

Napa County Transportation &
Planning Agency
Countywide Transportation Plan
Community Based Transportation
Plan

Public Review | July 7, 2015

This report takes into account the particular instructions and requirements of our client.

It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

Job number

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Appendix

Appendix A: CBTP Survey Summary

1 Executive Summary

This Community Based Transportation Plan (CBTP) has been developed through a collaborative planning process between Napa County residents, transportation planners, and Napa County Transportation and Planning Agency (NCTPA) staff, with a focus on ensuring equitable access to transportation for Communities of Concern (COCs). COCs are defined as places that have concentrated populations in four of the following eight categories:

1. Minority Population
2. Low income (<200% of Poverty) Population
3. Limited English Proficiency Population
4. Zero-Vehicle Households
5. Seniors 75 or Over
6. Population with a Disability
7. Single-Parent Families
8. Cost-burdened Renter¹

The Metropolitan Transportation Commission (MTC) encourages County Congestion Management Agencies (CMAs), such as NCTPA, to prepare CBTPs. Projects that address transportation gaps identified through CBTPs are given preference for funding through MTC's Lifeline Program. This is Napa County's second CBTP, replacing the first CBTP prepared in 2004.

Transit service in Napa County is provided by NCTPA, which offers fixed route bus service within the cities of Napa and express bus service to Sonoma, Solano, and Contra Costa Counties. NCTPA also provides on-demand shuttle service in Calistoga, St. Helena, American Canyon and the Town of Yountville. NCTPA also provides paratransit for persons with disabilities and taxi scrip as a supplement to the VINE service for seniors and persons with disabilities. In addition, NCTPA collaborates with the Solano Transportation Authority to provide commuter information, including rideshare matching, vanpools, and transit information.

This Plan is the result of substantial community outreach, for which NCTPA relied upon a network of community partners. These partners included social service agencies and religious organizations, as well as neighborhood and employer organizations representing service workers. NCTPA also reached out directly to people with potential interest in the CBTP through radio spots, meetings, and survey tools.

Improving access to transit for COCs requires providing safe access to transit stops including connections for bicyclists and pedestrians. Therefore, the safety

¹ Please see Communities of Concern (Section 4i) in the Napa Countywide Transportation Plan.

of the roadway and pedestrian network is of great importance when developing the CBTP plan and prioritizing projects.

NCTPA's outreach resulted in the following four themes to improve transportation for Napa's Communities of Concern:

- Improve Traffic Safety
- Maintain and Repair Bike and Pedestrian Facilities
- Add Sidewalks and Bikeways to Expand the Network
- Enhance Bus Service

This CBTP provides examples of specific projects identified through the outreach program, and also links those projects to both projects and programs listed in the Countywide Transportation Plan (CTP). The CTP takes a more comprehensive look at transportation needs, and identifies projects and programs that are often at a larger scale than those in this CBTP. However, the two plans address the same transportation network, and have been prepared in parallel and therefore are closely related. Over the approximate 4-year life of the plan, specific projects may be identified that are consistent with the four themes, and will be considered as funding becomes available and project viability allows. As this CBTP is implemented, it will draw on funding from a variety of Federal, State, Regional, and Local fund sources. Some of these sources have a particular focus on COCs, safety or access to transit for all riders, making them most appropriate for some of the projects identified here.

2 Introduction

The Community Based Transportation Planning (CBTP) Program is a collaborative planning process between residents in Bay Area COCs, community and faith-based organizations that serve them, transit operators, county congestion management agencies (CMAs), and the Metropolitan Transportation Commission (MTC) to identify resident-generated transportation improvements specific to each community.

- a. The CBTP program was initiated as a result of the findings of the Lifeline Transportation Network Report completed in 2001.² The report identified transit needs in economically disadvantaged communities throughout the San Francisco Bay Area, and recommended creating a community based planning program as a first step to addressing them. Each CBTP is guided by the county CMA to ensure the participation of local transit operators as well as residents and community based organizations providing services within the COCs. For Napa County, NCTPA serves as the CMA. NCTPA also oversees the operation of the VINE, a transit

² Community Based Transportation Planning. <http://www.mtc.ca.gov/planning/cbtp/>, visited on March 17, 2015.

service which facilitates improved coordination to better serve Napa's COCs. Specifically, the CBTP is intended to identify and prioritize gaps in transportation which particularly impact COCs, as well as projects, strategies, and solutions to address the gaps.

2.1 Communities of Concern

The Lifeline Transportation Network Report and the 2001 Regional Transportation Plan Environmental Justice Report identified 43 low-income communities of concern, one of which was in the City of Napa. MTC periodically updates its approach for identifying COCs. In the most recent iteration, MTC used 2000 census data and 2009 American Community Survey data. The criteria and the specific data used did not identify any COCs in Napa. No communities of concern were identified in part because MTC's approach focuses on identifying places with high concentrations of low-income households and communities of color using a regional scale which is not entirely applicable to Napa County's rural context. Napa County's populations are at lower densities than in many other parts of the Bay Area. In addition, because of Napa's substantial immigrant population, households are more likely to have multi-generational or multi-family situations that also inflate household income. Finally, MTC's approach does not factor in housing costs, which is a primary issue for many of Napa's low income households. There is a complete discussion of this issue in NCTPA's Countywide Transportation Plan (CTP), which identifies three COCs in Napa County: South Downtown Napa, Westwood Neighborhood in Napa, and South St. Helena in the Communities of Concern Section (4i).

2.2 NCTPA's Role in the CBTP

NCTPA serves as the CMA for Napa County. In that capacity, NCTPA is tasked with programming (distributing) State, Federal, and Local transportation funds in partnership with MTC and its jurisdictions. It is further tasked with a number of planning functions and transportation coordination within a multi-modal context. These multiple roles create a strong foundation for understanding and serving the targeted populations and is integral to a successful community based process. NCTPA will work to identify funding for projects that emerge from this CBTP. The projects may be eligible for regional funding administered by MTC. Further discussion of funding opportunities is in Section 7.

3 Napa County Background

Napa County has the smallest population of any county in the Bay Area. However, considering land area alone, Napa is the fourth largest county in the Bay Area,

with 754 square miles.³ (Including water area, it is the seventh largest Bay Area county with 788 square miles.)

Four cities and a town make up the urban centers within Napa County: American Canyon, Calistoga, Napa, St. Helena and Town of Yountville. The City of Napa is the largest in both size and population of the five urban centers, followed in population size by American Canyon, St. Helena, Calistoga and Town of Yountville. Combined the five urban centers make up 32 square miles of the 788 square miles in the county. The remaining 756 square miles lies within the unincorporated county. It is largely rural in nature and is home to the second largest population base. The population base in the unincorporated areas being largely spread out makes transportation service challenging.

Table 1: Napa County Jurisdictions' Population and Area

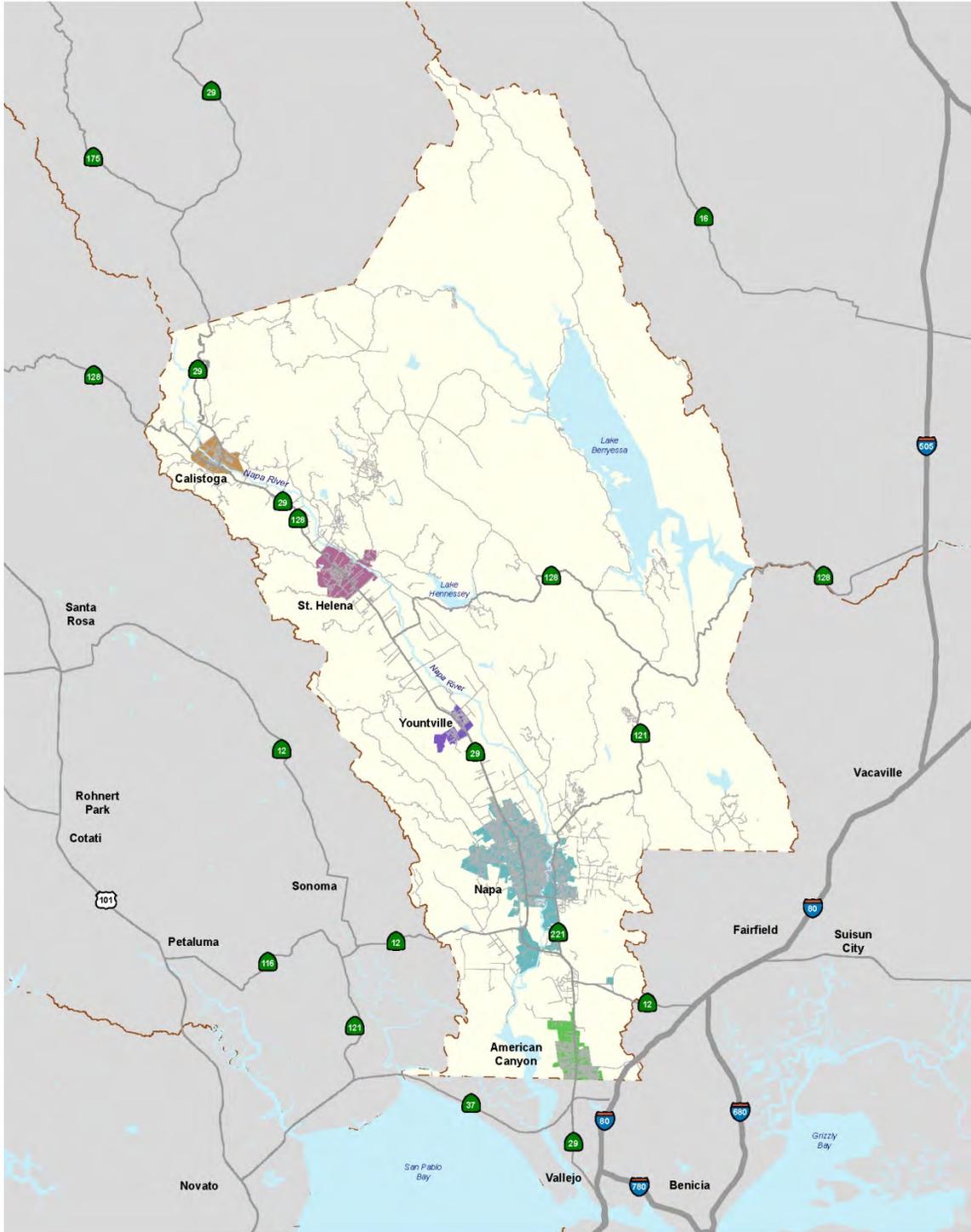
Jurisdiction	Population (2013) ⁴	Area (square miles)
American Canyon	20,208	4.8
Calistoga	5,254	2.6
Napa	79,068	18.1
St. Helena	5,947	5
Yountville	2,933	1.5
Unincorporated Napa County	26,916	756
Total	140,326	788

Napa's four cities and town are shown in Figure 1.

