Print Revenues.

Table XX.XX Blue Print Revenues (in 1,000s)		
Fund Source	Eligibility	Total
Transportation Sales Tax (1/2 Cents)	To be determined	\$319,000
Vehicle Registration Fee	Multi-modal	40,000
Bike Facilities Vehicle Registration Fee	Bicycle	20,000
Parcel Tax	Multi-modal	56,750
TOTAL		\$435,750

V. Balancing Interests and Needs

A. Project/Program Total

Table XX.XX shows summary data by jurisdiction for constrained project list, unconstrained project list, and programs.

Table XX.XX: Total Project/Program Submittals (in 1,000s)				
Jurisdiction	Constrained Project List Total	Unconstrained Project List Total	Program Total	Total Request
American Canyon	\$67,564	\$99,508	\$65,140	\$232,213
Calistoga	1,400	18,253	30,105	\$49,758
City of Napa	65,953	95,850	384,000	\$545,803
Napa County	69,900	3,300	289,660	\$362,860
St. Helena	15,978	15,468	26,955	\$58,402
Yountville	8,100	22,500	8,380	\$38,980
NCTPA	62,425	97,299	-	\$159,724
VINE	174,752	51,758	267,938	\$494,448
TOTAL	\$466,073	\$403,937	\$1,072,178	\$1,942,189

Table XX.XX shows the total projects (both committed and uncommitted) and program requests for all jurisdictions, NCTPA (including the VINE Bus System).

Table XX.XX: Total Project and Program Requests (in 1,000s)	
Project and Program Mode	Total Request
Bike/Ped	\$ 319,956
Multi-modal	96,000
Transit	508,473
Streets & Roads	1,017,759
TOTAL	\$ 1,942,189

Table XX.XX shows all program requests by mode.

Table XX.XX: Total Program Requests by Mode in (1,000s)	
Program Mode	Request
Bike/Ped	\$ 241,625
Multi-modal	-
Transit	267,938
Streets & Roads	562,615
TOTAL	\$ 1,072,178

Table XX.XX shows total constrained projects by mode.

Table XX.XX: Total Constrained Projects by Mode (in 1,000s)	
Project Mode	Request
Bike/Ped	\$ 38,131
Multi-modal	Not defined
Transit	176,777
Streets & Roads	251,165
TOTAL	\$ 466,073

B. Balancing Regional/State Interests with Local Needs

Regional agencies have been tasked to meet AB 32 and SB 375 requirements. AB 32 requires the reduction of greenhouse gas levels (GHGs) to 1990 levels by 2020. To support this effort, SB 375 requires that regional planning agencies include a Sustainable Community Strategies (SCS) in their planning efforts to meet state established emission targets. The Metropolitan Transportation Commission (MTC) and Association of Bay Area Government's (ABAG) SCS, One Bay Area Plan, in part met its SB 375 requirement by concentrating transportation revenues in Priority Development Areas (PDAs). Napa County has only two PDAs, in the City of Napa and in American Canyon. The SCS analysis

also recognizes that to meet the GHG targets, housing and jobs need to have a closer balance. To incentivize corresponding land use development changes, the amount of highway funding a County receives is based on housing allocations and production. This has significantly reduced the amount of revenues that the County received in the last regional transportation plan and this is not expected to change in the current plan. The associated MTC/ABAG policies also limit how the funds can be spent.

What local jurisdictions need and want is often in conflict with the State and Regional policies exacerbating local funding shortfalls and putting greater onus on local governments to shoulder a greater share of the infrastructure costs. This is particularly problematic in Napa because its bucolic setting and burgeoning wine and hospitality industries draw significant visitors and revenues to the region, which puts a disproportionate burden on local infrastructure without providing the revenues to support it.

Over the last few funding cycles, transportation infrastructure funding provided by federal, state, and regional agencies has dwindled. Local funding is not sufficient to gap the growing infrastructure funding shortfall. The Revenue Blueprint provides ideas on how local funds could be raised address this.

C. Balancing Maintenance and Expansion Needs

The total committed revenues available – those revenues we can reasonably expect to receive over the 25 year period – are insufficient to fund all of the infrastructure needs. One of the most significant questions that the NCTPA Board must contend with is what key capacity projects need to be delayed or not constructed or how much maintenance should be deferred if discretionary and blue print revenues are not realized over the 25 year period.

Chart XX.XX shows committed projects and programs and “color of money” shortfall.

