



Napa Countywide Transportation Plan Citizens Advisory Committee

Tuesday December 9, 2014, 2014 5:30-7:30
NCTPA Board Room, 625 Burnell St. Napa CA

AGENDA

- 1) Welcome and Introductions
- 2) Project Review and Timeline
- 3) Summary of Issue Papers to date
- 4) Report on Outreach and Community Involvement
 - Additional Meetings
- 5) First Look at Projects and Revenues
 - CTP/CBTP
- 6) Committee Responsibilities and Schedule
 - March 24, 2015 – Review Draft Plan

Attachments:

- Countywide Plan Goals and Objectives
- Project Evaluation Criteria
- Timeline and upcoming meeting dates
- Summary of Issue Papers
- Preliminary Project and Program Listings
- Revenue Projections Summary



[Napa County Transportation and Planning Agency](#)

Member Agencies: Calistoga, St. Helena, Yountville, City of Napa, American Canyon, County of Napa

Goals and Objectives for 2015 CWTP

Preamble:

The goals and objects for the 2015 Napa Countywide Transportation Plan are based on the following key facts.

- Napa County has a number of constraints that prevent and/or limit expanding the highway and road system as a means to eliminate congestion.
- Peak travel in Napa County is often associated with visitors and commuters traveling through Napa to/from adjacent counties, rather than employees or residents,
- The County's senior population is expected to double over the next 30 years.
- In 2010, approximately 1% of Napa County commuters biked to work, and approximately 4% walked to work, while 76% drove alone.¹
- Housing costs in Napa make it a challenge to provide sufficient housing stock for its growing work force.
- The issues and challenges are many and the solutions must be balanced; therefore the established goals are considered of equal importance.

Goal 1: Serve the transportation needs of the entire community regardless of age, income or physical ability.

Objectives:

1. Provide safe access to jobs, schools, recreation and other daily needs for Napa's residents and visitors.
2. Endeavor to serve the special transportation needs of seniors, children and the disabled.
3. Coordinate transportation services for disabled persons, seniors, children and other groups so each serves as many people as possible.
4. Provide affordable transportation solutions to ensure access to jobs, education, goods, and services for all members of the community.

Goal 2: Improve system safety in order to support all modes and serve all users.

Objectives:

1. Design roadways and other transportation facilities to enhance coexistence of users of all modes.
2. Educate all roadway users so they may safely coexist.
3. Work with Napa jurisdictions to adopt complete streets policies to meet the Metropolitan Transportation Commission's funding eligibility requirements.²
4. Ensure Measure T roadway funds are maximized to improve infrastructure, as allowed under the Ordinance, to benefit all transportation modes.
5. Prioritize projects that expand travel options for cyclists and pedestrians as well as those projects that improve operation and safety for vehicles, pedestrians, and cyclists

¹ U.S. Census Bureau, 2010-2012 American Community Survey.

² MTC requires that jurisdictions adopt a complete streets policy and update their general plans to be consistent with the Complete Streets Act of 2008 in order to receive funding after FY 2015-16 OBAG programming cycle.

Goal 3: Use taxpayer dollars efficiently.

Objectives:

1. Continue to prioritize local streets and road maintenance, consistent with Measure T.
2. Invest in fast and reliable bus service and infrastructure, so public transit is an attractive alternative to driving alone.
3. Identify alternative solutions that minimize costs and maximize system performance.
4. Provide real-time traffic and transportation information via MTC's 511 or similar system by 2017.
5. Explore new transportation funding sources, including fees associated with new development.
6. Develop partnerships with Caltrans, California Transportation Commission (CTC), Metropolitan Transportation Commission (MTC) and Napa's state legislators to support expanded transportation funding for local mobility needs and to accommodate demand from regional traffic that travels through Napa County

Goal 4: Support Napa County's economic vitality.

Objectives:

1. Identify and improve key goods movement routes.
2. Work with employers to improve access to employment centers, as well as dispersed agricultural employment sites.
3. Improve transportation services aimed at visitors, including alternatives to driving.
4. Use transportation demand management techniques to shift travel from peak to non-peak times.

Goal 5: Minimize the energy and other resources required to move people and goods.

Objectives:

1. Prioritize projects that reduce greenhouse gases.
2. Increase mode share for transit, walking, and bicycling to 10% by 2035.³
3. Reduce the growth of automobile vehicle miles traveled (VMT) by shifting trips to other modes.
4. Encourage the provision of alternative fuel infrastructure.
5. Invest in improvements to the transportation network that serve land use, consistent with SB 375.⁴
6. Identify revenues that support investments in Priority Development Areas (PDAs).

Goal 6: Prioritize the maintenance and rehabilitation of the existing system

Objectives:

1. Deliver Measure T projects effectively.
2. Focus funding on maintenance priorities.

³ Based on Plan Bay Area target. <http://onebayarea.org/plan-bay-area/targets.html>, accessed on 2/10/14. Compared to 2008 mode share.

⁴ SB 375 requires California's 18 metro areas to integrate transportation, land-use and housing as part of an SCS to reduce greenhouse gas emissions from cars and light-duty trucks. Source: <http://onebayarea.org/about/faq.html>, accessed on 2/21/14.

Countywide Transportation Plan Timeline/Meeting Dates

Date/Time	Meeting	Subject	Location
November 19, 2014 at 1:30 PM	NCTPA Board Meeting	Provide a quarterly update to the Board on the CTP/CBTP	NCTPA
November 2014 -January 2015	CBTP follow-up stakeholder meetings	CBTP additional meetings in AC and with others to refine list of CBTP projects	Various locations
December 2, 2014	CBTP outreach meeting 10AM in Spanish/ 11AM in English	CBTP outreach	Napa Park Homes 790 Lincoln Ave. Napa, CA 94558
December 4, 2014 at 10:15 AM	CBTP American Canyon Senior Center	CBTP outreach	Senior Center 2185 Eliot Drive
December 4, 2014 at 2:00 PM	TAC Meeting	Standing Item – constrained and unconstrained project and program lists and revenue forecasts	NCTPA
December 9, 2014 at 12:00 PM	Senior Center in Napa	CBTP Outreach	Senior Center 1500 Jefferson Street
December 9, 2014 at 5:30 PM	Community Advisory Committee Meeting	Review draft project and program lists and revenue sources	NCTPA
December 16, 2014 at 4:00 PM	Rianda House in St. Helena	CBTP Outreach	Rianda House 1475 Main Street
January 8, 2015 at 2:00 PM	TAC Meeting	Provide Issue papers for review	NCTPA

Countywide Transportation Plan Timeline/Meeting Dates

February 5, 2015 at 2:00 PM	TAC Meeting	Refine Project and Program Lists and Issue Papers	NCTPA
February 18, 2015 at 1:30 PM	NCTPA Board Meeting	Provide a quarterly update to the Board on the CTP/CBTP	NCTPA
March 5, 2015 at 2:00 PM	TAC Meeting	Feedback on Issue Papers and Project and Program Constrained List	NCTPA
Date/Time	Meeting	Subject	Location
March 24, 2015 at 5:30 PM	Community Advisory Committee Meeting	Review Issue Papers and Project and Program Lists (Draft Plan)	NCTPA
April 2, 2015 at 2:00 PM	TAC Meeting	CTP update/ Draft plan	NCTPA
April 2015	Public Workshops	Public Workshops to review draft plan and projects and program	American Canyon, Napa, St. Helena
May 7, 2015 at 2:00 PM	TAC Meeting	Draft Plan	NCTPA
May 20, 2015 at 1:30 PM	NCTPA Board Meeting	Draft Plan to NCTPA Board	NCTPA

Countywide Transportation Plan Timeline/Meeting Dates

June 17, 2015 at 1:30 PM	NCTPA Board Meeting	Final Plan Approved by NCTPA Board	NCTPA
July 2015	Anticipated RTP call for projects		

*Dates/Times are subject to change

DRAFT

Napa Countywide Transportation Plan

Issue Papers Preview Summary

Twelve issues papers are being developed as part of the Napa Countywide Transportation Plan, exploring some of the key policy areas affecting transportation in Napa County. This presents a preview summary of the papers in-progress.

1. Mode Shift and Travel Demand Management

Introduction

Travel Demand Management and Mode Shift are two strategies that can alter how, where and when people travel. These concepts are inexpensive and effective for reducing traffic congestion and harmful emissions caused by autos:

Mode Shift refers to changing reliance on one form of travel to another, mainly from a single occupancy vehicle (SOV) to public transit, van or carpooling, biking or walking.

Travel Demand Management (TDM), as the name implies, is a set of policies, strategies and methods that reduce the overall *need* for single occupancy vehicles, especially during peak travel times. In this way TDM can be as effective as building new roads or adding transit service in reducing traffic congestion and harmful emissions. TDM also increases the overall *efficiency* of the entire transportation system. TDM also includes disincentives for driving such as pricing mechanisms (taxing through registration, fuel, parking, and tolls).

Many TDM strategies are simple and achievable at relatively moderate costs, such as:

- Corridor Management, including signal synchronization and traffic management systems
- Staggered work and school schedules
- Incentivizing Alternate Modes and promoting active transportation

Mode Shift Options for Napa Valley

Public Transit: the VINE Bus System

The VINE bus system is the core of public transportation in Napa County. In two separate NCTPA -sponsored studies, Napa commuters indicated an interest in using public transit for some or all of their trips if service was more frequent and direct to reduce travel times. Expanded and more frequent service would likely continue to encourage new ridership. NCTPA is investigating additional strategies that will improve ridership.

Bus Rapid Transit (BRT) is defined by the Federal Transit Administration as dedicated bus lanes over a certain percent of a route. “Rapid bus” is similar to BRT but generally shares a lane with autos but employs a number of BRT-like concepts including:

- Signal Pre-emption: Buses equipped with sensors to trigger traffic signals

- Queue Jumps: Special channels that allow buses to maneuver around traffic
- Larger Buses: Increase capacity with minimal increases to operating expenses
- Less Frequent Stops: Improve trip times, reduce costs and add more buses
- Level Boarding: To more easily load/alight passengers

Active Transportation

Active transportation consists of any form of non-motorized travel, principally biking and walking. Concerns about health and about greenhouse gas emissions are stimulating a new wave of innovation across the country and around the world.

Active Transportation Policies and Concepts:

- Complete Streets: Policy requires streets to be planned, designed, operated, and maintained to enable travel and access for users of all ages and abilities regardless of their mode of transportation.
- Other Creative Concepts:
 - Creating Networks: designate key bicycle and pedestrian routes between key locations (central business districts, schools, etc.) including integrated maps, signage and crosswalks
 - Other Innovation such as “Cycle Tracks” (raised area in an existing car lane or a painted “track”) and “sharrows” (pavement signage, arrows, and hash marks that point out “conflict zones.”

Active transportation also has a significant associated health benefit.

Carpools and Vanpools

The Solano Napa Commuter Information program provides information on Carpools and Vanpools to employers and citizens interested in using these commute options. This service has been available to Napa and Solano County commuters since 1979.

Car Free Tourism

The Napa Valley is a tourist destination and a small but growing number of visitors are embracing the concept of “car free tourism.” Getting to Napa without a car has become easier in recent years and once here, visitors can use the fixed route VINE bus service or a car from one of two car sharing pods. Commercial bicycle rentals are also abundant.

Car Share and Bike Share

At this writing, the City of Napa has two car sharing *pods*. Both located in Napa, one at the Soscol Gateway Transit Center. Demonstration projects in the Bay Area are underway to understand whether one-way trips are feasible using car and bike share.

TDM Options for Napa Valley

Locating Housing Close to Jobs

Much of the traffic congestion in Napa is caused by residents commuting to work or completing errands. Another significant subset of travelers is workers from adjacent counties commuting to jobs within Napa. Development of housing affordable to Napa’s workforce could have a significant impact on traffic congestion. This is especially true for workers in the Northern part

of the county, which is served only by two roadways. The development of workforce housing in Calistoga, St. Helena and Yountville adequate to house local workers, could reduce the demand for roadway use.

Mixed Use Developments/Locating Services Closer to Jobs and Housing

Similar to the state of workforce housing described above, locating basic services, such as health care and essential retail shopping close to job and housing centers will make it easier for Napa residents and workers to access these facilities greatly reducing vehicle miles traveled and encouraging walking and bicycling.

Transit oriented development (housing and/or jobs close to public transit)

As the public transit system in Napa continues to develop and grow, opportunities for Transit Oriented Development (TOD) will also become more possible. The establishment of the new Soscol Gateway Transit Center, within the Napa Priority Development Area in the City of Napa, is one potential site where new higher density housing could fulfill the conditions for TOD. The future development of a transit center in the City of American Canyon may also provide a similar opportunity in coming decades.

Telecommuting and Staggered Start Times

While much of the Napa County workforce occupies positions where physical presence is essential (agriculture, retail, hospitality), large employers especially in local government, may be able to cut the commute footprint of their employees by instituting telecommute policies. Additional improvements could be made if employers (especially large employers) and schools started the work day either earlier or later, allowing employees or students to travel when traffic is not as heavy.