³ State of California, Department of Finance, California Statistical Abstract, Table A-1: Land & Water Areas, California & Counties. January 2009.

⁴ U.S. Census State & County Quickfacts. www.quickfacts.census.gov

Figure 1: Napa County Cities and Town



3.1 Demographics

3.1.1 Population by Ethnicity

Of the Bay Area's 7.3 million residents, only about 140,000 (2% of the Bay Area total) live in Napa County. Roughly 53% of Napa's population is aged 25-64 and 56% is white in ethnicity. Hispanics and Latinos make up the largest ethnic group in the county at 32%, followed by Asians and African Americans at 7% and 2% respectively. Table 2 provides a breakdown of the County's population by ethnicity as well as how the groups are forecasted to grow through 2040.

Table 2: Napa County Population by Ethnicity

	2010	2020	2030	2040
Total Population⁵				
County Population	136,484	142,892	152,938	163,609
Population by Ethnicity⁶				
White, not Hispanic or Latino	56.1 %	50.6 %	45.6 %	40.9 %
African American	1.9 %	1.9 %	1.7 %	1.5 %
Hispanic or Latino	32.6 %	36.7 %	40.6 %	44.2 %
Asian	6.6 %	7.7 %	8.6 %	9.6 %
American Indian	0.4 %	0.4 %	0.4 %	0.4 %
Native Hawaiian or other Pacific Islander	0.2 %	0.3 %	0.3 %	0.3 %
Two or more races	2.1 %	2.4 %	2.8 %	3.2 %

⁵ Association of Bay Area Governments, Metropolitan Transportation Commission, Plan Bay Area. July 2013.

⁶ State of California, Department of Finance, Report P-1 (Race): State and County Population Projections by Race/Ethnicity, 2010-2060. December 2014.

Figure 2: Napa County Minority Population Distribution

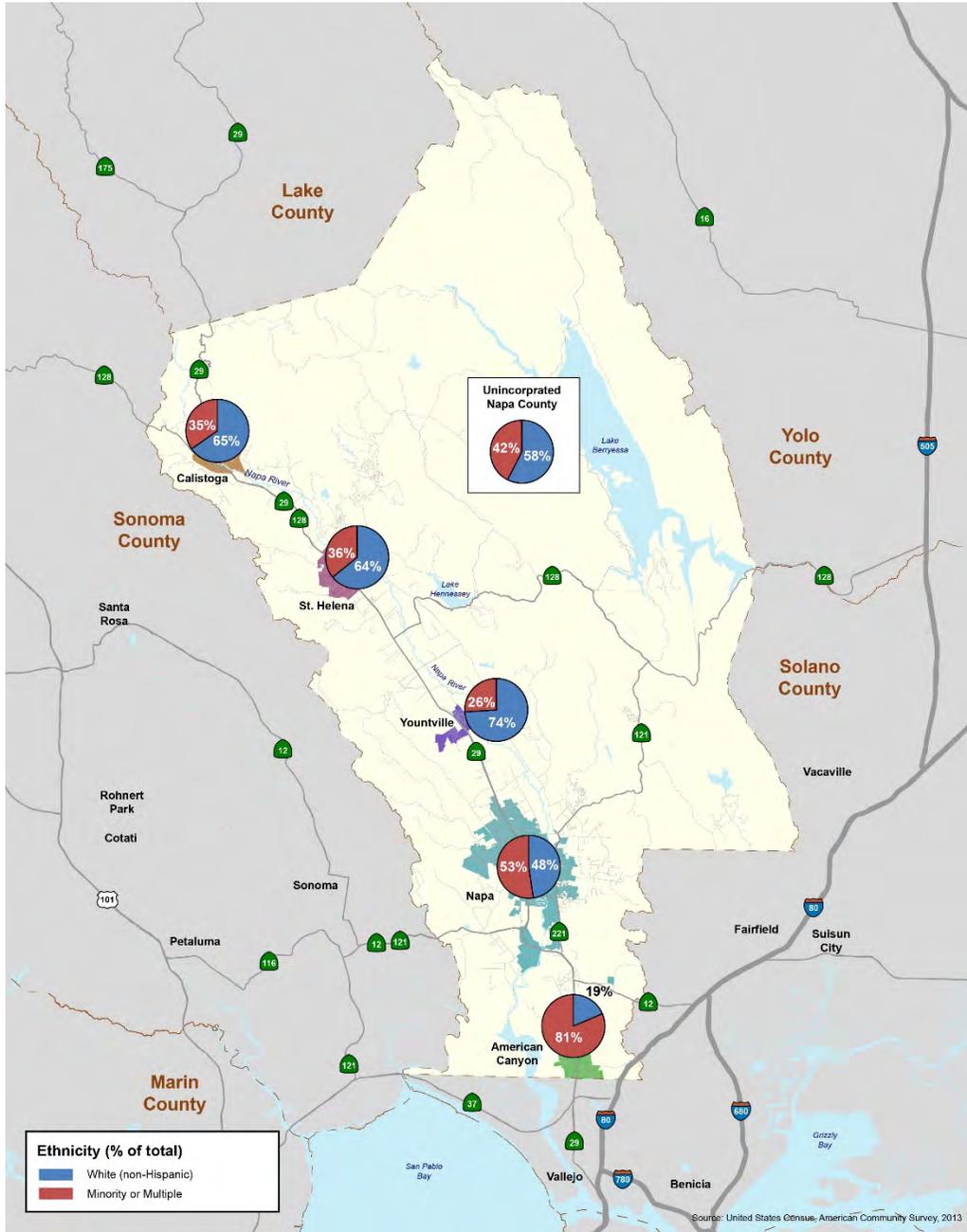


Figure 2 highlights the minority population distribution by each urban area and unincorporated Napa County. American Canyon has the largest minority population with 81% of the total, but the population of the City of Napa is also majority minority.

3.1.2 Population by Age

Approximately 53% of the county's population is aged 25-64 years old. The next largest age group is youth aged 5 to 17 years which makes up 17% of the county's population. Table 3 below highlights forecasted changes through 2040. The 25-64 year group is expected to decrease by six percent over the next 25 years, while all age groups over 64 are expected to increase. While the 25-64 age group is still forecasted to be the majority in 2040, the table shows that Napa County's senior population is increasing (from 16% of the population to 23%) while its share of "middle-age adult" residents is expected to decrease by about 6%.

Table 3: Napa County Population by Age

	2010	2020	2030	2040
Total Population⁷				
County Population	136,811	142,892	152,938	163,609
Population by Age⁸				
< 5 years	6 %	6 %	6 %	6 %
5 – 17 years	17 %	15 %	16 %	16 %
18 – 24 years	9 %	9 %	8 %	9 %
25 – 64 years	53 %	51 %	48 %	47 %
65 – 74 years	8 %	11 %	11 %	10 %
75 – 84 years	5 %	6 %	8 %	8 %
> 85 years	3 %	2 %	3 %	5 %

⁷ Association of Bay Area Governments, Metropolitan Transportation Commission, Plan Bay Area. July 2013.

⁸ State of California, Department of Finance, Report P-1 (Age): State and County Population Projections by Major Age Groups, 2010-2060. January 2013

Figure 3: Age distribution in Napa County over Time

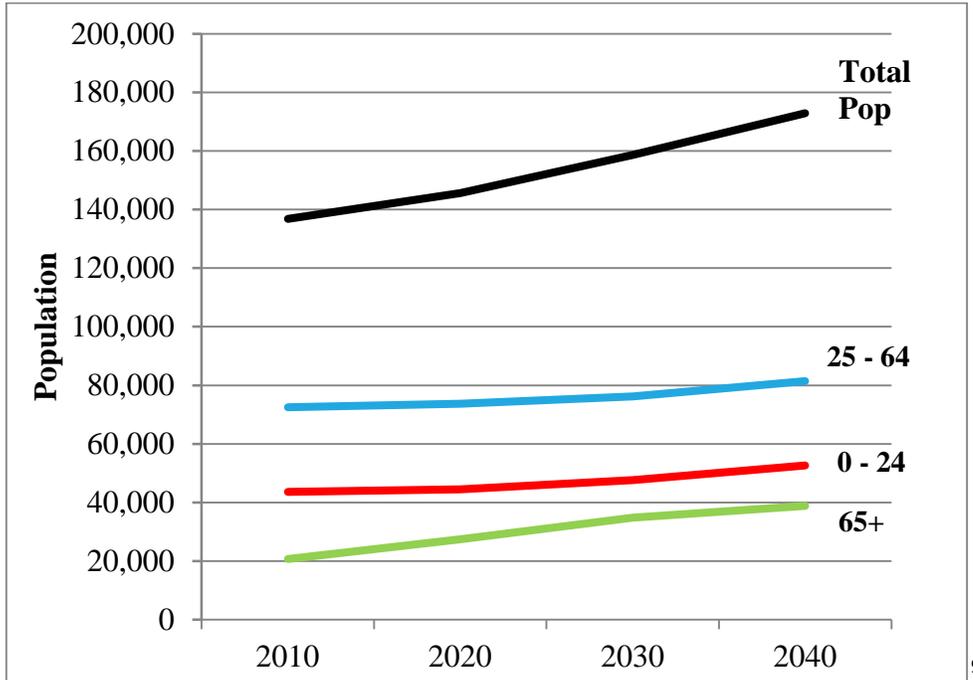


Figure 3 shows the expected growth in overall population, with separate line charts for each age bracket. The <25 and 25-64 age brackets have the flattest forecasted growth while the >65 age bracket is expected to grow the fastest over the next 25 years.