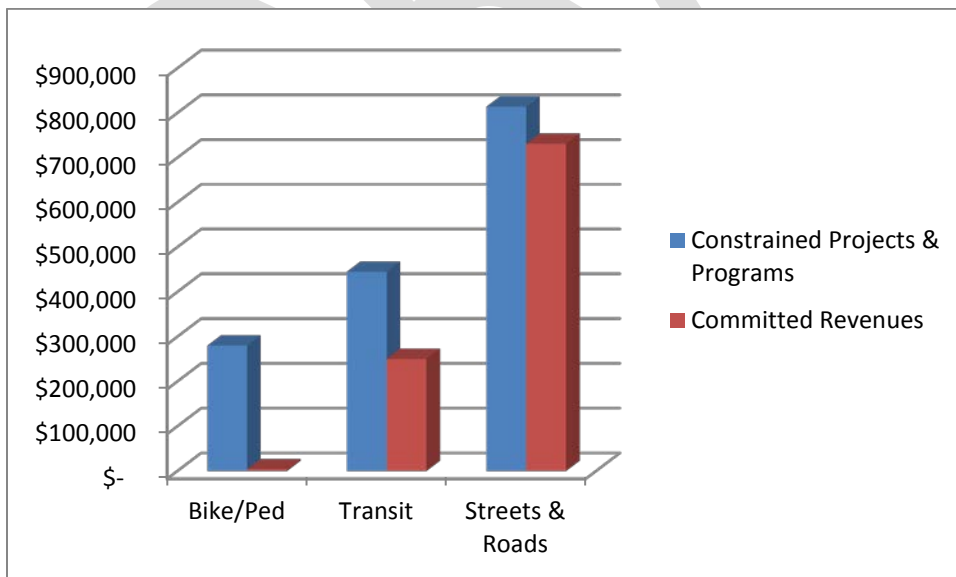
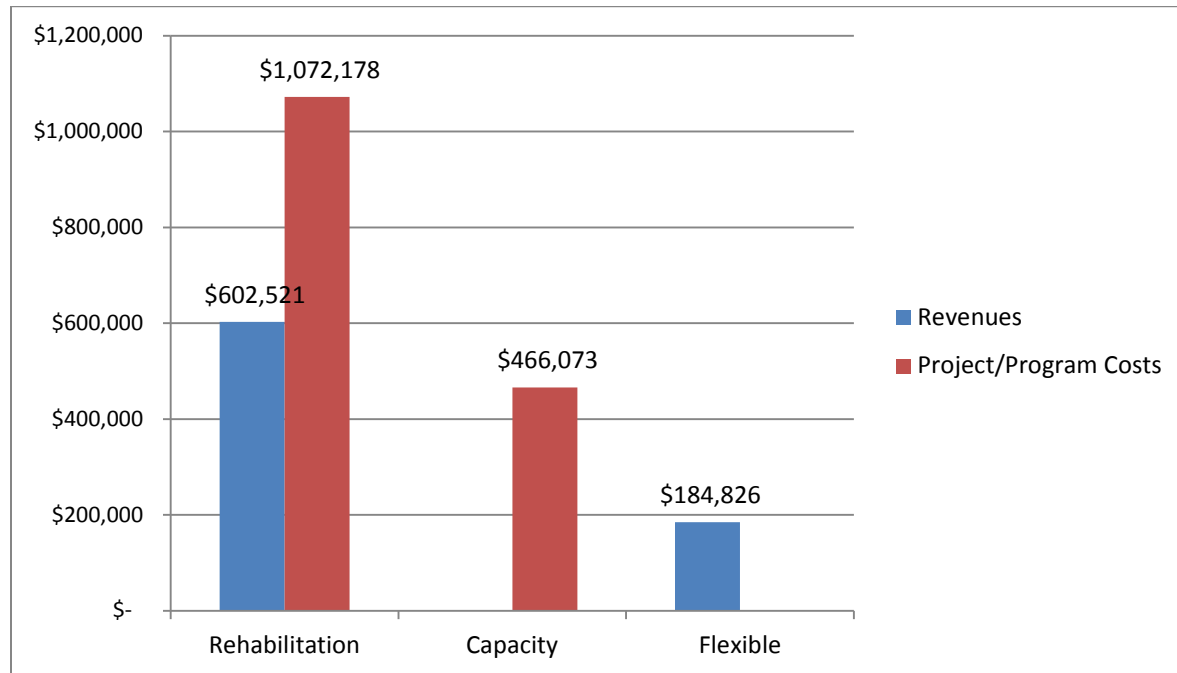


Chart XX.XX Shows Total Projects and Programs for Bike and Pedestrian and Local Street and Road Needs compared Total Eligible Revenues. Values are shown \$1,000s.