Pricing

Efficient prices indicate the full costs of providing a good and the value the consumers place on using it. Prices that are either too high or too low reduce productivity, equity and overall consumer benefits. Inefficient pricing contributes to many current transportation problems. Currently, motorists are accustomed to “free” roads and parking. But these facilities are never really free. Consumers pay through additional taxes, increased rents and mortgages, as employment compensation, and higher prices for consumer goods. The choice is really between paying directly or indirectly. Although paying indirectly is often more convenient, it violates a basic market principle, that prices should reflect resource costs.

Pricing Strategies for Napa County

As the City of Napa continues to grow as an urban center, it may be useful to consider more contemporary parking policies and solutions to both limit congestion downtown as well as to generate additional revenue for downtown development priorities. Also, since Napa County has only very limited multi-lane roadways, all of which are south of Trancas Ave in the City of Napa, there will be few opportunities for road pricing projects. However, as traffic continues to grow in the southern part of the county, HOT and HOV lanes may be a possible solution to explore.

2. Transportation, Land Use and Development

Transportation and land use are intricately connected. The location of jobs, housing, services and recreation in relationship to each other affect the number and length of trips people take and the transportation mode used. There are a number of ways that governments can influence land use or site design in relation to transportation. An important example for Napa is “Plan Bay Area” the regional transportation plan for our region, which influences local land use decisions by targeting Federal, State and regional transportation funds to meet land use and environmental goals.

Policies used to align transportation, land use and development, include:

- Growth Boundaries or Regulatory Controls such as the Urban Limit Lines and the Agricultural Preserve described above
- Planning and Zoning: General Plan, smaller scale “specific plans”
- Building Codes and Site-Level Zoning Requirements
- Growth Management and Traffic Ordinances
- Incentives and fees: could include traffic mitigation fees, development site fees that benefit the transportation system, permit streamlining, density bonuses to encourage transportation friendly projects

Popular concepts that encourage transportation friendly projects include:

- Transit Oriented Development (TOD) – compact, mixed-use development near transit facilities that provide access to transportation and housing choices
- Infill Development: use of existing infrastructure

Existing Conditions:

Napa County is the least populous and most rural county in the San Francisco Bay Area. With a population of roughly 140,000 it is home to a multibillion dollar grape growing, wine production and associated tourism industry, and is a leader in agricultural preservation.

Agricultural lands protection: Napa County has long been a leader in agricultural preservation starting with the establishment of the landmark Agricultural Preserve in 1968. The passage of Measure J in 1990 set the minimum parcel size for agricultural land at 40-160 acres and required voter approval before agricultural property can be converted to other uses. Measure J

was extended with the passage of Measure P in 2008, and continues the policies of Measure J until the year 2058.¹

Urban Growth Boundaries: The County of Napa adopted a rural/urban limit line (RUL) in 1975. American Canyon established an “urban limit line” (ULL) in 2008. St. Helena’s ULL was established by its 1993 General Plan. Calistoga and Yountville do not have formal growth boundaries but both jurisdictions’ City Limit lines are coterminous with their formal “sphere of influence”. As a result of all of these measures Napa County has established a land use regimen in which housing and business development (apart from the wineries and other agriculture-serving uses that serve agricultural preservation) are confined within the existing urban footprint.

Shift of population to urban areas: In 1970, 50 percent of the county’s population lived in unincorporated areas. Since then, growth in the incorporated jurisdictions has resulted in a dramatic shift in the city/county split; by 2005, nearly 80 percent of the County’s residents lived in incorporated jurisdictions.² Much of this trend is influenced by the strict growth policies described above that the County and cities have enacted to protect agricultural land and open space.

Ageing Population: By the year 2040 the population’s median age is projected increase from 39.7 to 42.1 years.³ Elderly populations tend to live closer to support services in the incorporated areas, drive less and require more public services such as transit.

Jobs and housing: The cost of housing (relatively high) and the nature of employment (relatively low wage) in the County contribute to workers living in lower priced housing elsewhere – especially in Solano County. This results in commute patterns that contribute significantly to the congestion along the County’s major corridors.

PRIORITY DEVELOPMENT AREAS

In 2008 Bay Area jurisdictions created “Priority Development Areas,” which are accessible to transit, jobs, shopping and other services and thus identified as appropriate places for future growth. Regionwide, PDAs are proposed to absorb about 80 percent of new housing and over 60 percent of new jobs on less than five percent of the Bay Area’s land. In Napa County, both American Canyon and City of Napa have formed PDAs. An important objective for PDAs is to reduce vehicle miles traveled (VMT) by bringing jobs and housing closer together and offering transit, pedestrian, and bicycle alternatives.

¹ Napa County <http://www.countyofnapa.org/Pages/Search.aspx?keywords=Measure%20J>

² Napa County General Plan Recreation and Open Space

³ Napa County General Plan Economic Development Element

PRIORITY CONSERVATION AREAS (PCA'S)

In addition to the PDA designation, in 2007 the Association of Bay Area Governments (ABAG) created a Priority Conservation Area (PCA) designation program. PCAs are areas of regional significance that have broad community support and an urgent need for protection. Napa County has ten PCAs.

HOUSING

76 percent of Napa County's workers commute alone to work which is significantly higher than the overall Bay Area. Changing this will require jurisdictions to plan housing to meet the needs of its workforce. This is a particularly salient issue for lower income workers. Currently, the County's economic base is agriculture, wine making, hospitality and restaurant industries. Jobs in these industries tend to pay lower wages, particularly in relationship to Napa County's housing costs. This relationship between worker wages and housing costs is a critical factor in driving up the countywide VMT as housing costs discourage people who work in Napa County from living in Napa County. The recent Napa County Travel Behavior Study concluded that 25 percent of overall traffic in Napa is caused by people working in Napa County who commute from outside the county to get to work.⁴ This accounts for approximately 20,000 imported work trips per day.⁵ In addition the Travel Behavior Study showed that an additional 16 percent of vehicle trips are outbound commuters – Napa workers going to jobs outside the county.

To address these forces, creative work is needed on several fronts with additional efforts to diversify the County's employment base in industries that create better paying jobs, to build more affordable workforce housing, and to develop alternative transportation options for local workers who commute because housing costs are too high.

AFORDABLE HOUSING

Housing affordability affects the transportation system in many ways. The distribution and types of land uses affect travel patterns and transportation facilities. A dispersed pattern of low-density development relies almost exclusively on cars as the primary mode for transportation. A more mixed-use development pattern can combine different land uses such as commercial and residential in closer proximity to one another and encourage alternative modes of transportation such as walking, biking or transit. If more Napa County workers could afford to live locally it would help alleviate congestion on the main arterials such as Highway 29 and Silverado Trail. Building housing in close proximity to jobs and providing alternative transportation options near the housing is what is known as "smart growth" or "sustainable

⁴ Napa County Travel Behavior Study

⁵ CTPP American Communities Survey 2006-2010

community development.” Further, providing higher density housing in close proximity to transit is known as Transit Oriented Development (TOD).

Napa County is in need of affordable housing for not only workers but for the rapidly aging population.

The Affordable Housing Multi-Year Action Plan laid out five steps that need to be taken to meet Napa’s growing demand for affordable housing⁶:

- 1) Promote Cost Efficiencies –lowering obstacles and costs to building affordable units, and legalization of second units, allowing parking overlays, etc.
- 2) Determine Optimal Mix of Housing Types –encouraging development near transit and employment centers, encourage development of rental housing units
- 3) Maximize Financing Resources – Review developer impact fees, investigate ways to increase funding; work with local industry to provide additional funding for affordable housing, regional revenue pool for affordable housing
- 4) Implement Non-Monetary Production Opportunities –greater density, fast-track the development process, promote employee housing, generate housing proximity incentives and policies, etc.
- 5) Provide Adequate Oversight and Collect Data to Inform Practice and Measure Success – oversight of the affordable housing action plan.

⁶ County/City of Napa – Affordable Housing Multi-Year Action Plan

3. Transportation Funding and New Revenue Sources

NCTPA anticipates that there will be roughly \$2 billion in un-funded transportation infrastructure needs in Napa County over the 25-year period of the Vision 2040 Plan. Napa is not alone in this circumstance. Astronomical funding shortfalls are becoming common throughout the country, beginning with the federal Highway Trust Fund, which as of this writing, has been only tentatively patched together until the spring of 2015. This paper explains why some of this is happening and discusses what other agencies around the region and the country are doing to address the transportation funding crisis. It also introduces policy discussions and preliminary steps that are being considered to raise revenues for transportation in California.

Transportation Funding 101

Federal

NCTPA receives several categories of federal transportation funding, for capital infrastructure improvements, planning, and transit operations that total roughly \$7-10 million annually. Most of this funding is for transit capital and operations. Of the roadway funds, roughly two thirds are passed on directly to local jurisdictions for street and road improvements.

Transit: “Formula funds” from the Federal Transit Administration (FTA), based mostly on our local population and on the level of revenue from the transit system, are passed through the Metropolitan Transportation Commission (MTC).

Federal Aid Highway System: NCTPA receives revenues from the Federal Highway’s Administration (FHWA) which is programmed by MTC and administered by Caltrans. MTC generally programs these revenues every 4 years simultaneous with the Regional Transportation Plan (RTP).

State

NCTPA receives state operating revenues for transit and assists the California Department of Transportation (Caltrans) and the Metropolitan Transportation Commission (MTC) to identifying projects eligible to receive state highway funds. Other fund sources such as “Cap and Trade” and “Active Transportation Program” are discretionary.

State Transit Assistance (STA) – STA is part of the Transportation Development Act (TDA), which is a statewide program distributed to public transportation providers. The revenues are

generated from sales tax on diesel fuel. These funds come to the Bay Area according to specific formulas.

State Transportation Improvement Program (STIP) – The STIP is comprised of two basic programs, the Interregional Transportation Improvement Program (ITIP) and Regional Transportation Improvement Program (RTIP). Both programs are administered by the California Transportation Commission. The ITIP is intended to improve links between regions. The RTIP is distributed to regions by formula. The revenues are redistributed to Bay Area Counties by MTC. NCTPA administers RTIP funds for the County.

Proposition 1B Infrastructure Funds – Proposition 1B, the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, was approved by the voters in 2006. By the time Vision 2040: Moving Napa Forward is adopted by the NCTPA Board, most of the revenues will have been appropriated and spent.

Active Transportation Program (ATP) – In 2013, Senate Bill 99 created the Active Transportation Program (ATP) which consolidated federal and state funding sources including the Bicycle Transportation Account and Transportation Alternatives Program, into one program.

Cap & Trade Revenues – These are revenues anticipated from fees associated with 2006 Global Warming Solutions Act which, among other things, put into place a cap and trade program. The revenues generated from the program are estimated to be over \$500 million annually. The transportation programs funded by the program include the Low Carbon Transit Operations, Transit and Intercity Rail Capital Programs, Zero/Near Zero Emission Transit Bus Deployment Program, Affordable Housing & Sustainable Communities (transit and active transportation are eligible projects within this latter category).

Regional

NCTPA also receives revenues that are generated and administered at the regional level.

Regional Measure 2 (RM2) – In 2004, voters approved raising the toll on the seven bridges by \$1.00 to fund various transportation projects within the region that reduce congestion or make improvements to travel in the toll bridge corridors. Specifically, RM2 establishes the Regional Traffic Relief Plan and identifies specific transit operating assistance and capital projects and programs eligible to receive RM2 funding.

TFCA-60% Regional Program - The Transportation Fund for Clean Air (TFCA) is a program funded by a \$4 registration surcharge that generates approximately \$22 million per year. TFCA provides grants for cost-effective projects to decrease emissions, and improve air quality. The regional funds receive 60% of the revenues and are discretionary funds programmed by the Air

District on a competitive basis. The remaining 40% is distributed back to the county for programming through the TFCA Program Manager Fund.

Active Transportation Program – The state administers 60% of the ATP funds and the MPOs administer 40% of the revenues. What is not funded by the state program competes at the regional level.

Local

Measure T – In 2012, the voters in Napa County approved Measure T, the Napa Countywide Road Maintenance Act. Measure T is a ½ cent sales tax expected to generate roughly \$400 million over a 25 year period beginning 2018, and is to be used for the rehabilitation of local streets and roads.

Transportation Development Act (TDA) – ¼ cent statewide sales tax available for a variety of programs, including planning and program activities, pedestrian and bicycle facilities (Article 3), community transit services, public transportation, and bus and rail projects. The majority of these funds (Article 4 and Article 4.5) are used by NCTPA for transit operations, capital improvements, and planning.

Transportation Fund for Clean Air (TFCA) – 40% County Program - NCTPA is the designated agency to administer the 40% program that comes to Napa (see above).

The State Excise Tax - Local Funds - Cities and Counties receive roughly 40% of the combined 36¢/gallon tax on gasoline (36% of the 18¢ excise tax and 44% of the 18¢ annually-adjusted-price-based tax) and 11¢/gallon on diesel fuel.