⁹ State of California, Department of Finance, Report P-1 (Age): State and County Population Projections by Major Age Groups, 2010-2060. January 2013. Note that totals are slightly different in these projections compared to those for 2040 shown in Table 3.

Figure 4: Napa County Age Distribution¹⁰

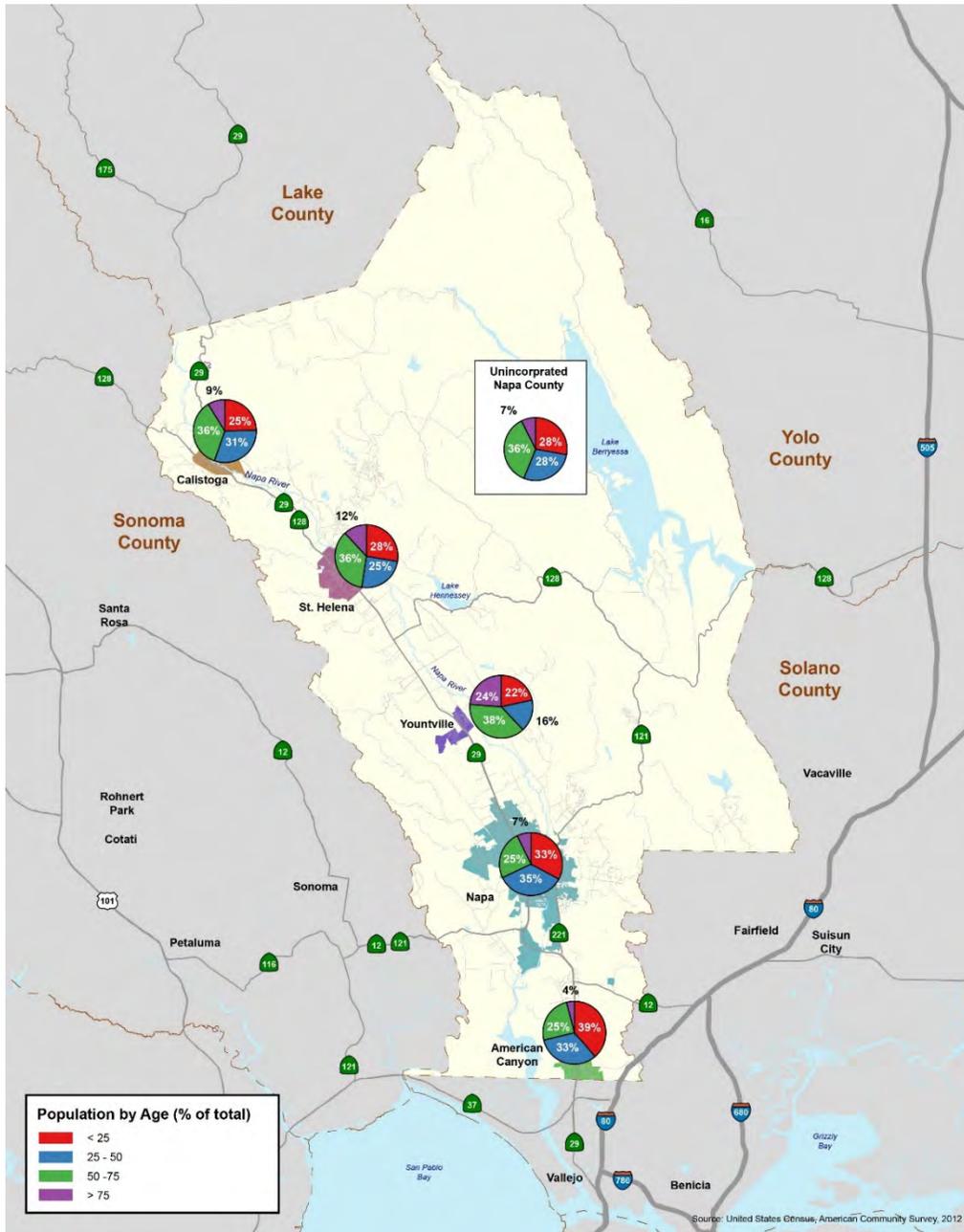


Figure 4 shows the age distribution by each urban area and unincorporated Napa County. Overall each urban area and unincorporated Napa County had a fairly even distribution among the age groups <25, 25-50, and 50-74. Those aged 75 and above comprised of the smallest percentage within the total population, with exception of Yountville.

¹⁰ Age percentages represented in Figure 4 are aggregated from age percentages given in Table 3.

3.1.3 Population by Income

Areas with household earners over \$100,000 are in portions of unincorporated Napa County and in St. Helena. Households with earnings of between \$50,000 and \$75,000 are concentrated in American Canyon, portions of Napa, Yountville and the City of Calistoga. There are two areas where household incomes are less than \$50,000 - one within the City of Napa and the other in Moskowite Corner, an unincorporated area in Napa County. Figure 5 shows the household income distribution across the county.

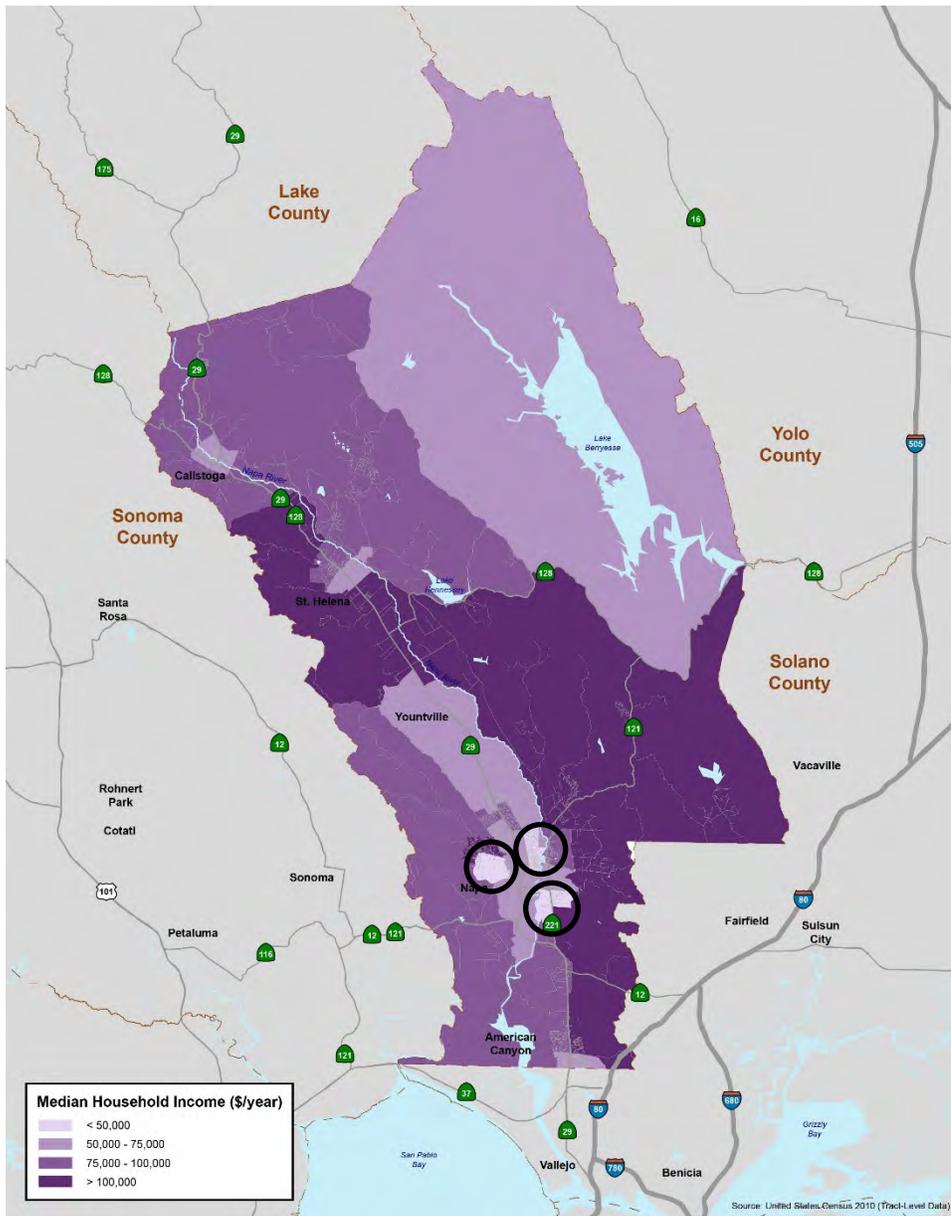


Figure 5: Napa County Household Income Distribution

3.1.4 County Travel Patterns

Work trips in Napa County are primarily in single-passenger vehicles, followed by shared rides. Table 4 shows the breakdown by mode.

Table 4: Share of Daily Work Trips by Mode of Travel

Primary Mode	% of Total Work Trips	
	Napa County	Bay Area Average
Shared Ride	13%	11%
Drive Alone	74%	67%
Walk	4%	4%
Bike	1%	3%
Transit	2%	10%
Other	1%	1 %
Work at Home	6%	5%

Source: United States Census, American Community Survey, 2010

One indicator for how competitive transit travel may be is the level of auto ownership. A higher level of auto ownership typically indicates that most trips are made by cars and that the market for transit may not be very strong. The reverse in auto ownership may indicate that transit travel is more competitive as a travel mode. Generally, the higher the household income level the greater the number of cars. As shown in Figure 5, most of the county is fairly high earning, and this translates to higher volume of car ownership. The breakdown of auto ownership by income is shown in Table 5.