Some of the revenues, such as RTIP and General Fund revenues can be spent on either rehabilitation or capacity, however, much of the funding, such as Measure T and regional STP/CMAQ funds must be used to fund maintenance needs. Roughly 24% of the revenues are flexible and can be spent on capacity or maintenance projects. The limited availability of funds for capacity expansion presents a challenge, particularly because deferring maintenance leads to higher costs in the long run.

Anticipated discretionary revenues will support largely capacity projects, but there are also state efforts underway to raise revenues for maintenance needs. However, given neither of these revenue sources are committed, additional concepts about project priorities must be considered.

D. Options for Addressing Revenue Shortfall

1. Use General Fund Revenues for Rehabilitation and Traffic Mitigation (Developer Fees) for Expansion/Capacity

Included in the flexible revenue source are the anticipated general fund and developer fee revenues that the jurisdictions have estimated that can be expected over the next 25 years.

2. Apportion all Flexible Revenues to Capacity Projects

There are significant State efforts underway that would raise revenues. The efforts are focused on rehabilitation and maintenance needs.

3. Apportion all Flexible Revenues to Maintenance Projects

Most of the discretionary revenues available will be to fund new, capacity projects.

4. Balance the Maintenance Needs with Capacity Needs

Neither the discretionary revenues nor State fund raising efforts are certain. Balancing how funds are apportioned between Maintenance and Expansion may be the best proposal for an uncertain future.

ITEMS TO BE ADDED TO APPENDIX

- Objectives
- Project Scores
- Detailed Modeling Results
- Year of Expenditure Detail
- Revenues – detailed list by year and by fund source
 - Committed
 - Discretionary

Countywide Transportation Plan Timeline/Meeting Dates

**ATTACHMENT 7
ATAC AGENDA ITEM 7.2
JUNE 22, 2015**

*Dates/Times are subject to change

Date/Time	Meeting	Subject	Location
June 22, 2015 at 5:00 PM	ATAC Meeting	Review Investment Plan	NCTPA
July 9, 2015 at 10:00AM	PCC Meeting	Review Draft CTP/CBTP	NCTPA
July 9, 2015 at 2:00 PM	TAC Meeting	Review Draft CTP/CBTP	NCTPA
July 9, 2015 at 6:00 PM	VCAC Meeting	Review Draft CTP/CBTP	NCTPA
July 15, 2015 at 1:30 PM	NCTPA Board Meeting	Review Draft CTP/CBTP	NCTPA
July 27, 2015 at 5:00 PM	ATAC Meeting	Review Final Draft CTP/CBTP	NCTPA
September 3, 2015 at 10:00AM	PCC Meeting	Review Final Draft CTP/CBTP	NCTPA
September 3, 2015 at 2:00 PM	TAC Meeting	Review Final Draft CTP/CBTP	NCTPA
September 3, 2015 at 6:00 PM	VCAC Meeting	Review Final Draft CTP/CBTP	NCTPA
September 16, 2015 at 1:30 PM	NCTPA Board Meeting	Approve CTP/CBTP	NCTPA
September 30, 2015		RTP Projects due to MTC	



June 22, 2015
ATAC Agenda Item 7.3
Continued From: New
Action Requested: **Approve**

NAPA COUNTY TRANSPORTATION AND PLANNING AGENCY ATAC Agenda Letter

TO: Active Transportation Advisory Committee (ATAC)
FROM: Kate Miller, Executive Director
REPORT BY: Diana Meehan, Associate Planner
(707) 259-8327/ Email: dmeehan@nctpa.net
SUBJECT: Bicycle and Pedestrian Count Locations

RECOMMENDATION

That the ATAC will approve countywide bicycle and pedestrian count and survey locations and survey questions.

EXECUTIVE SUMMARY

To help prioritize and plan for bicycle and pedestrian infrastructure improvements throughout the county, data on the use of the facilities and users will be collected. The purpose of this memo is to:

- Finalize count location list for September 2015 bicycle and pedestrian counts and surveys. (Attachment 1)
- Review and finalize survey questions (Attachment 2)

FISCAL IMPACT

Is there a Fiscal Impact? No

BACKGROUND AND DISCUSSION

Bicycle and pedestrian counts and surveys are necessary to evaluate existing facilities, who uses these facilities, and why. Data collected over time can also be used to compare to earlier data collected to make projections on potential future use.