Additional Local Funding – Most jurisdictions also make contributions from their general funds to augment gas tax revenues to maintain streets and roads. Jurisdictions also raise revenues for transportation through developer fees and parking fees.

Transportation Funding Challenges

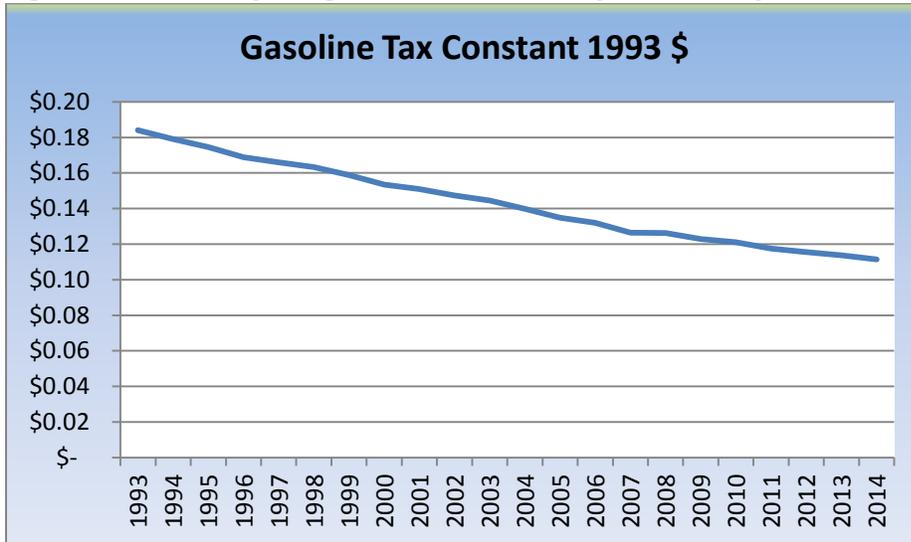
In a ranking of 144 countries, the U.S. is 143rd on infrastructure spending by gross domestic product (GDP), just 13% of GDP as compared to a majority of countries spending between 18-22%⁷. The 2014-2015 World Economic Forum Global Competitiveness Report shows that the United States ranks 16th out of 144 countries on overall infrastructure quality. According to the World Economic Forum Rankings, the US has dropped from number 7 ranking to 16th in road quality.⁸ This is an argument to spend more on infrastructure but overall spending has been declining in the last decade.

⁷ Business Insider, August 2013 <http://www.businessinsider.com/gross-fixed-investment-2013-8>

⁸ World Economic Forum <http://reports.weforum.org/global-competitiveness-report-2014-2015/rankings/>

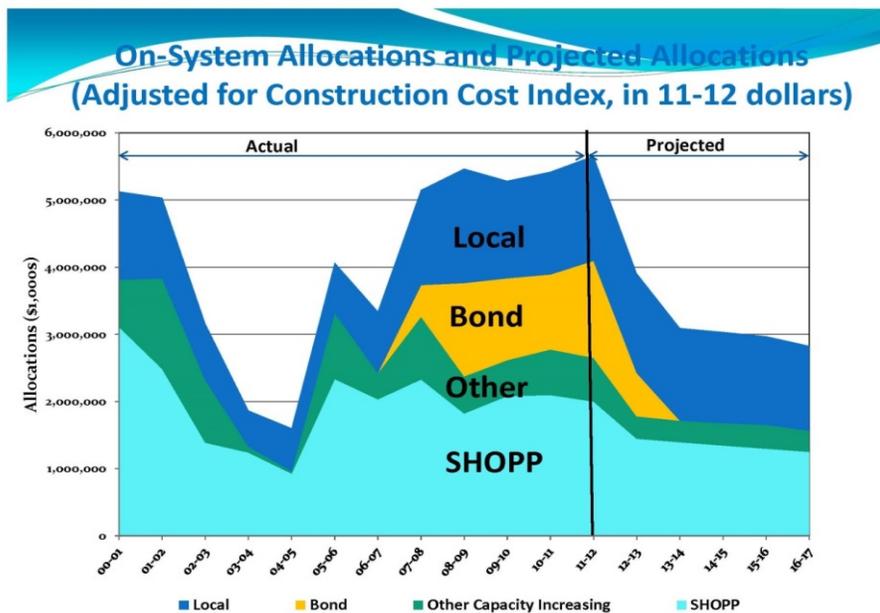
The value of the Federal gas tax, 18.4 cents per gallon on gasoline and 24.4 cents per gallon diesel, has been eroded by a number of factors. First, since it is a per gallon tax, the gas tax is not indexed to the price of fuel or adjusted by inflation. Second, there are more fuel efficient vehicles on the road as well as alternative fuel vehicles. Third, there are indications that we are driving less, particularly the millennial generation which is showing a preference for urban living and is using mass transit, biking, and walking more.

Figure: The value of the gas tax has eroded by almost half since its 1993 inception



CPI Source: Bureau of Labor Statistics

Figure X.XX: Fiscal Cliff Illustrating the Precipitous Drop in Transportation Investments



Potential New Funding Sources

There are four general methods or approaches for raising additional revenues to fund transportation projects. These include taxation, user fees (including mitigation and impact fees), congestion pricing and public private partnerships. Taxation includes imposing a tax on sales (could be statewide, regional or countywide) or other activity to pay for transportation projects. Taxation generally requires approval of the state legislature and an affirming super majority (66.67%) of the voting population.

With the passage of Proposition 26, most fees require a supermajority of the state legislature. Fees also require that a nexus be made between the payer and the user so a transportation fee can only be used to improve transportation conditions for individuals who pay that fee. For instance, vehicle license fees could be used to improve the roadway for drivers or for projects that reduce traffic congestion such as transit.

Congestion pricing generally includes charging or charging higher rates for the privilege of using a facility in particularly congested areas or during particularly congested times. In the Bay Area, this primarily comes in the form of tolling (bridges and in the case of the 680 corridor, highways). San Francisco recently launched a demonstration program called SFPark which sets parking prices based on the number of empty spaces – if there are few empty spaces; the price is set higher than in areas with a larger number of spaces. Imposing parking charges in central business districts can also be considered a form of congestion pricing.

Sales Taxes

The question for policy makers and officials is identifying ways to meet the growing need in a climate of receding revenues. In California, the trend has been greater reliance on “*self help*,” or the passage of local, dedicated transportation sales taxes.

Of the 58 counties in California, 20 counties, including Napa, have also passed local sales tax measures to fund local transportation needs. Of the 9 Bay Area counties, all but one county, Solano, has passed such a local transportation sales tax. This funding trend not only greatly improves the condition of the local transportation system, it also allows local communities to have a greater say in how the revenue is spent and can allow the funds to be used to leverage and attract additional federal and state dollars.

Since the passage of Proposition 13 in 1978, new taxes in California have been required to pass with the two thirds supermajority. A significant change would be to change this to less than 67 percent.

The current Administration proposal, titled the “Grow America Act” is a \$320 billion four-year transportation reauthorization that is funded by one-time reforms to the business tax structure and other administrative changes to streamline project delivery.

The California state gas tax has been set at 2.5% plus an excise tax that fluctuates and is currently \$.36 per gallon. Since portions of both sales and excise taxes go directly to local jurisdictions, any increases in these amounts would directly benefit Napa transportation needs.

User Fees

Vehicle Registration Fee – SB 83 (Hancock) was signed into law in October 2009 and authorizes county transportation agencies to impose a \$10 per vehicle fee for transportation purposes if approved by the voters. In Napa, there are approximately 132,000 vehicles that would be subject to paying the fee if the voters approved such a measure. This would generate an additional \$1.32 million in additional revenues for transportation each year.

Vehicle License Fee – A vehicle license fee is a percentage of the total value of the car paid annually upon renewal of the DMV registration. The legislature has not passed legislation that would allow state and local governments to impose such a fee. This fee could potentially generate significant revenues for transportation and would be adjustable as car values increase.

Mileage Based Fee - A mileage based user fee (MBUF) or vehicle miles traveled (VMT) fee is a user charge based on miles driven in a specific vehicle as opposed to the current excise tax on fuel consumed. At its simplest, the fee would be cents per mile. More sophisticated systems could assess different mileage fees based on factors like location, congestion, emissions, and type of vehicle.

The National Surface Transportation Infrastructure Financing Commission studied a range of new funding options including fuel taxes, vehicle fees, leasing, direct spending, tax credits, dedicated sales taxes, direct user fees and indirect user fees and evaluated the transportation policy and revenue generating potential of each option. Their conclusion was that:

“a federal funding system based on more direct forms of “user pay” charges, in the form of a charge for each mile driven (commonly referred to as vehicle miles traveled or VMT fee system), has emerged as the consensus choice for the future . . . [including potentially] factors such as time of day, type of road, and vehicle weight and fuel economy.”

Development Impact Fees⁹ – By its definition, a fee must be reasonably related to the cost of the service provided. If a development impact fee does not relate to the impact created by development or exceeds the reasonable cost of providing the public service associated with the development, then the fee may be declared a special tax and must then be subject to a two-thirds voter approval.

Traffic Impact Fees – Traffic impact fees can be found in many places around the State. The County of San Diego (population 3 million) reported income of \$1.2 million in FY 12-13. Contra Costa County (population 1 million) anticipates income of \$419 thousand in FY 13/14 for development in the unincorporated area. The collection of development fees also fluctuates widely from year to year in response to development activity and is further constrained in where collected fees may be spent.

Parking Fees – Charging for parking represents a significant change from current practices. Most vehicle parking is provided free or significantly subsidized. Of the 95% of U.S. employees who commute by automobile, only 5% pay full parking costs and 9% pay a subsidized rate, and parking is unpriced at more than 98% of non-commute trip destinations.

Even modest parking fees can affect vehicle travel patterns. One study demonstrated that increasing parking fees from approximately \$0.28 to \$1.19 per hour reduced VMT 11.5% and emissions 9.9%. Shifting from free parking to charging the cost of providing parking facilities can reduce automobile commuting by 10-30%, particularly if combined with other Transportation Demand Management strategies. In the past, implementing parking meters was costly. There are a number of electronic options to collect and monitor paid parking sites that are significantly more cost effective to operate.

[Congestion Pricing Strategies](#)

All direct charges can be considered a pricing strategy but transportation officials are looking more and more at policies and practices that help control congestion in specific locations and at certain times of the day.

Parking - Parking pricing strategies include various ways of structuring parking charges so that consumers pay a premium for the most desirable spots and the most desirable times.

Road Tolls - In the Bay Area, tolling roads is limited to *Express lanes and Bridges*. Over the last 30 years, a system of High Occupancy Vehicle (HOV) lanes has developed in key locations on the California freeway system. Because HOV/HOT lanes require at least a six lane roadway structure, in Napa County the only road segments that might support such a configuration are in the southern part of the County where, according to the SR29 Gateway Corridor

⁹ <http://www.impactfees.com/publications%20pdf/short%20overview.pdf>

Improvement Plan, a six lane segment of roadway is proposed for the four-mile stretch south of the SR29/SR12 intersection to American Canyon Road.

Subsidizing Transit Fares – Significantly reducing or eliminating transit fares has proven to be one of the most effective means to encourage mode shift, but opponents argue that it is too costly and that the public need to pay their fair share of transportation costs.

Public-Private Partnerships

“A Public-Private Partnership (PPP) is a contractual agreement between a public agency and a private sector entity (through which) the skills and assets of each sector are shared in delivering a service or facility... In addition to the sharing of resources, each party shares in the risks and rewards potential...”

-NCPPP Website

California recognizes the desire to introduce private sector capital and expertise to the building of transportation infrastructure through the Public-Private Partnerships (PPP) program. By offering reasonable investment returns, California's public sector intends to partner with the private sector to develop, construct, and operate additional transportation projects to accelerate goods movement, improve air quality and facilitate California's economic development.

4. Travel Behavior

Have you ever wondered, “Why are there so many cars on Napa roads? Who is in these cars? And where are they going?” The “Napa Valley Travel Behavior Study” gathered information on the travel behavior of visitors, employees, and residents who make work and non-work trips in Napa County. Previous studies have gathered information on visitors to Napa County but very little data has been collected on resident and employee trips which comprise a majority of the travel within Napa County. The study used several innovative data collection techniques as well as enhancements to traditional methods for use in this study:

License recognition: 11 survey data locations were staged in strategic locations where vehicle classification counts were collected over a 24-hour period. A Friday in October was selected in order to capture weekday commute trips along with winery and other visitor trips during the “crush” or peak winery visitation season. The locations include the seven major Napa County gateways to capture all inter-regional travel as well as four locations within Napa County to capture a sample of local trips. The specific data collection locations were selected based on proximity to the region's boundary, safety, and logistics.