Table 5: Auto Ownership by Income

Tract Median Annual Household Income	Average Vehicles per Household
< \$50,000	1.71
\$50,000 - 75,000	1.90
\$75,000 – 100,000	2.10
\$100,000 – 125,000	2.31

Source: United States Census 2010

3.2 Existing Transportation Network

3.2.1 Major Corridors

Napa’s urban centers generally align north to south, corresponding with State Route (SR) 29, which is the most heavily traveled corridor in the county

connecting all five urban centers together. SR 29 is also perceived as the gateway into Napa County from the south. Other major highways within the county are shown in Table 6.

Table 6: Napa County Major Highways

Highway	Description
State Route 12	State Route 12 is an east-west highway that connects Solano and Sonoma Counties to Napa County. SR 12 also connects to Interstate 80.
State Route 29	State Route 29 is a north-south highway that is the “gateway” to Napa County from the south. It also connects all five urban centers and is the most heavily traveled corridor in the county.
State Route 121	State Route 121 is an east-west highway that connects from SR 37 at Sears Point in Sonoma County to SR 128 near Lake Berryessa in Napa County
State Route 128	State Route 128 is an east-west highway that begins from Highway 1 in Mendocino County, travels through Calistoga and St. Helena in Napa County and ends at Interstate 605 in Winters in Yolo County.
State Route 221	State Route 221 is a short, 2.7-mile highway that connects SR 29 and SR 121 between Vallejo and Napa.

3.3 Public Transit

Ridership has increased dramatically in the recent past – 20% in 2014 over 2013 and 58% since the introduction of major service changes in December 2012. At the same time, rides per hour and on-time performance increased on all VINE routes.¹¹ This increase has been supported by the new Soscol Gateway Transit Center. The positive growth in ridership has encouraged NCTPA to forecast ridership will continue to increase for the next several years. This section describes transit service provided by VINE transit in Napa County.

3.3.1 Local Routes

VINE operates ten local routes within the City of Napa, described in Table 7 and shown in Figure 6. Routes 10 and 11 overlap to create a rapid transit corridor within the City of Napa and connections outside the county to Calistoga and Vallejo. VINE local routes, while not exclusively school service, are timed with high school and middle school bell times and most routes meet up at the Soscol Gateway Transit Center in downtown Napa within a narrow period to allow convenient transfers. In addition, the routes are designed to intersect in several other locations to provide easy transfers. All of the local routes, with the exception of Route 7, serve the two COCs in the City of Napa, while Routes 10 and 11 serve the South St. Helena COC.

¹¹ 2014 VINE Annual Report. Page 8.

Table 7: VINE Local Routes

Route	Route Description
1	Operates between Soscol Transit Center and Browns Valley in a modified one-way loop with service from 7AM to 6:05PM Monday through Friday. Saturday service runs from 6:55AM to 5:57PM. There is no Sunday service.
2	Operates between Soscol Transit Center and West/Center Napa and the Downtown in a one-way loop from 6:45AM to 6:49PM Monday through Friday. Saturday service runs from 6:55AM to 5:58PM. There is no Sunday service.
3	Operates between Soscol Transit Center and West Center Napa and the Downtown in a modified one-way loop with service from 6:30AM to 6:34PM Monday through Friday. Saturday service runs from 6:55AM to 5:56PM. There is no Sunday service.
4	Operates between East Napa and the Downtown in a one-way loop with service from 6:45AM to 6:51 PM Monday through Friday. Saturday service runs from 6:50AM to 5:55PM. There is no Sunday service.
5	Operates between Northeast Napa and the Downtown on a modified one-way loop with service from 6:30AM to 6:33PM Monday through Friday. Saturday service runs from 6:55AM to 5:57 PM. There is no Sunday service
6	Operates in Northwest Napa on a one-way loop with service from 7:15AM to 7:05PM Monday through Friday. Saturday service runs from 7:15AM to 6:20PM. There is no Sunday service.
7	Operates in North Napa on a modified one-way loop with service from 7AM to 6:24PM Monday through Friday. Saturday service runs from 7:05AM to 5:59PM. There is no Sunday service.
8	Operates between Soscol Transit Center and Redwood Park and Ride with service from 6:30AM to 6:48PM Monday through Friday. Saturday service runs from 7AM to 5:48PM. There is no Sunday service.
10	Operates from Soscol Transit Center to Downtown Calistoga with select trips to Napa Valley College. Service runs from 5AM to 9:49PM Monday through Friday, 5:50AM to 6:41PM on Saturdays and 7:30AM to 5:57PM on Sunday.
11	Operates from Redwood Park and Ride and the Vallejo Ferry Terminal. Service runs from 5:10AM to 8PM Monday through Friday, 6:30AM to 7:17PM on Saturday and 8:35AM to 7:20PM on Sunday.

3.3.2 Regional Routes

VINE operates longer distance regional routes to Solano, Sonoma and Alameda counties, as described in Table 8 and shown in Figure 6. Lake Transit operates a route connecting Lake County to the St. Helena Shuttle and the Calistoga Shuttle. The Amtrak Thruway bus route running between Martinez and McKinleyville makes daily stops at the Soscol Gateway Transit Center. These routes are shown in Figure 7. All of the regional routes that serve the Soscol Transit Center provide service to the City of Napa’s two COCs, while Lake Transit Route 3 serves the South St. Helena COC.

Table 8: InterCity Routes

Route	Operator	Description
10	VINE	See detailed information about this route above. The route, in combination with the Route 11, serves as both an intercity route and local route.
11	VINE	See detailed information about this route above. The route, in combination with the Route 10, serves as both an intercity route and local route.
21	VINE	Operates from Soscol Gateway Transit Center to the Suisun Train Depot. Connects to Capital Corridor. Service runs from 5:30 AM to 7:26 PM on Monday through Friday (southbound) and 6:25 AM to 7:46 PM (northbound) with no service on Saturday or Sunday.
25	VINE	Operates from Soscol Gateway Transit Center to Sonoma Plaza. Service runs from 6:25AM to 7:11PM Monday through Friday with no service on Saturday or Sunday.
29	VINE	Operates from Soscol Gateway Transit Center to El Cerrito del Norte BART station with select trips from Calistoga, St. Helena and Yountville. Service runs from 4:44AM to 8:33PM (southbound) and 5:55AM to 8:17AM (northbound) with no service on Saturday or Sunday.
3	Lake Transit	Operates from Clearlake to Deer Park in St. Helena. Service runs from 6:10AM to 7:21PM Monday through Saturday with select trips not served on Saturday.
7	Amtrak	Operates between Martinez and McKinleyville, with three stops daily at the Soscol Transit Center