The Metropolitan Transportation Commission (MTC) conducted regional counts and surveys in 2002 with updates to counts through 2012. The MTC effort will provide a critical baseline for how bicycling and walking has changed over time. These count and

survey locations will remain on the list. The MTC count locations were selected using the following 5 criteria and should be considered when selecting final count locations:

1. High bicycle collision rates.
2. On the local or regional bicycle network (existing or proposed).
3. Proximity to major transit facilities.
4. Proximity to schools and colleges/universities.
5. Proximities to local or regional attractions/destinations.

Surveys were also administered at two (2) of the following County locations: Calistoga: Lincoln (SR29) at Washington and Napa: Lincoln at Jefferson. Based on feedback from ATAC members and staff review, potential additional survey locations are:

- Main St. and Pope St., St. Helena
- Commuter Path at Jefferson St., City of Napa
- Streblow Drive at Napa Valley College path, City of Napa
- Newell Dr. and American Canyon Road, American Canyon
- Other?

There is an opportunity to participate in the National Bicycle and Pedestrian Documentation Project (NBPDP), a joint effort between the Institute of Transportation Engineers (ITE), Alta Planning and Design and the Pedestrian and Bicycle Council. The objective of the NBPDP is to:

- Establish a consistent national methodology for conducting bicycle and pedestrian counts and surveys.
- Establish a national database of bicycle and pedestrian count information generated by consistent methods and practices.

The project provides all training information and materials for participation. Counts take place annually and information gathered will become part of a national shared database. All participants will have access to data collections. The next official count date will be September 14-20 2015.

In order to prepare for counts and surveys in September, NCTPA will have two summer interns assist in recruiting volunteers and scheduling a training date for late July or early August. For more information on the National Bicycle and Pedestrian Documentation Project follow this link:

<http://bikepeddocumentation.org/>

SUPPORTING DOCUMENTS

Attachment(s): (1) Count locations
(2) MTC Survey

JURISDICTION	LOCATION	SURVEY LOCATION
American Canyon	*SR 29 and American Canyon Rd.	
American Canyon	**Donaldson Way and Elliott Dr.	
American Canyon	Wetlands Edge and Eucalyptus Dr.	
American Canyon	Newell Dr. and American Canyon Rd.	Recommended
City of Napa	*Jefferson and Lincoln	Yes
City of Napa	**Soscol and Vallejo St. (Commuter Path)	
City of Napa	**Soscol and Main/Central (Commuter Path)	
City of Napa	Redwood Rd. and Solano Ave.	
City of Napa	**Trancas St. and Old Soscol Ave/River Trail	
City of Napa	**Coombsville Rd. and Silverado Tr. (5-way)	
City of Napa	**Soscol and Third St.	
City of Napa	Tamarisk and Coombsville Rd.	
City of Napa	Gasser Drive and Imola Ave	
City of Napa	Linda Vista and Wine Country	
City of Napa	Solano Ave. and Linda Vista	
City of Napa	**Strebblow Drive and NVC path	Recommended
City of Napa	Jefferson St. @ Commuter Path	Recommended
City of Napa	Redwood Rd. and Carol Dr.	
Unincorporated Napa County	**Silverado Tr. And Deer Park Rd.	
Unincorporated Napa County	**SR 29 and Oakville Grade	
Unincorporated Napa County	**Soscol Ferry Rd. and Devlin Rd.	
Unincorporated Napa County	*Drycreek Rd. and Orchard Avenue	
Unincorporated Napa County	*Old Sonoma Rd. and Hwy 121	
Unincorporated Napa County	*Silverado Tr. And Oakville Crossroad	
Yountville	*Yount St. and Finnell	
Yountville	Madison St. and Washington St.	
Yountville	Washington St. and Yount St.	
Yountville	California Dr. and Washington St.	
St. Helena	*Main St. and Adams **	
St. Helena	SR 29 and Grayson Ave.	
St. Helena	Main St. and Pope St.	Recommended
St. Helena	Main St. and Pratt St.	
St. Helena	SR 29 and El Bonita Dr.	
Calistoga	*Lincoln St. and Washington St.	Yes
Calistoga	**Silverado Tr. And Brannon St.	
Calistoga	**Grant St. and N. Oak St.	
Calistoga	**Cedar St. and Berry Street	

Maximum 4-6 locations for larger jurisdictions: American Canyon, City of Napa, Unincorporated Co.
Maximum 2-3 locations for smaller jurisdictions: Yountville, St. Helena, Calistoga

ABOUT YOU....