Infrared video cameras provided classification of the vehicles into passenger vehicle, medium truck, heavy truck, and bus. From the infrared cameras, 181,330 vehicles were observed passing through the 11 vehicle classification count locations. From the total of vehicles observed, project software was able to capture 154,389 license plate numbers and was able to draw the following conclusions:

- 9% of daily trips at Napa County external gateways are pass-through trips- the majority of pass-through traffic travels between SR 121 at the Napa/Sonoma county line and SR 12 at the Napa/Solano county line.
- 25% are imported work trips i.e. from a license plate observed entering and exiting Napa County at same location in an approximately 8 hour period.
- 16% are exported work trips observed exiting and entering Napa County at the same location in an approximately 8 hour period.
- The largest number of imported work trips from neighboring counties is from Solano County (35%), Sonoma County (22%), Contra Costa County (10%), and Alameda County (7%).

Surveys: To supplement data previously collected through surveys such as the Visit Napa Survey and the California Household Travel Survey (CHTS), three additional surveys were conducted:

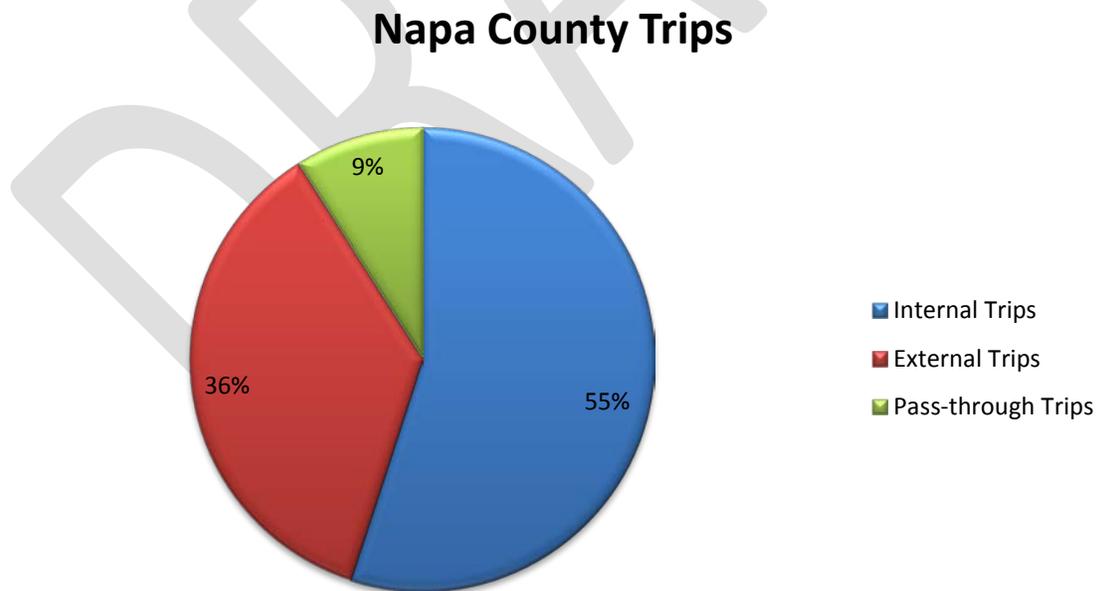
1. *Vehicle Intercept Mail Survey:* Using the license plate data collected from the 11 vehicle count locations, a vehicle intercept mail survey was conducted.

2. *In-person winery Survey:* On the same Friday in October when the license plate numbers were collected, project staff conducted an in-person winery survey at 12 wineries around Napa County
3. *Online Major Employers Survey:* 100 of Napa County's major employers totaling approximately 20,000 employees in Napa County helped gather travel behavior and commute data for local employees. The survey had 1,444 responses from over 400 different departments and companies.

These three surveys provided detailed information on the trip making and travel characteristics of a sample of residents, visitors, winery patrons, students, and employees who live, work and visit Napa County

From the results of the survey and comparing with the 2012 Visitor Profile conducted by Visit Napa Valley it is clear that Napa County visitors are affluent, well-educated individuals who visit on average 3 wineries per day, with over 90 percent travel by automobile.

Cell phones and GPS data: Anonymous reading of cell phone locations gathered over a two month period in September and October of 2013 was utilized to analyze traffic patterns within the county. Of the 206,152 data samples, approximately 74,400 or 36% touched a Napa County external gateway, indicating an external trip. Additionally, approximately 6,700 or 9% of trips were observed passing through Napa County via Napa County external gateways.



5. Communities of Concern

In recent years transportation planning has recognized that certain segments of the population depend heavily on public transportation services, especially less expensive non-auto modes. To help funnel resources to these groups, the Metropolitan Transportation Commission (MTC) uses the concept of “communities of concern” as an important category in the allocation of infrastructure funding. The State of California also looks to identify “disadvantaged communities” when allocating some categories of transportation funds. MTC, as part of its last regional transportation plan, recognized that:

“Communities of concern have distinct demographic and socioeconomic characteristics compared to the rest of the region. In particular, low-income persons, Limited English Proficiency persons, and zero-vehicle households are twice as likely to live in communities of concern compared to the population in general.”¹⁰

In the current Regional Plan, Plan Bay Area, MTC does not acknowledge any communities of concern (COCs) in Napa County. MTC used eight criteria to define COCs in the Plan Bay Area Equity Analysis, with a census tract having to meet four or more factors, or have concentrations of both low-income and minority populations to qualify as a COC. MTC used data from the 2000 U.S. Census tract and 2009 American Community Survey (ACS) in COC analysis for the Bay Area. NCTPA staff reviewed these same criteria using current data from the 2010 U.S. Census and 2012 ACS and found that Napa County had three qualifying COCs.

Communities of Concern in Napa County

Census Tract	Number of Criteria Met	Location
2002.02	4	South Downtown Napa
2008.04	4	Westwood Neighborhood in Napa
2016.01	5	South St. Helena

Further, NCTPA is also concerned that the MTC COC criteria does not fully take under consideration the income to housing cost ratio as defined by the California Poverty Measure. Napa County has a large immigrant population where multi-family households are not uncommon. Consequently, there are pockets in Napa that include multi-family and multi-generational households that may superficially inflate household income.

¹⁰ Plan Bay Area Equity Analysis Report

The Public Policy Institute of Californian in collaboration with the Stanford Center for Poverty and Inequality created a new poverty measure, the California Poverty Measure that takes into account social safety net services when calculating poverty. The CPM was created to reflect the changes that have occurred in a family's spending in contrast to the Official Poverty Measure which was created in the 1960s and has not changed since.

The CPM compares monetary value of resources for a family of four to maintain a basic standard of living. CPM are calculated to take into account nationwide spending levels on food, shelter, clothing and utilities and are adjusted for differences in housing costs across counties and differentiates amongst families who are renting, paying a mortgage, or living in a paid-off home.¹¹

Local Trends:

There are three identifiable COCs in Napa County using current ACS data and MTC's COC criteria. Napa census tracts show a high number of low income families and high cost-burden renters. Further, approximately 42 percent of Napa County public school students qualify for the free lunch program.¹² There are some census tracts in Napa County that fall outside of the regional agencies definition of COC although they are severely disadvantaged in terms of a few criteria. An example of this would be Census Tract 2009 in south Napa that is very disadvantaged in three areas. Census tract 2009 contains a population who is very low income with over 95% of households below 200% of the federal poverty level, over 75% of residents has a disability, and 99% of residents are high-burden renters, spending more than 50% of their income on rent. Further, this census tract is in proximate access to the Downtown Napa-Soscol Gateway Corridor PDA which will take on a majority of the City of Napa's future growth.

¹¹ The California Poverty Measure: A New Look at the Social Safety Net <http://www.ppic.org/main/publication.asp?i=1070>

¹² Napa County Comprehensive Community Health Assessment Appendix B Page 9 – April 2013

6. Transportation and the Environment

Introduction

We live in an era of growing sensitivity to how everything we do affects our natural environment. The human species has grown so dominant on earth that the fundamental natural cycles of climate, water, air, and global bio-systems have been disturbed to a critical degree. Everything we do has environmental consequences, including how we move ourselves and our things from place to place. The dominant forms of transportation today are based on the burning of fossil fuels in internal combustion engines which have as a byproduct a rich mix of greenhouse gasses (ghg) and other pollutants.

In addition to the climate change effects of transportation emissions caused by CO₂ emission, internal combustion engines also pour other polluting gases into the air, resulting in the kinds of degraded air quality that increase respiratory distresses such as asthma and other significant health-related effects, including cancer. Although our cars and trucks have become much cleaner in recent decades, the sheer volume of cars and trucks still significantly degrades our local air. Particularly in the Napa River Valley portion of the county, the natural topography can trap emissions, adding to the air quality burden, Napa shows the second highest rate of asthma in adults (20%) of the 58 California Counties (5 of the top 15 are in the Bay Area).¹³

Reducing the environmental impacts of transportation

There are several key sets of regulations established by State legislation that address the environmental impacts of transportation projects.

CEQA : The principal mechanism in California to address the environmental effects of transportation is the California Environmental Quality Act (CEQA). CEQA does not directly regulate transportation projects or associated land use changes, but instead requires state and local agencies to follow a protocol of analysis and public disclosure of the environmental impacts of proposed projects and to adopt all feasible measures to mitigate those impacts. CEQA makes environmental protection a mandatory part of every California state and local agency's decision making process.

Updating transportation provisions in CEQA:¹⁴ 40 years after its passage in 1970 however, efforts are underway to update CEQA. Following initiatives in the State legislature (SB 743) The Governor's Office of Planning and Research (OPR) has developed draft guidelines that will eliminate "Level of Service" (LOS) – a measure of auto travel delay – as the main indicator of transportation-related environmental impact. Air quality, noise, and safety will remain part of the CEQA analysis of projects. OPR is currently proposing that auto *travel*, measured by Vehicle Miles Traveled (VMT), replace auto *delay* (LOS.) The replacement of the LOS metric with

¹³ <http://californiabreathing.org/asthma-data/county-comparisons/prevalence-adults>

¹⁴ http://www.opr.ca.gov/docs/Final_Preliminary_Discussion_Draft_of_Updates_Implementing_SB_743_080614.pdf

VMT proposes to correct unintended consequences of CEQA that were resulting in infill developments and bike lanes (which generally have positive environmental effects) being considered environmentally harmful. With VMT, CEQA's analysis of transportation impacts will be based more directly on environmental impacts.

AB32 – The California Global Warming Solutions Act of 2006

AB 32 establishes regulations and market mechanisms to reduce California's greenhouse gas emissions to 1990 levels by the year of 2020, representing a 25% reduction statewide, with mandatory caps beginning in 2012 for major emissions sources. AB 32 includes several specific requirements of the California Air Resources Board, the most significant of which for transportation was the adoption of "Pavley Standards" for fuel efficiency, adopted in 2009. The main components within the AB 32 policy have instituted the "cap-and-trade" program, increased fuel efficiency in vehicles and decreased the carbon content in fuel.

SB 375 – The Sustainable Communities and Climate Protection Act of 2008

Passed to provide additional implementation practices to achieve ghg reduction targets established by AB32, SB 375 is the first law in the US to link ghg limits to land use planning and transportation. This is accomplished by modifying regional housing allocations and transportation infrastructure investment in order to affect transportation and land use patterns and reduce vehicle miles traveled. The first Bay Area plan compliant with SB375, "Plan Bay Area" adopted in 2013, aims to reduce ghg emissions in the region by 15% by 2015.

California Motor Vehicle Emission Standards¹⁵

Greenhouse gases emitted by motor vehicles include carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O) and hydrofluorocarbons (HFCs). Motor vehicle climate change emissions include:

- CO₂, CH₄ and N₂O emissions resulting directly from operation of the vehicle,
- CO₂ emissions resulting from operating the air conditioning system,
- HFC (refrigerant) emissions from the air conditioning system due to either leakage, losses during recharging, or release from scrappage of the vehicle at end of life, and
- Upstream emissions associated with the production of the fuel used by the vehicle.

A series of highly technical standards¹⁶ lays out a detailed roadmap for increased fuel efficiency and reduced pollution for all classes and makes of cars and light trucks which effectively cut greenhouse gas emission from California passenger vehicles by 22% in 2012, rising to 30%

¹⁵ from http://www.arb.ca.gov/cc/ccms/factsheets/cc_newfs.pdf

¹⁶ <http://www.epa.gov/oms/climate/documents/420r12016.pdf>

improvement in 2016. Even stronger standards for 2017-2025 have now been adopted by the US EPA, following California's lead.

The climate change emission standards incorporate all of these elements. The standards are expressed in terms of "CO₂-equivalent" emissions, which take into account the fact that different pollutants vary in the severity of their climate change impact.