Figure 6: Vine Transit Network

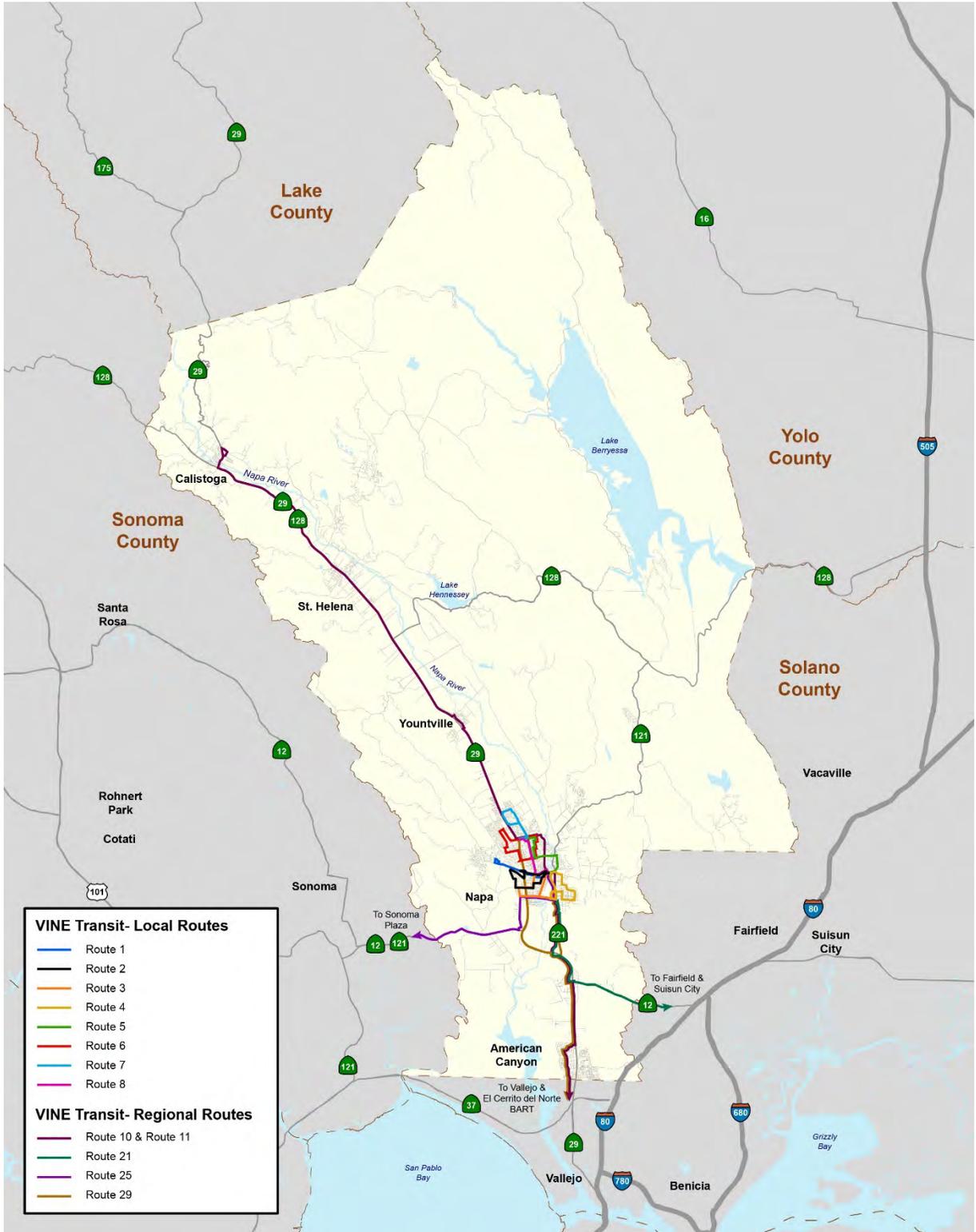
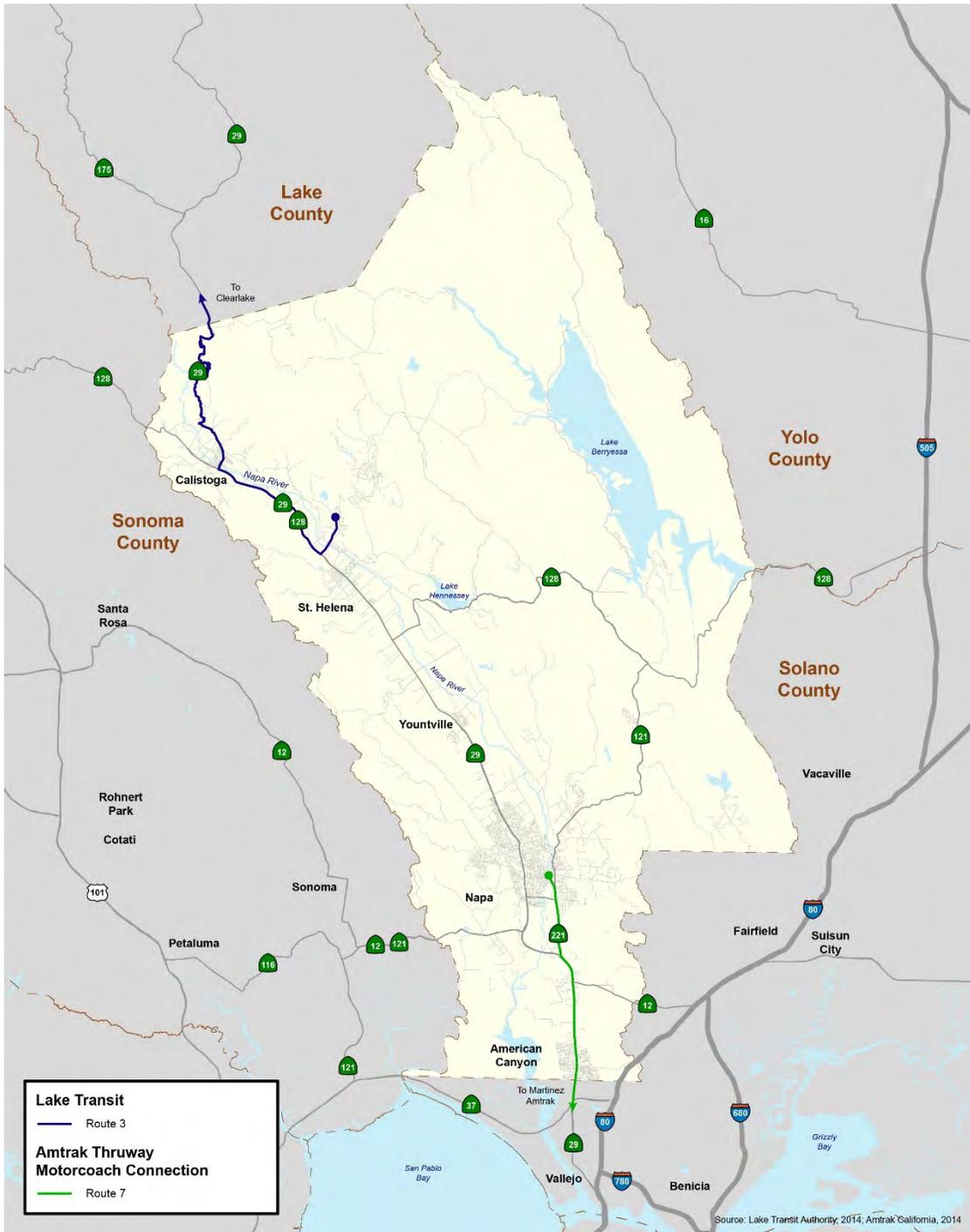


Figure 7: Inter-county Routes



3.3.3 Paratransit

VINE Go is an origin to destination, shared ride service which provides demand response, door-to-door, transportation to persons with disabilities in the cities of Calistoga, St. Helena, Napa, American Canyon, the Town of Yountville. The service area is shown in Figure 10. VINE Go is the Americans with Disabilities Act (ADA) complementary paratransit service to the fixed route operators and runs at times corresponding to the fixed routes, as shown in Table 9. Riders must make reservations; these can generally be made on the same day, but not all same-day requests can be honored.

Table 9: VINE Go Service Information

Service	Hours of Operation
Monday - Friday	5:20am - 9:25pm
Saturday	6:30am - 8:41pm
Sunday	8:00am - 7:00pm

On July 1, 2015, new VINE Go fares went into effect. Fares range from \$3.20 to \$6.40 and are based on distance traveled. Passes are also available at a discounted price. Rides are charged based on the actual fare. ADA fares are no more than twice the adult fixed route fare charged by the VINE.

VINE Go paratransit service is supplemented by:

- 1) Taxi Scrip Program – Available to residents of the City of Napa. This service is for seniors and/or persons with disabilities that have evening trips after the bus goes out of service, or on a day when the rider may not feel well enough to take the bus. Eligible City of Napa residents may take a cab ride anywhere in the City of Napa and NCTPA will pay up to 50% of the cost of the cab ride up to a predetermined maximum amount.
- 2) Mileage Reimbursement Program – Available to qualifying residents of Napa County, traveling to medical appointments or grocery shopping and either beginning or ending their trip outside of transit service boundaries. The rider recruits a volunteer to drive them on such a trip and receives reimbursement to be provided to the volunteer driver to compensate for the driver’s per-mile costs.

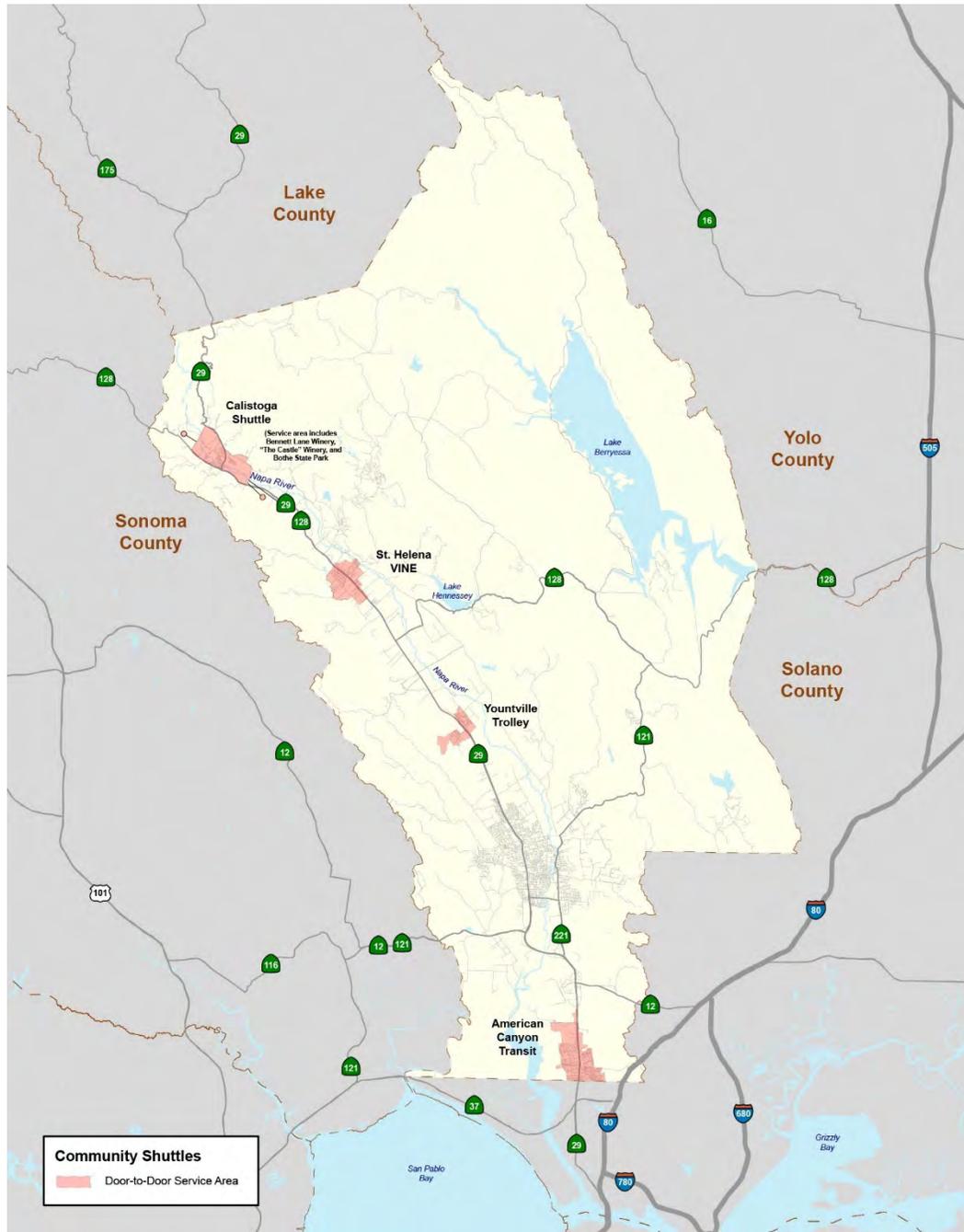
3.3.4 Community Shuttles

In addition to its local Napa City routes, NCTPA provides community shuttles that connect to the VINE’s regional routes, including American Canyon Transit, Calistoga Shuttle, St. Helena Shuttle and the Yountville Trolley. These community shuttles act as local circulators and feeder service to the regional routes operating along Highway 29. They are described in Table 10 and shown in Figure 8. The South St. Helena COC is served by the St. Helena Shuttle.