1. Gender ☐ Male ☐ Female
2. Age ☐ Under 16 ☐ 16 - 39 ☐ 40 - 64 ☐ 65+
3. Household Income
☐ Under \$25,000 ☐ \$25,000 - \$49,999 ☐ \$50,000-74,999 ☐ \$75,000+
4. Do you own a car? ☐ Yes ☐ No

ABOUT YOUR TRIP TODAY....

5. What is the primary purpose of your trip today? Check one.
☐ Work Commute ☐ School Commute ☐ Other _____
☐ Recreation/Exercise ☐ Shopping/Errands/Food
6. Which other modes of transportation will you use on your trip today? Check all that apply.
☐ Walk ☐ Motorcycle ☐ Bus ☐ Other Rail
☐ Bicycle ☐ Auto ☐ BART ☐ Ferry
7. Where did you start your trip today?
☐ Home ☐ Work ☐ School ☐ Other: _____
What city? _____ Nearest Intersection: _____
8. Where did you end your trip today?
☐ Home ☐ Work ☐ School ☐ Other: _____
What city? _____ Nearest Intersection: _____

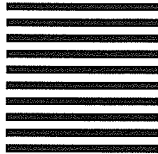
ABOUT YOUR ACCIDENT EXPERIENCE....

9. Have you ever been involved in a crash or accident with a vehicle while walking or bicycling?
☐ Yes ☐ No
10. If yes, what was the extent of the injury?
☐ None/Property Damage Only ☐ Minor Physical Injury ☐ Serious Physical Injury
11. If yes, was the accident reported to the police?
☐ Reported ☐ Not Reported

COMMENTS....

(continue survey on the inside...)

NO POSTAGE
NECESSARY
IF MAILED
IN THE
UNITED
STATES



BUSINESS REPLY MAIL
FIRST CLASS PERMIT NO. 689 OAKLAND, CA

POSTAGE WILL BE PAID BY ADDRESSEE

Metropolitan Transportation Commission
Attn: Trent Lethco
Joseph P. Bort MetroCenter
101 Eighth St.
Oakland, CA 94607-9965

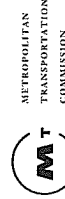
**BAY AREA
PEDESTRIAN &
BICYCLIST
SURVEY**

Thank you for taking a survey form for pedestrians and bicyclists. We hope you will complete and return the form — it should take only a few minutes to complete. Once you've completed the survey, you can leave it with the person who gave it to you or drop it in the mail. Please be sure the survey is sealed and mailed back by **October 9, 2002.**

For more information on this project, please contact: Trent Lethco at (510) 464-7737 — tlethco@mtc.ca.gov or Nancy Okasaki at (510) 464-7759 — nokasaki@mtc.ca.gov

Purpose of the Pedestrian and Bicyclist Survey

The Metropolitan Transportation Commission (MTC) is the transportation planning, funding and coordinating agency for the nine-county San Francisco Bay Area. MTC is interested in learning more about how people travel on foot and by bicycle. Your responses to our survey will provide important information that MTC will use in planning for pedestrian and bicyclist needs in our region.



101 Eighth Street Oakland, CA 94607 (510) 464-7700

TO MAIL, PLEASE SEAL WITH TAPE.

IF YOU ARE WALKING TODAY...

The following questions refer to walking or jogging on public streets, including sidewalks and shoulders

W1. Roughly how many times per week do you walk for...

- Less than 10 minutes? 1 - 2 3 - 4 5+
10 - 30 minutes? 1 - 2 3 - 4 5+
Over 30 minutes? 1 - 2 3 - 4 5+

W2. On a scale of 1 to 10, how safe do you feel when crossing the street?

- (1 = not safe at all and 10 = very safe) Circle one.
1 2 3 4 5 6 7 8 9 10

W3. At a traffic light, what is the meaning of a flashing red hand symbol? Check one.

- ___ Don't start to cross the street.
___ Hurry up! The light is about to turn red.
___ Not sure

W4. When is it ok to cross the street mid-block?**

- Check one.
___ Never
___ Only when there is a marked crosswalk
___ When there is no marked crosswalk, but you've looked to make sure there is no oncoming traffic
___ Pedestrians can cross wherever they want
___ No response

*Mid-block refers to locations on a street which are in between intersections.