Climate Change Adaptation

Agriculture

As an agricultural county Napa pays close attention to the potential effects of climate change and has a clear stake in reducing greenhouse gas emissions. The Napa Valley Vintners in particular have followed the matter carefully.¹⁷ Napa Valley has neither a completely coastal nor a completely interior climate, but shares traits of both with temperature changes that are generally higher than cool coastal climates, but less severe than warmer inland climates. The Vintners point out that this is a long-term issue which growers around the world are directly involved with. Just as no two growing seasons are the same, farmers are continually adapting, season to season, and year to year and have done so for nearly two centuries in the Napa Valley, and for many thousands of years worldwide. For the farmer, change and adaptation is simply the usual practice

SR 37

One particular climate-change-driven concern for transportation in Napa Valley is the future of State Route 37 (SR37) which is a principal connecting route between Interstate 80 in Solano County and US Route 101 in Marin County, passing through Sonoma and just touching the southwestern most tip of Napa County as the roadway crosses Sonoma Creek. For much of its length, SR 37 runs along the northern boundary of San Pablo Bay as a two lane roadway right at current sea level and traverses the largest remaining San Francisco Bay marshlands, which are similarly threatened by sea level rise. Even today the roadway routinely floods during winter storms, especially if high tides, southern winds and storm surges combine. With the most recent global climate predictions confidently anticipating one to two foot rise in sea level (estimates by the 2013 Intergovernmental Panel on Climate Change¹⁸) it is clear that this roadway will need to be transformed in the coming decades. Even today, when the roadway is closed, traffic seeking alternative routes between Marin/Sonoma and Solano press north into Napa County, using State Route 121, which is designed for much lighter loads. Preservation of the rural quality of SR 121 is a critical objective for Napa County. Studies and multi-stakeholder consultations are currently underway led by Caltrans to devise a long term solution for this critical roadway. Current Draft Caltrans Concepts call for elevating the roadway and/or creating a causeway.¹⁹ NCTPA will continue to be closely involved in these considerations.

¹⁷ http://www.napavintners.com/about/docs/nv_climate_exec_summary.pdf

¹⁸ <http://www.ipcc.ch/report/ar5/wg1/> See also maps of potential coastal flooding by the Bay Conservation and Development Commission: <http://www.bcdc.ca.gov/slr.shtml>

¹⁹ http://hwy37.ucdavis.edu/files/upload/resource/External%20Review%20Draft%20Corridor%20Pan%20SR-37_9-22-2010.pdf

Clean Fuel Vehicles in Napa County

Greening the VINE Bus Fleet

NCTPA is committed to transitioning our entire fleet of buses to a compressed natural gas (CNG) fuel format. We currently have five CNG buses (plus two older vehicles in reserve), seventeen “clean diesel”, and sixteen unleaded gasoline vehicles in the main, fixed-route fleet (28-35 foot buses). The seventeen vehicle fleet of smaller, paratransit buses are presently unleaded gasoline vehicles except for one clean diesel bus. A major strategic goal of NCTPA is to establish our own CNG fueling station in Napa which will make running CNG busses both environmentally smart and financially possible. Fourteen additional vehicles which serve as local community shuttles, system support vehicles or as part of our “shared vehicle” program (for local non-profit agencies) all run on unleaded gasoline.

Support for Electric Cars

As of Fall 2014 there are over 35 public electric car charging stations in Napa County (16 in the City of Napa), including those at public facilities and at several tourist destinations (hotels and wineries).

Today, researchers estimate there are 200,000 pure electric vehicles amid the roughly 242 million vehicles in America, or 0.08 percent, with just over 1 million charging stations. Some experienced auto industry pros have predicted that almost all private transportation will be done by electric vehicles. Others expect that gas-powered vehicles will likely still make up 50 to 75 percent of the market. Everyone seems to agree that there are a lot of variables and that no clear future course has appeared.

One reason for the wide range of estimates is uncertainty over levels of investment. Most of today's EVs were bought, in part, with the assistance of state and federal tax credits. The Federal government has also made an investment in the electric vehicle infrastructure by subsidizing the construction of charging stations. The development of EV's will be in parallel with steadily improving gas mileage from conventionally powered cars. Currently it takes over a half an hour to recharge for a 70 or 80 mile range, which is not sufficient for many drivers.

Additional Issue Papers Being Developed

7. **Transportation and Health**
 - a. Health Effects of Transportation
 - i. Safety
 - ii. Obesity
 - iii. Respiratory Illness
 - iv. Stress and Mental Health Issues
 - b. Access to Health Services
8. **Traffic Operations and Corridor Management**
 - a. Traffic Operations
 - i. Intersection Design
 - ii. Traffic Signals
 - iii. Changeable message signs
 - b. Corridor management
9. **Transportation and the Napa Economy: Jobs and Goods Movement**
 - a. General Economic Trends and Forecasts
 - b. Jobs and Employment in Napa County
 - i. Implications for commuting
 - c. Goods Movement
 - i. National and Regional Networks
10. **Prospects for Rail Transportation in Napa County**
 - a. Existing conditions
 - b. Previous studies
 - c. Napa Transit Investors Project summary
 - i. Local patterns
 1. The Agriculture/Wine Industry
 2. Local Serving retail
11. **Emerging Technologies – driverless cars, new transit vehicles, hoverboards and such**
 - a. Auto
 - i. Driverless Cars
 - ii. Rideshare technologies
 - b. New Transit technologies
 - c. New active transportation technologies
12. **Summary of Public Outreach**



November 23, 2014

**Napa Countywide Transportation Plan
Preliminary list of transportation projects**

Jurisdiction	Number of Projects	Estimated Project Cost	Funding Shortfall
American Canyon	20	\$126,994,075	\$125,840,075
Calistoga	14	\$21,403,000	\$20,853,000
City of Napa	34	\$173,200,000	\$169,453,000
County of Napa	7	\$22,500,000	\$21,000,000
St. Helena	11	\$31,468,000	\$31,446,722
Yountville	10	\$35,950,000	\$35,950,000
NCTPA	10	\$269,859,090	\$269,859,090
VINE	4	\$92,092,000	\$92,092,000
Total	110	\$773,466,165	\$766,493,887

This list of projects includes both very large (major intersection construction) and very small (crosswalk improvements) projects. NCTPA staff will be continuing to refine the project lists with staff from the County, Cities and Town.

Countywide Plan Project Evaluation Criteria Checklist

Goal 1: Serve the transportation needs of the entire community regardless of age, income or physical ability.

1. Objective 1: Provide safe access to jobs, schools, recreation and other daily needs for Napa's residents and visitors:
 - a. Provides complete streets
 - b. Improves safety
 - c. Provides access to transit
2. Objective 2: Endeavor to serve the special transportation needs of seniors, children and the disabled:
 - a. Compliant sidewalks/crossings
 - b. Strengthens access to transit
 - c. Provides Safe Routes to School
3. Objective 3: Coordinate transportation services for disabled persons, seniors, children and other groups so each serves as many people as possible:
 - a. Improve mobility coordination – centralized coordination of public transportation services with user groups: schools/seniors advocacy groups
 - b. Improve information and marketing
 - c. Expand or enhance transit
 - d. Optimize service efficiencies
4. Objective 4: Provide affordable transportation solutions to ensure access to jobs, education, goods, and services for all members of the community:
 - a. Keep transit service affordable
 - b. Expand or enhance Class I, II, & III bicycle facilities consistent with the Napa Countywide Bicycle Plan
 - c. Implement technologies that reduce costs of transportation

Goal 2: Improve system safety in order to support all modes and serve all users.

5. Objective 1: Design roadways and other transportation facilities to enhance coexistence of users of all modes:
 - a. Provides complete streets
 - b. Implements technology that supports alternative modes
 - c. Maintains street and roads in a state of good repair for all modes
 - d. Implements highway, street, road, and safety improvements

6. Objective 2: Educate all users so they may safely coexist:
 - a. Provides wayfinding and safety signage
 - b. Provides Public information/education
 - c. Provides education for school-aged children
7. Objective 3: Work with Napa Jurisdictions to adopt complete streets policies to meet the Metropolitan Transportation Commission's funding eligibility requirements:
 - a. Implements complete streets
8. Objective 4: Ensure Measure T roadway funds are maximized to improve infrastructure, as allowed under the Ordinance, to benefit all transportation modes:
 - a. Develop logical approach to Measure T rehab/maintenance
 - b. Implement projects on time and within budget
9. Objective 5: Prioritize projects that expand travel options for cyclists and pedestrians as well as those projects that improve operation and safety for vehicles, pedestrians, and cyclists.
 - a. Implement Complete Streets
 - b. Implement technologies that improve the operation of the road for all users
 - c. Close gaps on existing Class I path network
 - d. Expands or enhances the transit system

Goal 3: Use taxpayer dollars efficiently.

10. Objective 1: Continue to prioritize local streets and road maintenance, consistent with Measure T:
 - a. Adhere to Measure T ordinance
 - b. Implement state of good repair principles
11. Objective 2: Invest in fast and reliable bus service and infrastructure, so public transit is an attractive alternative to driving alone:
 - a. Implement bus rapid transit where appropriate
 - b. Implement rapid services in strategic locations
 - c. Maintain system effectively
12. Objective 3: Identify alternative solutions that minimize costs and maximize system performance:
 - a. Implement State of Good Repair Programs
 - b. Implement technologies that reduce cost
 - c. Implement travel demand strategies

13. Objective 4: Provide real-time traffic and transportation information via MTC's 511 or similar system by 2017:
 - a. Improve system information/communication to the public
 - b. Improve transit trip planner
 - c. Explore private sector options for system monitoring and reporting
14. Objective 5: Explore new transportation funding sources, including fees associated with new development:
 - a. Identify and prioritize projects that significantly improve the network and encourage community support
 - b. Implement working group to evaluate potential revenue sources
 - c. Use polling techniques to engage the public
15. Objective 6: Develop partnerships with Caltrans, California Transportation Commission (CTC), Metropolitan Transportation Commission (MTC), and Napa's state legislators to support expanded transportation funding for local mobility needs and to accommodate demand from regional traffic that travels through Napa County:
 - a. Promote Napa's projects and unique characteristics within the Bay Area and State
 - b. Work Collaboratively with regional, federal, and state partners to fund large infrastructure improvements
 - c. Advocate and work with north bay county-partners on common issues

Goal 4: Support Napa County's economic vitality.

16. Objective 1: Identify and improve key goods movement routes
 - a. Ensure adequate separation between freight movement and bike/ped activity
 - b. Improve connectivity on key truck routes
 - c. Improve access to airport and other port/shipping destinations
 - d. Identify and improve access in farm-to-market corridors
17. Objective 2: Work with employers to improve access to employment centers, as well as dispersed agricultural employment sites:
 - a. Support transportation for service and agricultural workers
 - b. Improve multi-modal access to employment center for low income neighborhoods
 - c. Expand vanpool and other commute alternatives
 - d. Expand transit/park and ride network

18. Objective 3: Improve transportation services aimed at visitors, including alternatives to driving:
- a. Market transit and work with hospitality industry on fare subsidies
 - b. Implement bike sharing
 - c. Implement projects that support walkable city centers
 - d. Improve non-auto connectivity between cities
19. Objective 4: Use demand management techniques to shift travel from peak to non-peak times:
- a. Identify pricing mechanisms to encourage off peak commute
 - b. Implement highway messaging signs and systems that divert traffic
 - c. Stagger school and other start times
 - d. Work with employers to encourage programs that reduce peak commute congestion
 - e. Encourage freight movement during off peak

Goal 5: Minimize the energy and other resources required to move people and goods.

20. Objective 1: Prioritize projects that reduce greenhouse gases:
- a. Expand and enhance transit
 - b. Invest in alternative fuel technologies
 - c. Invest in priority development areas that encourage non-auto use
 - d. Improve bike/ped network and facilities
 - e. Implement projects that reduce congestion
21. Objective 2: Increase mode share for transit, walking, and bicycling by 10% by 2035:
- a. Implement complete streets
 - b. Expand and enhance transit
 - c. Implement projects that close gaps in Class I and II networks
 - d. Improve road infrastructure to make transit faster
 - e. Implement Marketing strategies that encourage non-auto use and improve coordination with other agencies
22. Objective 3: Reduce the growth of automobile vehicle miles traveled (VMT) by shifting trips to other modes
- a. Encourage employer policies that reduce auto use
 - b. Encourage mixed use development
 - c. Participate in programs that consider alternative pricing mechanisms to reduce VMT
 - d. Implement systems that encourage better trip planning
 - e. Develop messaging and marketing programs that reduce VMT

Agency: _____ Project: _____

- 23. Objective 4: Encourage the provision of alternative fuel infrastructure:
 - a. Expand electric vehicle charging network
 - b. Invest in alternative fuel technologies
- 24. Objective 5: invest in improvements to the transportation network that serve land use, consistent with SB 375:
 - a. Invest in priority development areas that encourage non-auto growth
 - b. Encourage missed use development
 - c. Improve coordination between employment locations and housing
- 25. Objective 6: Identify revenues that support investments in Priority Development Areas (PDAs)
 - a. Evaluate local opportunities to increase revenues
 - b. Develop educational materials to inform the public of investments
 - c. Partner with other organizations and collaborate on policy and messaging

Goal 6: Prioritize the maintenance and rehabilitation of the existing system.