Table 10: Community Shuttle Routes

Shuttle	Operator	Route Description
American Canyon Transit	NCTPA	An on-demand transit service within city limits for the general public for most of the day, with fixed route service during the morning and afternoon peak periods between Napa Junction/Walmart and Crawford/James/Post Office.
Calistoga	NCTPA	An on-demand transit service within city limits for the general public. No advanced reservations required. Service operates Monday through Sunday, with Sunday service May - November.
St. Helena	NCTPA	An on-demand transit service within city limits for the general public. No advanced reservations required. Service operates Monday through Sunday.
Yountville Trolley	NCTPA	An on-demand service between Yountville Park and the California Veterans Home. Service runs Monday through Saturday 10AM to 11PM and Sunday 10AM to 7PM.

Figure 8: Community Shuttle Service Area and Routes



3.3.5 VINE Fares

Fares are charged based on the route type. Local fares are \$1.60, with discounts for youth, seniors, and the disabled. Children 5 and younger (limit 2 per paying adult) ride free. Adults with more than 2 children pay \$0.50 per child. Seniors

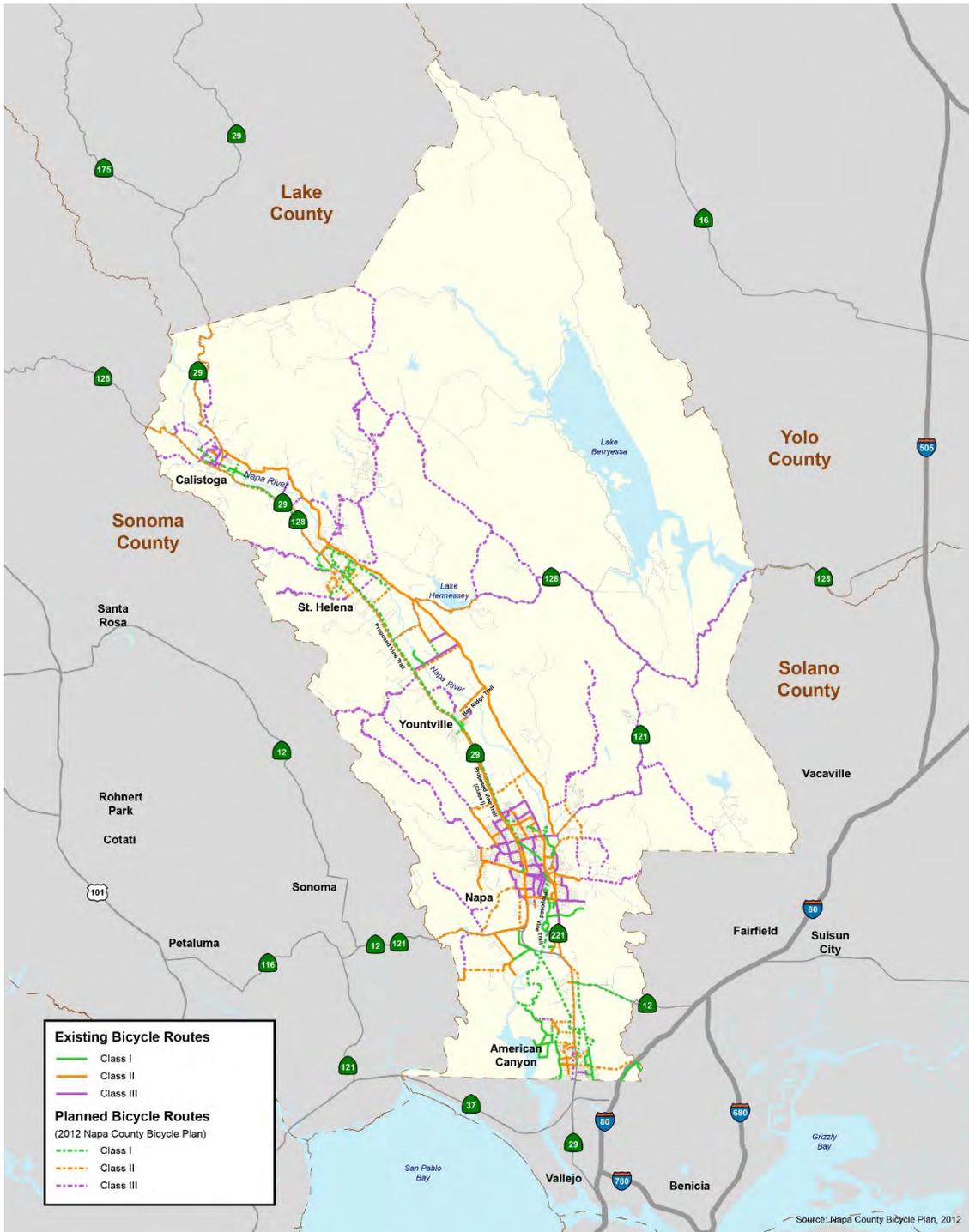
over 90 ride for free with a Lifetime Pass. Longer-haul routes have adult fares up to \$5.50.

3.3.6 Bicycle and Pedestrian

NCTPA has adopted a long range strategic goal of having 10% of all trips in Napa County made by bicycle¹². To achieve this goal, NCTPA developed the Countywide Bicycle Plan, described in section 3.5, which provides supportive policies and programs designed to increase the bicycle network. All jurisdictions have completed bicycle plans. NCTPA is currently preparing a Countywide Pedestrian Master Plan, expected to be completed in 2015. Both the Countywide Bicycle Plan and Countywide Pedestrian Master Plan reflect local planning efforts to improve the active transportation network. Figure 12 shows the existing and planned bicycle network in Napa County. The network provides both local and Countywide bicycle transportation options. This includes routes in both of the Napa Communities of Concern, as well as the South St. Helena COC.

¹² NCTPA Countywide Bicycle Plan (2012)

Figure 9: Napa County Existing and Planned Bicycle Network



3.3.7 Other transportation services

Napa County is also served by taxis, shared vehicles, private cars, and private shuttles and tour services. Taxi companies are headquartered in the City of Napa and in St. Helena, and there are a number of private transportation and tour companies offering tours to local destinations. Napa VINE offers a taxi scrip program, which provides a lifeline service for seniors within the City limits of Napa. Under the program, participants may take a cab ride anywhere in the City of Napa and NCTPA will pay up to half the cost of the cab ride up to a \$12 maximum total. The average out of pocket cost for senior riders is \$4 per ride.

In addition to traditional taxi service, new “shared economy” based ride sharing companies also operate in Napa County. Companies such as Uber and Lyft also offer ride services in Napa County.

NCTPA partners with Solano Transportation Authority to fund and operate the Solano Napa Commuter Information (SNCI). SNCI offers personalized transportation information to individuals and organizations regarding carpooling, vanpooling, bicycling and transit use. SNCI’s primary service area is the Solano and Napa area, but the program offers information on alternative transportation services throughout the Sacramento and Bay areas. Incentives include bicycle and vanpool incentives, and the Emergency Ride Home program. SNCI is a public agency program housed within the Solano Transportation Authority. All services are free. It is also a part of the Bay Area 511 Regional Rideshare Program.

4 Community Engagement

The CBTP is intended to be a collaborative document, resulting from a planning process that includes substantial input from community partners. These participants provided comments particularly with respect to gaps in the transportation system and reviewed preliminary strategies and solutions to address those gaps. The targeted groups include social service agencies and non-profit organizations with significant membership from low income and underrepresented minority communities. The groups also included transit riders and participants from neighborhood associations serving such communities. This approach to outreach closely tracks MTC’s new (2014) recommendations for outreach for the Countywide Transportation Plan (CTP), to which this CBTP is appended.

NCTPA worked with several key partners in developing this CBTP. These included:

- Continuum of Care: A consortium of non-profit, and government agencies that supply homeless services to the population of Napa County.
- Napa Healthy Aging Population Initiative (HAPI): HAPI is a broad-based, community committee within the Napa Valley Coalition of Non-Profit Agencies of more than 25 organizations and individuals that provide support services for Napa’s aging population. HAPI focuses on creating aging- friendly communities that benefit all.

- Napa Senior Center: Provides a wide range of programs and activities including daily meal program, Sunday Pot Lucks, and Pancake breakfasts.
- Napa Valley Coalition of Nonprofit Agencies: Influences local public policy and works to strengthen quantity and quality of services in Napa County via an extensive membership and committee structure.
- Paratransit Coordinating Council: Serves in an advisory capacity to the NCTPA Board of Director's on the transportation issues of persons with special needs, including elderly, disabled, and those of low income.
- Puertas Abiertas: This Community Resource Center works with local Latino residents in Napa to achieve healthy living, self-sufficiency, and opportunities for leadership and community engagement.
- Rianda House: Offers a one-stop shop connecting the local senior population to the programs, services and resources needed to support independence and successful aging.
- Visit Napa Valley: Lodging Committee: The valley's official tourism marketing association's committee specifically focused on lodging operations.
- Area Agency on Aging: This group has formed a sub-group (Upper Valley Senior Collaborative) primarily focused on issues (transportation, housing etc.) affecting senior populations.

In addition, NCTPA partnered with the management or resident associations of several low income housing locations.