W5. Should the police issue tickets to pedestrians for unlawful behavior?

- ___ Yes ___ No



W6. When is it ok to cross against a red light?

- Check one.
___ Never
___ When there is no oncoming traffic
___ When there is no oncoming traffic and you know the light is about to turn green
___ When other people are doing it
___ No response

W7. Do you jaywalk? Check one.

- ___ Never ___ Often ___ No response
___ Sometimes ___ All the time

W8. Which of following statements best describes your behavior when you cross the street at a traffic light? Check one.

- ___ I generally don't pay attention to the Walk/Don't Walk signal and just cross whenever I think it's safe.
___ I wait for the Walk signal before I start crossing and continue to remain watchful of oncoming vehicles for as long as I'm in the crosswalk.
___ I wait for the Walk signal before I start crossing but sometimes fail to watch for oncoming vehicles.

W9. At intersections with pedestrian signals, do you feel that pedestrians are generally given enough time to cross the street?

- ___ Yes ___ No

IF YOU ARE BICYCLING TODAY...

B1. Why did you bicycle on this trip?

Check all that apply.

- ___ No car available
___ Saves time
___ Parking not available at the start or end this trip
___ Parking is too expensive
___ Exercise/recreation
___ More convenient
___ Protect the environment
___ For my health

B2. How often do you use your bicycle?

Check one.

- ___ 2 or more times per day
___ Several times a week
___ Several times a month
___ Several times a year

B3. Roughly how far did you ride your bicycle on this trip?

Check one for either distance or time.

- ___ 0 - 2 miles ___ less than 10 minutes
___ 3 - 5 miles ___ 10 - 20 minutes
___ 6 - 8 miles ___ 21 - 30 minutes
___ Over 9 miles ___ Over 30 minutes

B4. How often do you use public transit? Check one.

- ___ Never ___ A few times a week
___ A few times a month ___ Every day

B5. Do you take your bicycle on public transit?

Check one.

- ___ Never
___ Yes, a few times a month
___ Yes, a few times a week
___ Yes, every day



B6. I prefer to ride my bike:

(Rank in order of preference 1 = most preferred, 4 = least preferred)

- ___ On any city street
___ On streets with signs identifying a bike route
___ On streets with a painted bike lane
___ Off street on bicycle trails

B7. If you did not have a bicycle, would you or someone in your household own an additional car?

- ___ Yes ___ No

B8. Do you generally wear a helmet when you bicycle?

- ___ Yes ___ No

B9. On a scale of 1 to 10, how safe do you feel when biking?

(1 = not safe at all and 10 = very safe) Circle one.

- 1 2 3 4 5 6 7 8 9 10

B10. What would make you feel safer when bicycling?

(Rank the following, with 1 being the safest & 4 being the least safe)

- ___ A bicycle lane on the street
___ More bicycle trails or paths
___ Motorists following the rules of the road
___ Slower-moving cars
___ Other: _____

B11. Should the police issue tickets to bicyclists for unlawful behavior?

- ___ Yes ___ No

B12. How often do you stop at stop signs? Check one.

- ___ Never ___ Often ___ No response
___ Sometimes ___ All the time

B13. Are the following statements true or false?

A bicyclist must obey all traffic laws that apply to motor vehicles. ___ True ___ False

In California, all roadways are open to bicyclists unless otherwise expressly prohibited. ___ True ___ False

Printed on recycled paper.



June 22, 2015
ATAC Agenda Item 7.4
Continued From: New
Action Requested: **APPROVE**

NAPA COUNTY TRANSPORTATION AND PLANNING AGENCY ATAC Agenda Letter

TO: Active Transportation Advisory Committee (ATAC)
FROM: Kate Miller, Executive Director
REPORT BY: Diana Meehan, Associate Planner
(707) 259-8327 / Email: dmeehan@nctpa.net
SUBJECT: Active Transportation Advisory Committee (ATAC) Member
Nomination

RECOMMENDATION

That the Active Transportation Advisory Committee (ATAC) recommend to the NCTPA board appointing Erin Middleton to ATAC to fill the vacancy as representative for the County of Napa.

EXECUTIVE SUMMARY

Erin Middleton has been an active community cyclist for 8 years. She has a strong interest in active transportation and public service and has volunteered with the Rotary Club, Napa Insight and Mediation group and Napa CASA.

The Napa County Board of Supervisors recommended the appointment of Ms. Middleton to serve as representative on the NCTPA Active Transportation Advisory Committee at their June 9, 2015 meeting.