- 26. Objective 1: Deliver Measure T projects effectively:
 - a. Identify revenues to ensure Measure T projects are fully funded
 - b. Prioritize projects using State of Good Repair principles
 - c. Identify alternative revenues to ensure maintenance of effort requirements are met and exceeded
- 27. Objective 2: Focus funding on maintenance priorities

Total # of boxes checked: _____

Napa Countywide Transportation Plan: Vision 2040 Moving Napa Forward
Project List

No.	Sponsor	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	# of Objectives Met
				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	2015			
2	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	2020			
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	\$0		7,795,573	2017			
4	AC	Eucalyptus Drive/Theresa Avenue Intersection	Widen to 2-lane collector from Theresa to Wetlands Edge Rd., Install roundabout	Eucalyptus Drive/Theresa Avenue Intersection	Eucalyptus Drive	Theresa Avenue	Vehicle		\$7,008,236	\$1,154,000		5,854,236	2020			
5	AC	American Canyon Multimodal Transit Center	Construct transit center	TBD			Bus, rail, bicycle, pedestrian, passenger vehicle		\$12,000,000	\$0	-	12,000,000	2025		No	19
6	AC	Highway 29 Pedestrian Safety Overcrossings	Construct three pedestrian crossings over Highway 29	TBD			Bicycle and pedestrian		\$9,000,000	\$0	-	9,000,000	2020		Yes	18
7	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				
8	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				
9	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				
10	AC	Newell Drive	New 4-lane arterial from Donaldson Way to South Napa Junction Rd, Paoli Loop Overcrossing 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				
11	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				
12	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	\$0		3,516,599	2018			
13	AC	Kimberly Drive Intersection	Restrict NBL and EBL movement	Kimberly Drive			Vehicle		\$100,000	\$0		100,000				
14	AC	American Canyon Road Intersection	Add 2nd excl.WBR & EBL, Traffic signal modification	American Canyon Road			Vehicle		\$757,700	\$0		757,700				
15	AC	Crawford Way Intersection	Restrict EBL movement	Crawford Way			Vehicle		\$100,000	\$0		100,000				
16	AC	Donaldson Way Intersection	Add 2nd excl. EBL & excl. EBR, Add 2nd excl. WBL and modify excl. WBR, Add excl. NBR & SBR, Traffic signal relocation	Donaldson Way			Vehicle		\$1,832,472	\$0		1,832,472				
17	AC	Poco Way/ South Napa Junction Intersection	Add excl. dual EBL and single EBR, Add excl. dual WBL and single WBR lane, Add excl. NBR & SBR, new traffic signal	Poco Way/ South Napa Junction			Vehicle		\$1,932,472	\$0		1,932,472				
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			Vehicle		\$2,938,400	\$0		2,938,400				
19	AC	Napa Junction Road to Green Island Road/ Newell Extension	Paoli Loop Overcrossing Structure	Paoli Loop Road	Napa Junction Road	Green Island Road	Vehicle		\$12,480,000	\$0		12,480,000				
20	AC	Green Island Road/ Newell Extension to So. Kelly Road	Lengthen NB and SB acceleration lanes		Green Island Road	So Kelly Road	Vehicle		\$317,072	\$0		317,072				
21	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	13
22	Calistoga	Vine Trail Fair Way Extension	Construct Vine Trail	Fairway	Fair Way	Washington St.	Bike	CON	\$1,200,000	\$0	-	1,200,000	2015	2016	No	13
23	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	14
24	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
25	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
26	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	17
27	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

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28	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	14
29	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	14
30	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	14
31	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	14
32	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	14
33	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	
34	Calistoga	Lincoln Corridor Safety Enhancements	Signal modification, bike and ped enhancements,	Lincoln Avenue	SR 128	Silverado Trail	Vehicle		\$3,500,000	\$0	-	\$3,500,000	2020		No	
35	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	Vehicle/ Ped/Bike	Planning	\$10,500,000	\$0	-	\$10,500,000	2020	2020-2040	No	12
36	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	Vehicle/ Ped/Bike	Planning	\$3,500,000	\$0	-	\$3,500,000	2020	2020-2040	No	12
37	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	Vehicle/ Ped/Bike	Planning	\$3,500,000	\$0	-	\$3,500,000	2020	2020-2040	No	12
38	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	Vehicle/ Ped/Bike	Planning	\$7,000,000	\$0	-	\$7,000,000	2020	2020-2040	No	12
39	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	Vehicle/ Ped/Bike	Planning	\$5,500,000	\$0	-	\$5,500,000	2020	2020-2040	Yes	8
40	City of Napa	Salvador Avenue Widening	Widen Salvador Avenue from SR29 to Jefferson Street	Salvador Avenue	SR29	Jefferson Street	Vehicle/ Ped/Bike	Planning	\$2,500,000	\$0	-	\$2,500,000	2020	2020-2040	No	12
41	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	Ped/Bike	Planning	\$6,500,000	\$20,000	NCTPA	\$6,480,000	2014	2020-2040	No	17
42	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	10
43	City of Napa	SR29 over Trower	Trower Avenue Underpass	Trower Avenue/ SR29 Intersection	-	-	Vehicle/ Ped/Bike	Planning	\$30,000,000	\$0	-	\$30,000,000	2020	2020-2040	No	10
44	City of Napa	Jefferson/Laurel Signal	New signal at Jefferson Street/Laurel Street Intersection	Jefferson/ Laurel Intersection	-	-	Vehicle/ Ped/Bike	Planning	\$500,000	\$0	-	\$500,000	2020	2020-2040	No	7
45	City of Napa	Jefferson/Old Sonoma Signal	New signal at Jefferson Street/Old Sonoma Road Intersection	Jefferson/ Old Sonoma Intersection	-	-	Vehicle/ Ped/Bike	Planning	\$500,000	\$0	-	\$500,000	2020	2020-2040	No	7
46	City of Napa	Jefferson/Imola Intersection Widening	Jefferson/Imola intersection modification	Jefferson/ Imola Intersection	-	-	Vehicle/ Ped/Bike	Planning	\$3,000,000	\$0	-	\$3,000,000	2020	2020-2040	No	8
47	City of Napa	Solano/Redwood Intersection Widening	Widening and restriping modifications to the Solano Avenue/ Redwood Road Intersection	Solano/ Redwood Intersection	-	-	Vehicle/ Ped/Bike	Planning	\$750,000	\$0	-	\$750,000	2020	2020-2040	No	8
48	City of Napa	Vine Trail Gap Closure (3rd-Vallejo)	Construct Class I multiuse path between 3rd Street and Vallejo Street	Adjacent to Soscol	Third Street	Vallejo	Ped/Bike	Planning	\$3,500,000	\$100,000	TDA-3; NVVT Coalition	\$3,400,000	2016	2020	YES*	17
49	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	-	-	Ped/Bike	Design	\$850,000	\$97,000	BTA; TDA-3	\$753,000	2013	2017	Yes	17
50	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	8
51	City of Napa	Lincoln/Jefferson Right Turn Lane(s)	Modify Lincoln/Jefferson intersection with right turn lanes	Jefferson/ Lincoln Intersection	-	-	Vehicle/ Ped/Bike	Planning	\$750,000	\$0	-	\$750,000	2020	2020-2040	No	7
52	City of Napa	Lincoln/Soscol Right turn Lane(s)	Modify Lincoln/Soscol intersection with right turn lanes	Lincoln/Soscol intersection	-	-	Vehicle/ Ped/Bike	Planning	\$750,000	\$0	-	\$750,000	2020	2020-2040	No	7
53	City of Napa	First Street Roundabouts (west side)	Construct roundabouts on First Street at Freeway Drive and SR29 Southbound ramps	1st/Freeway SR29 Ramp	-	-	Vehicle/ Ped/Bike	Design	\$8,500,000	\$0	-	\$8,500,000	2020	2020-2040	Yes	9
54	City of Napa	Soscol/Silverado Trail Modification	Soscol/Silverado intersection modification with Southbound duel left turn lanes on Silverado Trail	Soscol/ Silverado Trail Intersection	-	-	Vehicle/ Ped/Bike	Planning	\$750,000	\$0	-	\$750,000	2020	2020-2040	No	8
55	City of Napa	Jefferson/Sierra Signal	New signal at Jefferson Street/ Sierra Avenue Intersection	Jefferson/ Sierra Intersection	-	-	Vehicle/ Ped/Bike	Planning	\$500,000	\$0	-	\$500,000	2020	2020-2040	No	8
56	City of Napa	Browns Valley Road Widening	Widen Browns Valley Road from Westview Drive to McCormick Lane	Browns Valley Road	Westview Drive	McCormick Lane	Vehicle/ Ped/Bike	Planning	\$3,500,000	\$0	-	\$3,500,000	2020	2020-2040	No	7
57	City of Napa	Salvador Creek Bike Trail	Construct a Class I multiuse path along Salvador Creek	adjacent to Salvador Creek	Maheer Street	Big Ranch Road	Ped/Bike	Planning	\$800,000	\$0	-	\$800,000	2020	2020-2040	YES*	16
58	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	-	-	Vehicle/ Ped/Bike	Design	\$8,500,000	\$3,500,000	Caltrans	\$5,000,000	2014	2019	Yes	10

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				Location	Start Point	End Point										
59	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	Ped/Bike	Planning	\$1,250,000	\$0	-	\$1,250,000	2020	2020-2040	YES*	16
60	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	Ped/Bike	Planning	\$1,250,000	\$0	-	\$1,250,000	2020	2020-2040	YES*	16
61	City of Napa	Laurel Street Sidewalk	Construct sidewalks along Laurel Street from Laurel Park to Laurel Manor	Laurel Street	Laurel park	Laurel Manor	Ped	Planning	\$2,500,000	\$0	-	\$2,500,000	2020	2020-2040	No	14
62	City of Napa	Traffic Operations Center	Citywide signal coordination	-	-	-	Vehicle/ Ped/Bike	Planning	\$2,000,000	\$0	-	\$2,000,000	2020	2020-2040	YES**	12
63	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	14
64	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	14
65	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	14
66	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	14
67	City of Napa	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/ Vehicle	Planning	\$4,500,000	\$0	-	\$4,500,000	2020	2020-2040	YES*	17
68	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	14
69	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	9
70	Napa County	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	11
71	Napa County	Imola Ped Corridor	Construct pedestrian access and safety improvements along and crossing Imola Avenue	Imola Avenue	Skyline Park	Foster Rd	Vehicle	CON	\$500,000	\$0	-	\$500,000	2018	2020	Yes	10
72	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	5
73	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	3
74	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	5
75	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	7
76	NCTPA	Soscol Flyover	Construct SB 221 to SB 29/12 flyover structure	SR 29/12/221			Vehicle	CON	\$50,000,000	\$0	-	\$50,000,000	2015	2035	Yes	9
77	NCTPA	Airport Junction	Construct grade separated interchange	SR 29/12/Airport			Vehicle	CON	\$73,000,000	\$0	-	\$73,000,000	2020	2040	Yes	9
78	NCTPA	29 South County intersections	Improve intersection safety and operations SR 29/12/121 "Carneros Junction," S Kelly Rd, Green Island Rd	SR 29	American Canyon	Napa	Vehicle	CON	\$1,500,000	\$0	-	\$1,500,000	2020	2035	Yes	9
79	NCTPA	Carneros Intersection	SR 29/SR12/SR 121 (Carneros intersection) Improvements	SR29/SR12/SR121			Vehicle		\$500,000	\$0	-	\$500,000			Yes	
80	NCTPA	SR 29-Urban Highway	Landscape enhancements to Urban Highway from Carneros Intersection to Trancas. SR 29 at Imola, 1st Street, Lincoln, Trancas	SR 29	Carneros Intersection	Trancas Street	Vehicle		\$250,000	\$0	-	\$250,000			Yes	
81	NCTPA	SR 29-Unincorporated Napa County/Carneros	4-Lane Rural Highway, from unincorporated Napa County to Carneros intersections.	SR 32	Jameson	Napa City Limits	Vehicle		\$8,000,000	\$0	-	\$8,000,000			Yes	
82	NCTPA	SR-29 Unincorporated Napa/ AC	4-Lane Rural Highway in unincorporated Napa County from American Canyon to Jameson Canyon	SR 29	Napa Junction Road	Jameson Canyon Road	Vehicle		\$50,000,000	\$0	-	\$50,000,000			Yes	
83	NCTPA	SR 29 Gateway	Highway 29 Fr improvements include adding additional traffic lane in each direction, pedestrian and bicycle infrastructure and transit amenities	SR 29	American Canyon Road	Napa Junction Road	Vehicle	CON	\$26,000,000	\$0	-	\$26,000,000	2015	2030	Yes	20
84	VINE	VINE Maintenance Facility (Construction O&M)	Acquisition and construction of new vehicle maintenance facility	TBD	TBD	TBD	Bus	CON	\$38,300,000	\$0	-	\$38,300,000	2017	2040	No	16
85	VINE	Fueling Station (Construction and O&M)	Acquisition and construction of new fueling station	TBD	TBD	TBD	Bus	CON	\$3,792,000	\$0	-	\$3,792,000	2017	2040	No	16
86	VINE	Rapid Bus Project	Bus Rapid Corridor Improvements	Vallejo to Napa	Vallejo Ferry Terminal	Napa Valley College	Bus		\$25,000,000	\$0	-	\$25,000,000	2020	2040	No	16
87	VINE	Rapid Bus Project	Bus Rapid Corridor Improvements	NVC to Redwood P&R	Napa Valley College	Redwood P&R	Bus		\$25,000,000	\$0	-	\$25,000,000	2022	2040	No	16
88	NCTPA	Rebranding	New NCTPA Image, Including Bus Stop Signage	Napa County			Bus	None	\$550,000	\$0	-	\$550,000	2015	2018	No	16
89	NCTPA	Silverado Trail Route	New regional bus route along Silverado Trail	Silverado Trail			Bus	None	\$60,059,090	\$0	-	\$60,059,090				
90	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	9
91	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	11
92	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	14
93	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	10
94	St Helena	Starr Avenue Extension	Extend Starr Avenue	Starr Avenue	Hunt Avenue	Adams Street	Vehicle		\$617,000	\$0	-	\$617,000	2025	2030	No	10