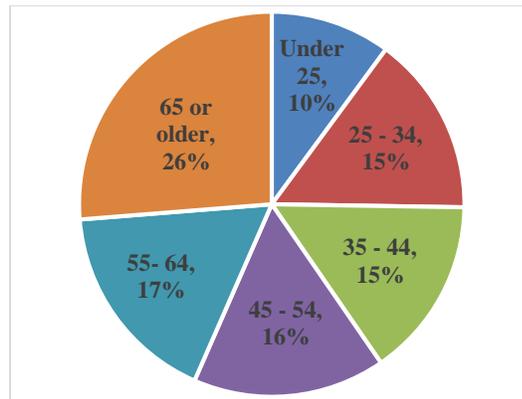
4.1 Outreach Effort

NCTPA's outreach for the CBTP took several forms to ensure Napa County residents and visitors had a variety of ways to participate and could find one or more approach that worked for them. Significant assistance this effort was provided by all of the partners described above. The outreach techniques included:

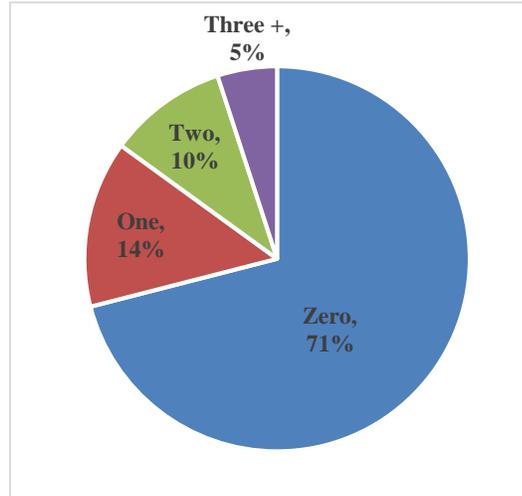
- Citizens Advisory Committee: Convened at the beginning of the project to gather expertise from local stakeholders representing the full geography of the County, service providers, employers, and groups with a particular interest in transportation.
- Public Workshops: Events open to the public that allowed participants to provide input on any transportation issues they felt should be addressed in Napa County. The workshops were held in three locations throughout the County to give people opportunities to attend at a convenient time and place.
- Surveys (in English and Spanish): The survey focused on topics of particular interest to disadvantaged communities and was distributed widely to workers in the hospitality industry in partnership with Visit Napa Valley as well as being handed out at other meetings and available online. The survey received 292 responses (244 from English version, 48

from Spanish version). Respondents were well distributed across age groups and roughly a third of the responses came from households with children. 15% of respondents reported having some kind of disability and 14% had no access to an automobile. Although 75% of the respondents drive, this figure fell to 45% among Spanish language respondents. The survey was successful in reaching low-income people; 38% of English respondents and nearly half of the Spanish-speaking respondents reported an income of \$20,000 per year or less. See Appendix A for a full summary of results and a list of survey questions.

Age of Respondent



Number of School-Age Children in Household



- Online Map: Users were able flag any location in the County and post a comment on potential transportation issues at that location. The comments could be categorized as roadway, bicycle, pedestrian, and transit comments.
- Radio and Newspaper Public Service Announcements: Media outlets were used to publicize other opportunities to be involved in the CBTP process.
- Targeted Stakeholder Meetings: The NCTPA team convened meetings and attended regularly scheduled meetings of key partners described in Section 4.

Opportunities to participate in the process were publicized through NCTPA’s partners, as well as via the radio and newspaper public service announcements, fliers posted on VINE buses and around the community, bookmarks distributed at local libraries and other public facilities, and NCTPA’s website and email distribution network.

4.2 Public feedback summary

Comments from community members regarding transportation issues that particularly impacted communities of concern in Napa County fell generally into the following four categories:

- Improve Traffic Safety

Community members were interested in safety improvements for all modes, including access to transit. They mentioned several specific locations listed below, but also a general comment that potholes and striping on roadways need to be addressed for safety. In addition, there was interest in an education program focused on ensuring drivers, cyclists, and pedestrians are aware of traffic laws related to pedestrian and bicycle safety.

American Canyon:

- Crosswalk across Elliott Drive connecting American Canyon Senior Multi-Use Center to parking facility

City of Napa

- Add high-visibility crosswalk across Jefferson Street to access the Napa Senior Center
- Add lighted sidewalk reflectors at railroad crossing on Lincoln
- Add signalized pedestrian crossing at Lincoln near Adult Education
- Broken sidewalks (Lincoln near railroad tracks)
- Crosswalks on Imola Avenue
- Design streets for scooter/wheelchairs in bike lane (wider bike lane on Lincoln/Soscol)
- Improve traffic safety for autos entering/exiting Napa Park Homes from Lincoln Avenue
- Merge lane, reduced speed limit, or signage could help on Lincoln Ave
- Traffic light at Pueblo/Jefferson should have protected left turns

Countywide

- Crosswalks across SR 29.
- Improve lighting in areas around bus stops for safety
- Improve pedestrian crossing at Airport Blvd and SR 29 intersection
- Signals for cyclist crossings of Highway 12/Old Sonoma Road
- Pedestrian use of bike lanes in places without sidewalks moves cyclists into vehicle lane causing traffic danger.

St. Helena:

- Add a crosswalk at Woodbridge Apartments on Hunt Avenue.
- Add a stop light at the intersection of Silverado Trail and Pope Street
- Add sidewalk on south side of Hunt Avenue, east of Woodbridge Apartments
- Enhanced pedestrian crosswalks across SR 128/White Lane.
- Improve lighting, sidewalks, and pavement markings at the intersection of Pope and Peppertree

- Maintain and Repair Bike and Pedestrian Facilities

Participants noted that sidewalks were in poor repair Countywide, and also that bicycle facilities often consist of shoulders that are either unpaved (gravel) or in need of repair. Specific suggestions included:

Countywide:

- Repave Highway 12/Old Sonoma Boulevard
- Paving shoulders on SR 29 to provide space for bicycles
- Repair and improve sidewalks near bus stops

City of Napa:

- Repair sidewalks near Harvest Middle School

- Add Sidewalks and Bikeways to Expand the Network

In addition to making the existing bicycle and pedestrian network more functional, CBTP commenters noted opportunities to expand the network to make it more complete. These included:

American Canyon:

- Add bike lanes to American Canyon Road

City of Napa:

- Bike lanes on Trancas Street from Redwood Road to Silverado Trail
- Sidewalks in the area around the Soscol Transit Center
- Complete southbound bicycle lanes on Soscol Avenue after Imola Avenue in the City of Napa
- City of Napa: Add bike lanes on First Street from Main to California in the City of Napa
- City of Napa: North side of Old Sonoma Road is missing sidewalk

St. Helena:

- Add sidewalk on south side of Hunt Avenue, east of Woodbridge Apartments
- Keep the Pope Street bridge for pedestrians, and add a new bridge for autos

- Enhance Bus Service

Comments focused on the limitations of the bus schedule, including long travel and wait times, and concerns that the routes did not serve destinations that were important to them. Participants often noted that it is faster to drive to their destination, particularly due to the rural nature

of Napa County. Some noted that that accessing bus stops was difficult and potentially dangerous due to the distance from home or work or a lack of sidewalks while walking to the bus stop. There was strong interest across all respondents in expanded early morning, later evening and weekend buses. Specific suggestions included:

American Canyon:

- Add bus shelters in front of WalMart
- Improve Route 11 stop in front of American Canyon City Hall
- Locate bus stops closer to the Senior Center

City of Napa:

- Add an eastbound Route 5 stop across Lincoln Avenue from the Napa Park Homes and shelters on both sides of the street
- Create a new bus route on California Boulevard

Countywide

- Create an Oxbow bus or shuttle to serve Downtown Napa and a shuttle between Rutherford and St. Helena
- Improve Route 10 by adding a Downtown Napa stop before the Soscol Transit Center and removing diversion to Veteran's Home in Yountville
- Add bus shelters at stops near schools
- Add earlier/weekend service on Route 29 to BART
- Add Spanish-speaking drivers and dispatchers
- Improve marketing of bus service with: schedules at each bus stop/shelter and contact information; work with local media to highlight transit options/users; work with Napa Valley College to encourage students to take transit
- Improve VINE Go service
- Add Route 11 bus stop at Airport Blvd and Route 29
- Extension of VINE service to the Napa Pipe project

St. Helena:

- Add dedicated bus stop and regular transit for those going to appointments at the Women's center
- Add service to St. Helena Shuttle to alleviate overcrowding on route to schools
- Connect VINE to Lake County Transit Route 3, with stops at St. Helena City Hall and Rianda House

5 Transportation Solutions

Based on the community engagement effort, a set of programmatic themes emerged highlighting the types of transportation needs desired by the community. These themes are not tied to specific transportation solutions, but help to define the types of priorities the community views as important. The creation of the themes is helpful given the CBTP speaks for communities across the entire county, which may not necessarily all share the same concerns and needs.

Table 11 shows the program themes that emerged from the engagement process, along with a brief description of the program and examples that would fit with program themes. While the focus of the CBTP is broadly on access to transit, participants in meetings about the Plan raised issues of importance to them that often focused on the safety and effectiveness of the transportation network as a whole. Improving this will also improve access to transit, and access to destinations – in a rural county like Napa, bus service cannot directly serve all important destinations and is supplemented with biking, walking, shuttles, paratransit, taxis, and use of passenger vehicles (shared or single-user).

Table 11: CBTP Recommended Programmatic Themes

Program Theme	Program Description	Program Examples
Improve Traffic Safety	Improve pedestrian, bicycle conditions to reduce traffic incidents and accidents and increase safety	<ol style="list-style-type: none"> 1. Pedestrian crosswalks 2. Pedestrian, bicycle caution signage 3. Pedestrian crossing signals 3. Bicycle signals
Maintain and Repair Bike and Pedestrian Facilities	Maintain and repair pedestrian and bicycle facilities to enable and encourage pedestrian and bicycle mobility	<ol style="list-style-type: none"> 1. Fix broken sidewalks 2. Complete sidewalk paths and missing links 3. Pave shoulders to create Class III bicycle paths 4. Re-stripping bicycle lanes
Add Sidewalks and Bikeways to Expand the Network	Install new pedestrian and bicycle facilities to enable and encourage pedestrian and bicycle mobility	<ol style="list-style-type: none"> 1. New sidewalks 2. New bicycle paths 3. New bicycle lanes

Program Theme	Program Description	Program Examples
Enhance Bus Service	Introduce bus service enhancements that improve service for existing riders and attract new riders	<ol style="list-style-type: none"> 1. New bus routes, connections, extended service hours 2. Bus stop amenities 3. Educational/outreach activities

6 Implementation Plan

While some specific comments about locations and program improvements were received by members of the community during the outreach process, many community members provided comments that more generally characterized mobility challenges or areas of the transportation infrastructure that could be improved. These comments were then categorized into programs in order to facilitate longer term action plans. The community engagement process for this CBTP yielded a number of transportation solutions will be considered for further development as the CBTP and the Countywide Transportation Plan (CTP) are implemented. Table 12 highlights some of the transportation solutions that emerged during the community engagement and how they relate to identified programs and projects within the CTP.