FISCAL IMPACT

Is there a Fiscal Impact? No

BACKGROUND AND DISCUSSION

The Active Transportation Advisory Committee is made up of eleven members with representation that mirrors the voting structure of NCTPA Board. Committee structure consists of: four members from the City of Napa, two from Napa County, two members from American Canyon and one from each remaining jurisdiction. Ms. Middleton's appointment to the ATAC would fill a vacancy on the committee.

The Board of Supervisors appointed Ms. Middleton at their June 9, 2015 meeting.

SUPPORTING DOCUMENTS

Attachments: (1) Middleton Application and BOS recommendation

MAY 22 2015

NAPA COUNTY
EXECUTIVE OFFICE



A Tradition of Stewardship
A Commitment to Service

County Executive Office
1195 Third Street, Room 310 Napa, CA 94559-3082
(707) 253-4421 FAX (707) 253-4176
APPLICATION FOR APPOINTMENT TO
BOARD, COMMISSION, COMMITTEE OR TASK FORCE

PLEASE TYPE OR PRINT (Complete pages 1 through 3)

NOTE: Applications are public records that are subject to disclosure under the California Public Records Act. Information provided by the applicant is **not** regarded as confidential **except** for the addresses and phone numbers of references and the applicant's personal information including home and work addresses, phone numbers and email address.

PLEASE NOTE THAT APPOINTEES MAY BE REQUIRED BY STATE LAW AND COUNTY CONFLICT OF INTEREST CODE TO FILE FINANCIAL DISCLOSURE STATEMENTS

For information about Form 700 Conflict of Interest Code click on this link [Committee List of Form 700 Filers](#)

*Application for Appointment to: (Name of Board, Commission, Committee or Task Force)

Active Transportation Advisory Committee

*Category of membership for which you are applying:

(This information can be found on the news release announcing the opening.
You may apply for more than one category if more than one position is open.)

General Public

*Supervisory District in which you reside:

4

*Full Name:

Erin Middleton

*Date:

5/22/2015

*Current Occupation: (within the last twelve (12) months)

Real Estate Agent-in-Training

*Current License: (Professional or Occupational, date of issue and/or expiration including status)

in process of getting my real estate license

*Education/Experience: (A resume may be attached containing this and any other information that would be helpful to the Board in evaluating your application.)

Bachelor's Degree in Communications from the University of Oregon, marketing/advertising for 10 years, now transitioning into real estate

*Community Participation: (Nature of activity and community location)

UC Master Gardeners, composting workshops, weekly group bike rides, real estate caravan, Rotary Club volunteering, Napa Insight & Meditation group, and Napa CASA.

*Other County Board/Commission/Committee on which you serve/have served:

none

*Application for Appointment to: (Name of Board, Commission, Committee or Task Force)

Active Transportation Advisory Committee

Names, addresses and phone number of three (3) individuals familiar with your background:

*Name:

Jason Durant

*Address:

*City:

Napa

*State:

CA

*Zip Code:

*Telephone:

*Name:

Addie Broyles

*Address:

*City:

Austin

*State:

TX

*Zip Code:

*Telephone:

*Name:

Jamie Hammond

*Address:

*City:

Sonoma

*State:

CA

*Zip Code:

*Telephone:

Name and occupation of spouse within the last 12 months, if married (For Conflict of Interest purposes):

*Please explain your reasons for wishing to serve and, in your opinion, how you feel you could contribute:

I have been an active community cyclist for 8 years, organizing group rides and ensuring public safety on those I join. I strongly encourage active transportation and advocate living a healthy lifestyle. I want to have a voice in the Napa community.

*Application for Appointment to: (Name of Board, Commission, Committee or Task Force)

Active Transportation Advisory Committee

APPLICANTS APPOINTED BY THE BOARD OF SUPERVISORS WILL BE REQUIRED TO TAKE AN OATH OF OFFICE.

All applications will be kept on file for one year from the date of application.

PERSONAL INFORMATION

The following information is provided in confidence, but may be used by the Board of Supervisors when making the appointment, or be used by the Committee/Commission/Board/Task Force following appointment for purposes of communicating with the appointee.

*Full Name:

Erin Middleton

*email Address:

*Home Address:

*Work Address:

*City:

*State:

*Zip Code:

Napa

CA

*City:

*State:

*Zip Code:

Napa

CA

*Telephone:

*Telephone:

erin middleton

Phone: 707-779-9658

Email: middleton.e@gmail.com



Dynamic, data-driven marketer with experience in a wide-range of industries seeks to become more involved with the Napa community.