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95	St Helena	Adams Street Extension	Extend Adams Street	Adams Street	end	Starr Avenue	Vehicle		\$851,000	\$0	-	\$851,000	2025	2030	No	10
96	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	10
97	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	12
98	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	14
99	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	10
100	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	12
101	Yountville	Pedestrian Bridge	Pedestrian overcrossing over SR 29, connecting town core to future Napa Valley Wine Train station	NWT Future Train Station	Train Station	Washington Street	Pedestrian	Planning, Design, Construction	\$5,000,000	\$0	-	\$5,000,000	2024	2025	No	
102	Yountville	Transportation Infrastructure	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	Ped/Bike/ Vehicle	Planning, Design, Construction	\$2,500,000	\$0	-	\$2,500,000	2030	2035	No	
103	Yountville	Regrade & Repave Webber West of Washington Street	Repave and regrade Webber Street and Washington Street. Extend the storm drain at Vintage Inn to Webber. Replacement of sewer O-line, curb and sidewalk at Vintage Inn.	Webber Avenue west of Washington Street	Washington Street	Dead end of Webber Avenue	Pedestrian/ Bike/ Vehicle	Planning, Design, Construction	\$150,000	\$0	General Fund	\$150,000	2020	2021		
104	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	Bike	Planning, Design, Construction	\$1,500,000	\$0	-	\$1,500,000	2030	2031	No	
105	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	
106	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	
107	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	
108	Yountville	SR-29 Interchange Project	Construct Interchange at Madison and SR-29	Madison & SR-29	N/A	N/A	Vehicle	g. Design, Cons	\$20,000,000	\$0	-	\$20,000,000	2030	2031	No	
109	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	
110	Yountville	Lighted Sidewalks	Lighted cross walks in the major crosswalks throughout town (at least 5)	California Drive and bike path, Washington & Mulberry, Washington & Yount, Washington mid-block by V Marketplace, Washington & Webber			Pedestrian	Planning, Design, Construction	\$200,000	\$0	-	\$200,000	2018	2018	No	

Napa Countywide Transportation Plan
5-year Project List

No.	Sponsor	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	# of Objectives Met
				Location	Start Point	End Point										
1	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	9
2	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	-	-	Ped/Bike	Design	\$850,000	\$97,000	BTA; TDA-3	\$753,000	2013	2017	Yes	17
3	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	Ped/Bike	Planning	\$6,500,000	\$20,000	NCTPA	\$6,480,000	2014	2020-2040	No	17
4	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	-	-	Vehicle/ Ped/Bike	Design	\$8,500,000	\$3,500,000	Caltrans	\$5,000,000	2014	2019	Yes	10
5	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	2015			
6	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	13
7	Calistoga	Vine Trail Fair Way Extension	Construct Vine Trail	Fairway	Fair Way	Washington St.	Bike	CON	\$1,200,000	\$0	-	1,200,000	2015	2016	No	13
8	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	14
9	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	9
10	NCTPA	Soscol Flyover	Construct SB 221 to SB 29/12 flyover structure	SR 29/12/221			Vehicle	CON	\$50,000,000	\$0	-	\$50,000,000	2015	2035	Yes	9
11	NCTPA	SR 29 Gateway	Highway 29 Fr improvements include adding additional traffic lane in each direction, pedestrian and bicycle infrastructure and transit amenities	SR 29	American Canyon Road	Napa Junction Road	Vehicle	CON	\$26,000,000	\$0	-	\$26,000,000	2015	2030	Yes	20
12	NCTPA	Rebranding	New NCTPA Image, Including Bus Stop Signage	Napa County			Bus	None	\$550,000	\$0	-	\$550,000	2015	2018	No	16
13	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	
14	City of Napa	Vine Trail Gap Closure (3rd-Vallejo)	Construct Class I multiuse path between 3rd Street and Vallejo Street	Adjacent to Soscol	Third Street	Vallejo	Ped/Bike	Planning	\$3,500,000	\$100,000	TDA-3; NVVT Coalition	\$3,400,000	2016	2020	YES*	17
15	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	14
16	Napa County	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	11
17	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	\$0		7,795,573	2017			
18	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	14
19	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
20	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
21	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	17
22	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
23	VINE	VINE Maintenance Facility (Construction O&M)	Acquisition and construction of new vehicle maintenance facility	TBD	TBD	TBD	Bus	CON	\$38,300,000	\$0	-	\$38,300,000	2017	2040	No	16
24	VINE	Fueling Station (Construction and O&M)	Acquisition and construction of new fueling station	TBD	TBD	TBD	Bus	CON	\$3,792,000	\$0	-	\$3,792,000	2017	2040	No	16

Napa Countywide Transportation Plan
5-year Project List

No.	Sponsor	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	# of Objectives Met
				Location	Start Point	End Point										
25	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	\$0		3,516,599	2018			
26	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	14
27	Napa County	Imola Ped Corridor	Construct pedestrian access and safety improvements along and crossing Imola Avenue	Imola Avenue	Skyline Park	Foster Rd	Vehicle	CON	\$500,000	\$0	-	\$500,000	2018	2020	Yes	10
28	Yountville	Lighted Sidewalks	Lighted cross walks in the major crosswalks throughout town (at least 5)	California Drive and bike path, Washington & Mulberry, Washington & Yount, Washington mid-block by V Marketplace, Washington & Webber			Pedestrian	Planning, Design, Construction	\$200,000	\$0	-	\$200,000	2018	2018	No	
29	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	2020			
30	AC	Eucalyptus Drive/Theresa Avenue Intersection	Widen to 2-lane collector from Theresa to Wetlands Edge Rd., Install roundabout	Eucalyptus Drive/Theresa Avenue Intersection	Eucalyptus Drive	Theresa Avenue	Vehicle		\$7,008,236	\$1,154,000		5,854,236	2020			
31	AC	Highway 29 Pedestrian Safety Overcrossings	Construct three pedestrian crossings over Highway 29	TBD			Bicycle and pedestrian		\$9,000,000	\$0	-	9,000,000	2020		Yes	18
32	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	14
33	Calistoga	Lincoln Corridor Safety Enhancements	Signal modification, bike and ped enhancements,	Lincoln Avenue	SR 128	Silverado Trail	Vehicle		\$3,500,000	\$0	-	\$3,500,000	2020		No	
34	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	Vehicle/ Ped/Bike	Planning	\$10,500,000	\$0	-	\$10,500,000	2020	2020-2040	No	12
35	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	Vehicle/ Ped/Bike	Planning	\$3,500,000	\$0	-	\$3,500,000	2020	2020-2040	No	12
36	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	Vehicle/ Ped/Bike	Planning	\$3,500,000	\$0	-	\$3,500,000	2020	2020-2040	No	12
37	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	Vehicle/ Ped/Bike	Planning	\$7,000,000	\$0	-	\$7,000,000	2020	2020-2040	No	12
38	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	Vehicle/ Ped/Bike	Planning	\$5,500,000	\$0	-	\$5,500,000	2020	2020-2040	Yes	8
39	City of Napa	Salvador Avenue Widening	Widen Salvador Avenue from SR29 to Jefferson Street	Salvador Avenue	SR29	Jefferson Street	Vehicle/ Ped/Bike	Planning	\$2,500,000	\$0	-	\$2,500,000	2020	2020-2040	No	12
40	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	10
41	City of Napa	SR29 over Trower	Trower Avenue Underpass	Trower Avenue/ SR29 Intersection	-	-	Vehicle/ Ped/Bike	Planning	\$30,000,000	\$0	-	\$30,000,000	2020	2020-2040	No	10
42	City of Napa	Jefferson/Laurel Signal	New signal at Jefferson Street/Laurel Street Intersection	Jefferson/ Laurel Intersection	-	-	Vehicle/ Ped/Bike	Planning	\$500,000	\$0	-	\$500,000	2020	2020-2040	No	7
43	City of Napa	Jefferson/Old Sonoma Signal	New signal at Jefferson Street/Old Sonoma Road Intersection	Jefferson/ Old Sonoma Intersection	-	-	Vehicle/ Ped/Bike	Planning	\$500,000	\$0	-	\$500,000	2020	2020-2040	No	7
44	City of Napa	Jefferson/Imola Intersection Widening	Jefferson/Imola intersection modification	Jefferson/ Imola Intersection	-	-	Vehicle/ Ped/Bike	Planning	\$3,000,000	\$0	-	\$3,000,000	2020	2020-2040	No	8
45	City of Napa	Solano/Redwood Intersection Widening	Widening and restriping modifications to the Solano Avenue/ Redwood Road Intersection	Solano/ Redwood Intersection	-	-	Vehicle/ Ped/Bike	Planning	\$750,000	\$0	-	\$750,000	2020	2020-2040	No	8

Napa Countywide Transportation Plan
5-year Project List

No.	Sponsor	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	# of Objectives Met
				Location	Start Point	End Point										
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	8
47	City of Napa	Lincoln/Jefferson Right Turn Lane(s)	Modify Lincoln/Jefferson intersection with right turn lanes	Jefferson/ Lincoln Intersection	-	-	Vehicle/ Ped/Bike	Planning	\$750,000	\$0	-	\$750,000	2020	2020-2040	No	7
48	City of Napa	Lincoln/Soscol Right turn Lane(s)	Modify Lincoln/Soscol intersection with right turn lanes	Lincoln/Soscol intersection	-	-	Vehicle/ Ped/Bike	Planning	\$750,000	\$0	-	\$750,000	2020	2020-2040	No	7
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	-	-	Vehicle/ Ped/Bike	Design	\$8,500,000	\$0	-	\$8,500,000	2020	2020-2040	Yes	9
50	City of Napa	Soscol/Silverado Trail Modification	Soscol/Silverado intersection modification with Southbound dual left turn lanes on Silverado Trail	Soscol/ Silverado Trail Intersection	-	-	Vehicle/ Ped/Bike	Planning	\$750,000	\$0	-	\$750,000	2020	2020-2040	No	8
51	City of Napa	Jefferson/Sierra Signal	New signal at Jefferson Street/ Sierra Avenue Intersection	Jefferson/ Sierra Intersection	-	-	Vehicle/ Ped/Bike	Planning	\$500,000	\$0	-	\$500,000	2020	2020-2040	No	8
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	Vehicle/ Ped/Bike	Planning	\$3,500,000	\$0	-	\$3,500,000	2020	2020-2040	No	7
53	City of Napa	Salvador Creek Bike Trail	Construct a Class I multiuse path along Salvador Creek	adjacent to Salvador Creek	Maheer Street	Big Ranch Road	Ped/Bike	Planning	\$800,000	\$0	-	\$800,000	2020	2020-2040	YES*	16
54	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	Ped/Bike	Planning	\$1,250,000	\$0	-	\$1,250,000	2020	2020-2040	YES*	16
55	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	Ped/Bike	Planning	\$1,250,000	\$0	-	\$1,250,000	2020	2020-2040	YES*	16
56	City of Napa	Laurel Street Sidewalk	Construct sidewalks along Laurel Street from Laurel Park to Laurel Manor	Laurel Street	Laurel park	Laurel Manor	Ped	Planning	\$2,500,000	\$0	-	\$2,500,000	2020	2020-2040	No	14
57	City of Napa	Traffic Operations Center	Citywide signal coordination	-	-	-	Vehicle/ Ped/Bike	Planning	\$2,000,000	\$0	-	\$2,000,000	2020	2020-2040	YES**	12
58	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	14
59	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	14
60	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	14
61	City of Napa	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/ Vehicle	Planning	\$4,500,000	\$0	-	\$4,500,000	2020	2020-2040	YES*	17
62	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	14
63	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	5
64	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	3
65	NCTPA	Airport Junction	Construct grade separated interchange	SR 29/12/Airport			Vehicle	CON	\$73,000,000	\$0	-	\$73,000,000	2020	2040	Yes	9
66	NCTPA	29 South County intersections	Improve intersection safety and operations SR 29/12/121 "Carneros Junction," S Kelly Rd, Green Island Rd	SR 29	American Canyon	Napa	Vehicle	CON	\$1,500,000	\$0	-	\$1,500,000	2020	2035	Yes	9
67	VINE	Rapid Bus Project	Bus Rapid Corridor Improvements	Vallejo to Napa	Vallejo Ferry Terminal	Napa Valley College	Bus		\$25,000,000	\$0	-	\$25,000,000	2020	2040	No	16
68	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	11
69	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	14
70	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	10
71	Yountville	Regrade & Repave Webber West of Washington Street	Repave and regrade Webber Street and Washington Street. Extend the storm drain at Vintage Inn to Webber. Replacement of sewer O-line, curb and sidewalk at Vintage Inn.	Webber Avenue west of Washington Street	Washington Street	Dead end of Webber Avenue	Pedestrian/ Bike/ Vehicle	Planning, Design, Construction	\$150,000	\$0	General Fund	\$150,000	2020	2021		