EXPERIENCE

The Other Guys – Marketing Coordinator, Sonoma, CA

Sept 2014 to March 2015

- Managed, produced content, and handled community management (including email inquiries and social media direct messages) for 11 wine and spirits brands on Facebook, Twitter, and Instagram. Quarterly analytics showed growth for some brands moreso than others, determined new content approaches to increase engagement and grow social communities overall.
- Designed POS collateral (shelf-talkers, sellsheets, wine labels, posters, and tasting notes) as well as digital ads (web, Facebook) for wine and spirits brands using the Adobe Creative Suite, mostly InDesign, Illustrator, and Photoshop.

BRYTER Estates – Wine Educator, Sonoma, CA

June 2013 to June 2014

- Provided tasting room guests with an elevated experience focusing on an informational and friendly wine tasting experience that resulted in 70% conversion rate of visitors into wine club members.
- Assisted with wine shipments, ensuring that wine was packaged and shipped in a timely manner including proper POS materials and friendly on-brand touchpoints.
- Goal-focused sales tactics and vibrant personality contributed to out-performing other employees on most expensive wine (award-winning Cabernet Sauvignon).

SocialElements – Brand Director & Social Media Marketer, Sebastopol, CA

May 2012 to May 2013

- Developed and maintained a press and blogger database for “buzz campaign” to raise awareness and create excitement for The Barlow as a tourist destination. Strategy focused on connecting with local bloggers and press to increase influencer word-of-mouth and buzz throughout social media.
- Consulted on the strategic creation of marketing materials and collateral for businesses opening at The Barlow including events, promotions, and POS materials.

The Integer Group – Social Media Lead, Dallas, TX

Dec 2009 to Nov 2011

- Collaborated with the digital marketing team and outside media partners to create an online promotion highlighting 7-Eleven products in conjunction with Zynga social gaming. Promotion resulted in significant increase in store sales, web-based impressions, and social media engagement.
- Wrote and maintained a Wordpress blog for Slurpee’s annual Battle of the Bands. Leadership role with content creation and management of blog resulted in significant increase in traffic sent to Slurpee.com as well as social media community engagement overall.

EDUCATION

Napa Valley Wine Academy, Napa, California

June 2013

- WSET Level 1

Miami Ad School, South Beach, Florida

January 2007 to April 2007

- Account (Brand) Planning Bootcamp

University of Oregon, Eugene, Oregon

Sept 1999 to June 2003

- Bachelor of Arts, Journalism & Communications: Advertising

INTERESTS

- Yoga, meditation, camping, mountain/road biking, gardening, and being involved with my community



A Tradition of Stewardship
A Commitment to Service

Board of Supervisors

1195 Third St.
Suite 310
Napa, CA 94559
www.countyofnapa.org

Main: (707) 253-4421
Fax: (707) 253-4176

**CERTIFIED EXCERPTS FROM THE DRAFT SUMMARY OF PROCEEDINGS OF THE
NAPA COUNTY - BOARD OF SUPERVISORS REGULAR MEETING
COUNTY OF NAPA
June 9, 2015**

Excerpt #1

1. CALL TO ORDER; ROLL CALL

The Board of Supervisors of the County of Napa met in regular session on Tuesday, June 9, 2015, at 9:00 a.m. with the following supervisors present: Chair Diane Dillon, Supervisors Brad Wagenknecht, Mark Luce, Keith Caldwell and Alfredo Pedroza. The meeting was called to order by Chair Diane Dillon.

Excerpt #2

- 6N.** County Executive Officer requests the nomination of Erin Middleton to the Napa County Transportation Planning Agency (NCTPA) Active Transportation Advisory Committee to represent the category of General Public member with a term of office to commence immediately and expire December 31, 2017.

Motion moved by Brad Wagenknecht, seconded by Keith Caldwell, to approve consent items as amended. Motion passed 5 - 0.

The foregoing excerpts are true and correct copies of the original items on file in the draft summary of proceedings in this office.

Date: June 9, 2015

By: 

Greg Morgan
Deputy Clerk of the Board

BRAD WAGENKNECHT
DISTRICT 1

MARK LUCE
DISTRICT 2

DIANE DILLON
DISTRICT 3

ALFREDO PEDROZA
DISTRICT 4

KEITH CALDWELL
DISTRICT 5