Napa Countywide Transportation Plan
5-year Project List

No.	Sponsor	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	# of Objectives Met
				Location	Start Point	End Point										
72	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	
TOTAL FIVE YEAR SHORTFALL												\$460,320,986				

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Napa Countywide Transportation Plan Project List Summary

Jurisdiction	Number of Projects	Estimated Project Cost	Project Funding Shortfall	Estimated Program Cost	Program Funding Shortfall	TOTAL COST	TOTAL FUNDING SHORTFALL
American Canyon	20	\$ 126,994,075	\$ 125,840,075	\$ 47,140,000	\$ 53,140,000	\$ 174,134,075	\$ 188,980,075
Calistoga	14	\$ 21,403,000	\$ 20,853,000	\$ 30,105,000	\$ 30,105,000	\$ 51,508,000	\$ 50,958,000
City of Napa	34	\$ 173,200,000	\$ 169,453,000	\$ 375,500,000	\$ 371,000,000	\$ 548,700,000	\$ 540,453,000
County of Napa	7	\$ 22,500,000	\$ 21,000,000	\$ 360,000,000	\$ 352,160,000	\$ 382,500,000	\$ 373,160,000
St. Helena	11	\$ 31,468,000	\$ 31,446,722	\$ 26,955,473	\$ 26,955,473	\$ 58,423,473	\$ 58,402,195
Yountville	10	\$ 35,950,000	\$ 35,950,000	\$ 11,240,000	\$ 8,380,000	\$ 47,190,000	\$ 44,330,000
NCTPA	10	\$ 269,859,090	\$ 269,859,090	\$ 2,025,000	\$ 2,025,000	\$ 271,884,090	\$ 271,884,090
VINE	4	\$ 92,092,000	\$ 92,092,000	\$ 237,449,090	\$ 231,140,096	\$ 329,541,090	\$ 323,232,096
TOTAL	110	\$ 773,466,165	\$ 766,493,887	\$ 1,090,414,563	\$ 1,074,905,569	\$ 1,863,880,728	\$ 1,851,399,456

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Napa Countywide Transportation Plan: Vision 2040 Moving Napa Forward 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	# of Objectives Met
1	AC	Pedestrian Network	Improve safety and accessibility to local schools by eliminating access barriers and completing unfinished sidewalks; include Safe Route to School network	Pedestrian and Bicycle	756,000	\$ -	-	\$ 756,000				
2	AC	Pedestrian Network	Implement the American Canyon trail master plan.	Predominantly pedestrian	712,000	\$ -	-	\$ 712,000				
3	AC	Bicycle Network	Build out American Canyon Bicycle network including Class I, II and III	Predominantly bicycle	8,672,000	\$ -	-	\$ 8,672,000			Yes	
4	AC	Other LS&R Maintenance/Safety	Make safety improvements and perform rehabilitation and preventative maintenance on local bridges	Vehicle	\$ 12,000,000	\$ -	-	\$ 12,000,000				
5	AC	LS&R Rehab	Rehabilitate, restore, preserve and rejuvenate local streets, collectors and arterials pavement	Vehicle	\$ 25,000,000	\$ -	-	\$ 25,000,000				
6	AC	Bridge and Culvert Rehab	Rehabilitate, restore, preserve and rejuvenate local bridge and culvert pavement	Vehicle		\$ -	-	\$ 5,000,000			No	
7	AC	ITS	ITS/ Synchronization enhancements at intersections	Vehicle		\$ -	-	\$ 1,000,000			No	
8	Calistoga	Bridges and Culverts	Replacement of existing structures	Vehicle	\$ 3,125,000	\$ -	-	\$ 3,125,000			No	
9	Calistoga	Bicycle Network	Expansion of Class I Pathway and Class II Routes	Bike	\$ 8,000,000	\$ -	-	\$ 8,000,000			Yes	
10	Calistoga	Bicycle Network	Maintenance of existing infrastructure; Class I, II, and III infrastructure as consistent with Countywide and Citywide Bicycle Plans; Bicycle racks and lockers	Bike	\$ 1,250,000	\$ -	-	\$ 1,250,000			Yes	
11	Calistoga	Pedestrian	Sidewalk maintenance and rehabilitation; Gaps and missing links; multimodal trails; ADA improvements	Pedestrian	\$ 5,580,000	\$ -	-	\$ 5,580,000			No	
12	Calistoga	LS&R Rehab	Maintenance and rehabilitation of existing local streets and roads	Vehicle	\$ 10,650,000	\$ -	-	\$ 10,650,000			Yes	
13	Calistoga	LS&R Rehab	Improvements to increase safety and operations on the roadway system (ex. Roadway connections, dedicated turn lanes, widening)	Vehicle	\$ 250,000	\$ -	-	\$ 250,000			Yes	
14	Calistoga	Bridges and Culverts	Maintenance and rehabilitation	Vehicle	\$ 1,250,000	\$ -	-	\$ 1,250,000				
15	City of Napa	Pedestrian Network	Sidewalk Improvement Program	Ped	\$ 156,000,000	\$ 1,500,000	Local; Gas Tax; CDBG	\$ 154,500,000			Yes	20
16	City of Napa	ITS	Signal Upgrade Program	Vehicle/ Ped/Bike	\$ 4,500,000	\$ -	-	\$ 4,500,000			Yes	18
17	City of Napa	Bridges and Culverts	Bridge Rehabilitation and Maintenance Program	Vehicle/ Ped/Bike	\$ 40,000,000	\$ -	-	\$ 40,000,000			NO	17
18	City of Napa	LS&R Rehab	Street Resurfacing Program	Vehicle/Bike	\$ 175,000,000	\$ 3,000,000	Local; Gas Tax	\$ 172,000,000			Yes	15
19	Napa County	LS&R Rehab	Pavement Preservation + more	Local Roadway System	\$ 225,000,000	\$ 7,840,000	General Fund	\$ 217,160,000			Yes	10
20	Napa County	Bridge and Culvert Rehab	Rehabilitate, restore and preserve local bridge and culvert pavement	Vehicle	\$ 40,000,000	\$ -	-	\$ 40,000,000			No	
21	Napa County	Bridge and Culvert Replacement	Pavement Preservation + more	Vehicle	\$ 95,000,000	\$ -	-	\$ 95,000,000			No	
22	NCTPA	Park and Ride Lots, (Construction and O&M)	Park and Ride Lots throughout Napa County	Bus	\$ 2,025,000	\$ -	-	\$ 2,025,000	2015	2040	No	16
23	VINE	New Transit Vehicles (EXPANSION)	Acquisition of new paratransit vehicles, community shuttle buses and VINE buses for service expansion	Bus	\$ 27,510,000	\$ -	-	\$ 27,510,000	2017	2040		

**Napa Countywide Transportation Plan: Vision 2040 Moving Napa Forward
Program List**

24	VINE	New Transit Vehicles (REPLACEMENT)	Acquisition of new paratransit vehicles, community shuttle buses and VINE buses for state of good repair	Bus	\$ 62,510,000	\$ -	-	\$ 62,510,000	2015	2040		
25	VINE	New Shelters and Stop Amenities (EXPANSION)	Improved bus stops throughout Napa County	Bus	\$ 4,850,000	\$ -	-	\$ 4,850,000	2020	2040	No	17
26	VINE	Bus Shelter Program (REPLACEMENT)		Bus	\$ 3,000,000	\$ -	-	\$ 3,000,000	2015	2040		
27	VINE	Transit System Growth (Operating Costs)		Bus	\$ 2,800,000	\$ -	-	\$ 2,800,000	2018	2040	No	16
28	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	Bus	\$ 480,000	\$ -	-	\$ 480,000	2015	2019	No	
29	VINE	State of Good Repair/ PM	7 low-floor articulated buses, 7 low-floor 35' buses, 14 articulated buses	Bus	\$ 76,125,000	\$ -	-	\$ 76,125,000				
30	VINE	Local routes (1-8) - expanded service hours	Expand service hours from 4am-12am, add Sunday service	Bus	\$ 10,281,880	\$ -	-	\$ 10,281,880				
31	VINE	Regional routes (10/11)- expanded service hours	Expand service hours from 4am-12am, add Sunday service	Bus	\$ 10,346,000	\$ -	-	\$ 10,346,000				
32	VINE	Regional routes (10/11)- Enhanced frequency	Increase frequency from 30 peak, 60 midday and weekends to 15 peak and 30 midday and weekends.	Bus	\$ 39,431,210	\$ -	-	\$ 33,122,216	2018	2040		
33	VINE	State of Good Repair	Shop truck w/ hoist & push bar for road calls, Support Vehicle for Supervisors	Bus	\$ 115,000	\$ -	-	\$ 115,000				
34	St Helena	LS&R Rehab	Annual Slurry/Crack Seal, Microsurfacing and sign replacement/upgrade	Vehicle	\$ 18,855,473		-	\$ 18,855,473	2015	2040	No	
35	St Helena	Pedestrian Network	Annual Curb, Gutter, Sidewalk, ADA Ramp Replacement	Pedestrian	\$ 500,000	\$ -	-	\$ 500,000				
36	St Helena	Pedestrian Network	Expand the pedestrian Network	Pedestrian	\$ 2,500,000	\$ -	-	\$ 2,500,000				
37	St Helena	Bridges and Culverts	Bridge Rehab & Replacement	Vehicle	\$ 2,100,000	\$ -	-	\$ 2,100,000			No	
38	St Helena	Bicycle Network	Expand Class II & III Network	Bicycle	\$ 3,000,000	\$ -	-	\$ 3,000,000			No	
39	Yountville	Pedestrian Network	Tree, Tree Grate, Curb, Gutter, & Sidewalk Replacement Program ;Park Paths Program (Mission Street to Hotel Yountville Path)	Pedestrian	\$ 820,000	\$ 160,000	Gas Tax; Capital Projects Fund	\$ 660,000			No	
40	Yountville	LS&R Rehab	Pavement Management, Slurry Seal and Patching, streetlight replacement.	Vehicle	\$ 8,500,000	\$ 2,525,000	Gas Tax; Capital Projects Fund	\$ 5,975,000			Yes	
41	Yountville	Pedestrian Network	Ped Network includes Town's tree, tree grate, curb, gutter, and sidewalk replacement program (CP-3015) and park paths program (PK-4015)	Pedestrian	\$ 1,920,000	\$ 175,000	-	\$ 1,745,000			No	

Countywide Plan Revenue Projections 2015-2040



Source	Transportation Revenue	Amount (\$'000)	2015-2020
Federal			
	STP/CMAQ (Jurisdictions)	42,637	5,393
	STP/CMAQ (NCTPA)	15,000	3,000
State			
	TDA Article 3 Bike/Pedestrian (TDA 3)	4,831	692
	TDA Article 8 Planning Funds (NCTPA)	25,000	5,000
	Regional Improvement Program (RTIP/STIP/TE)	140,576	16,128
	Regional Improvement Program NCTPA 5%	7,029	806
	Gas Tax Subvention	90,662	18,402
	AB105 (Gas Tax Swap) Streets and Roads Funding	115,175	13,170
Local			
	Measure T (FY2018-19 to FY2039-40)	349,172	30,552
	Transportation for Clean Air (TFCA)	4,862	965

Transportation Total	\$794,943	\$94,108
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Source	Transit Revenue	Amount (\$'000)	2015-2020
Federal			
	Federal Transit Administration (FTA Transit Funds)	\$77,045	\$11,644
State			
	State Transit Assistance (STA Transit Funds)	50,039	6,075
	Transportation Development Act- Transit (NCTPA)	211,696	28,886
Local			

Transit Total	\$338,779	\$46,606
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REVENUE GRAND TOTAL	\$1,133,722	\$140,714
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\$766,493,887	Project Funding Shortfall
\$1,074,905,569	Program Funding Shortfall
\$1,841,399,456	TOTAL FUNDING SHORTFALL

*All figures are for planning purposes and subject to change