Table 12: Potential CBTP Projects and Programs Related to CTP

Program Theme	Related Countywide Transportation Plan Projects and Program	
	Potential CBTP Projects (from Community Engagement)	Specific CTP Program or Project
Improve Traffic Safety	<ul style="list-style-type: none"> • Improve pedestrian crossing at Airport Blvd and SR 29 intersection • Improve lighting, sidewalks, and pavement markings at the intersection of Pope and Pepperwood • Signals for cyclist crossings of Highway 12/Old Sonoma Boulevard 	<ul style="list-style-type: none"> • Program #18: City of Napa Sidewalk and Pedestrian Network Expansion • Program #22: Napa County Expansion of Class I Bicycle Facilities • Program #23: Napa County Maintenance and Rehabilitation of Existing Class I Bicycle Facilities

Related Countywide Transportation Plan Projects and Program		
Program Theme	Potential CBTP Projects (from Community Engagement)	Specific CTP Program or Project
		<ul style="list-style-type: none"> Program #24: Napa County Sidewalk and Pedestrian Network Expansion
<p>Maintain and Repair Bike and Pedestrian Facilities</p>	<ul style="list-style-type: none"> Complete southbound bicycle lanes on Soscol Avenue after Imola Avenue in the City of Napa Enhanced pedestrian crosswalks across SR 128/White Lane. Non-profit/community organization partnership program to affordably lease or rent bicycles to the community 	<ul style="list-style-type: none"> Project #37: Construct Sidewalks Along Imola Ave Where None Exist From Foster Rd to Eastern City Limits Project #78: Install Traffic Calming Devices, Upgrade Sidewalk, Lighting, and Landscaping in Downtown St. Helena Program #40: St. Helena Sidewalk and Pedestrian Network Expansion
<p>Add Sidewalks and Bikeways to Expand the Network</p>	<ul style="list-style-type: none"> Bike lanes on Trancas Street from Redwood Road to Silverado Trail Add bike lanes on First Street from Main to California in the City of Napa Sidewalks in the area around the Soscol Transit Center 	<ul style="list-style-type: none"> Project #60: Widen Sidewalks on Main St. from First St. to Third St. Program #18: City of Napa Sidewalk and Pedestrian Network Expansion Program #21: Napa County Bicycle Network (Expansion) Program #22: Napa County Bicycle Network (Maintenance &

Related Countywide Transportation Plan Projects and Program		
Program Theme	Potential CBTP Projects (from Community Engagement)	Specific CTP Program or Project
		Rehab)
Enhance Bus Service	<ul style="list-style-type: none"> • Extension of VINE service to the Napa Pipe project • Add Route 11 VINE bus stop at Airport Blvd and Route 29 • Extend evening service hours past 7pm • Add bus shelters in front of WalMart in American Canyon • Create a new bus route on California Boulevard • Add dedicated bus stop and regular transit for those going to appointments at the Women's center • Offer supplemental transportation service with taxis and similar services 	<ul style="list-style-type: none"> • Program #25: VINE Bus Shelter Replacement Program • Project 105: New Shelters and Stop Amenities • Program #27: VINE Transit Operations • Project 104: VINE Transit System Growth (Operating Costs)

7 Funding Options

The Lifeline Transportation Program is one of the major umbrella funding sources for projects originating from the CBTP. The program consists of funds from the Job Access and Reverse Commute (JARC) and the State Transit Assistance (STA) funds and supports a wide range of transportation improvements that primarily benefit Communities of Concern. Now on its fourth cycle of funding, the program of projects for the next cycle is scheduled to be adopted by April 2017. Depending on the funds, project sponsors need to demonstrate eligibility for use of the fund source, as well as the applicability to the CBTP. Cycle 5 will cover a three-year programming cycle, FY2016-17 to FY2018-19. Typically, the funding program is administered by the county CMA.

Besides the Lifeline Transportation Program, other grant opportunities are available. Potential CBTP funding sources include:

7.1 Federal Funding Sources

Federal Highway Administration (FHWA): The FHWA provides assistance for improvements to sidewalks, bicycle facilities, and transit infrastructure, primarily through the Surface Transportation Program.

Federal Transit Administration (FTA) Section 5337: FTA Section 5337 program is a new grant program to maintain public transportation systems in a state of good repair. This program replaces the fixed guideway modernization program (Section 5309). Funding is limited to fixed guideway systems (including rail, bus rapid transit, and passenger ferries) and high intensity bus (high intensity bus refers to buses operating in high occupancy vehicle (HOV) lanes). Projects are limited to replacement and rehabilitation, or capital projects required to maintain public transportation systems in a state of good repair.

FTA Section 5303: FTA Section 5303 funds are set aside for Metropolitan Planning Organizations (MTC in the Bay Area) to support planning activities that meet a wide range of goals, including increasing transportation safety for motorized and non-motorized users, as well as improving accessibility and connectivity within the transportation network.

FTA Section 5310: FTA Section 5310 funds are targeted to discretionary capital assistance to serve the transportation needs of elderly persons and persons with disabilities. Projects funded through this fund must be consistent with a plan that relates human service and public transit needs, similar to the content of this CBTP.

FTA Section 5311: FTA Section 5311 funds are distributed to the regions based on a non-urbanized area formula. For Napa, funds are used in unincorporated areas of the County. These funds are used for transit capital and operating purposes in non-urbanized areas

7.2 State Funding Sources

Transportation Development Act Articles 4, 4.5, and 8: In 1971, the State Legislature passed the Transportation Development Act (TDA), which generates funds from a tax of one-quarter of one percent on all retail sales in each county. This tax is collected by the state and allocated by MTC to fund transit operations, special transit for disabled persons and other transit related programs. These funds are currently used by NCTPA for operations and capital improvements for the VINE system.

Transportation Development Act Article 3: In addition to the transit funds described above, TDA funds under Article 3 support development of pedestrian and bicycle facilities

Active Transportation Program: The State of California created the Active Transportation Program (ATP) to consolidate a number of other funding sources intended to promote active transportation, such as the Bicycle Transportation

Account and Transportation Alternatives Program, into one program. MTC will be releasing a Call for Projects for the ATP program on March 26, 2015.

State Transportation Improvement Program (STIP): The State of California administers a five-year plan identifying specific projects for receipt of State transportation funds for State highway improvements, intercity rail, and regional highway and transit improvements.

7.3 Regional Funding Sources

Safe Routes to School: Within the Climate Initiatives Program, MTC has newly established a Safe Routes to School Program in the region which provides funding to the counties, further augmenting the federal and state SR2S programs, administered by Caltrans, and local programs. Monies are distributed to the counties proportionately according to their share of total school enrollment in the region. The county congestion management agencies (CMA) are responsible for convening a collaborative county process in order to decide which investments and which agency will implement the program.

One Bay Area Grant Program : As Part of the OBAG program each CMA may program funds to a number of transportation improvement categories:

- Local Streets and Roads Preservation
- Bicycle and Pedestrian Improvements
- CMA Planning Activities
- Safe Routes to School
- Priority Conservation Areas
- Transportation for Livable Communities

7.4 Local Funding Source

Measure T: In 2012, Napa County passed Measure T, a local tax measure that raises money exclusively for street and road repairs in Napa County. Estimated to raise \$282 million dollars over 25 years, Measure T will take effect when the current Measure A sunsets in 2018. Complete streets improvements will be eligible for funding under Measure T.

8 Next Steps

The CBTP is an ongoing conversation tool between the local communities of concern and the local jurisdictions, the County, and NCTPA to maintain an inventory of transportation needs in Napa's COCs.

The CBTP recommends the following next steps:

1. Finalizing and adopting the CBTP

2. Matching specific projects to the program themes
3. Identifying and obtaining project funding

NCTPA will lead the process to coordinate with the individual cities within the county to facilitate implementation. NCTPA and the cities will hold periodic public meetings in order to maintain implementation momentum and update the public on progress with projects identified in the CTP and CBTP.

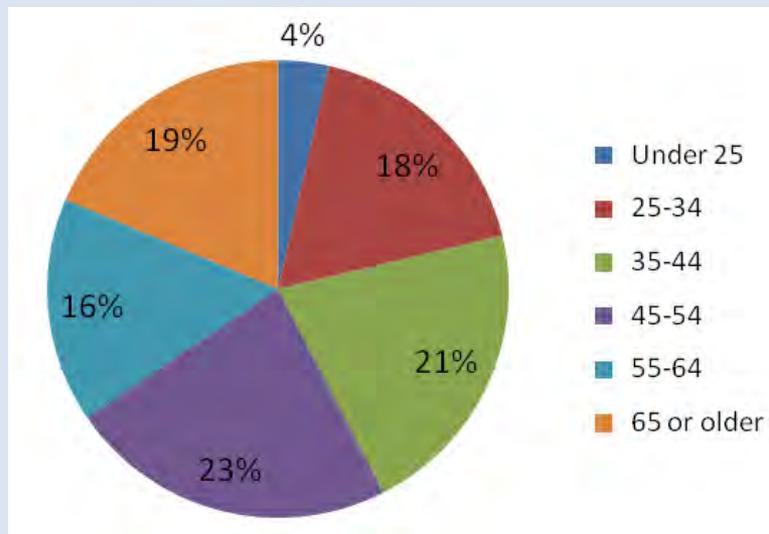
Appendix A: CBTP Survey Summary

CBTP survey

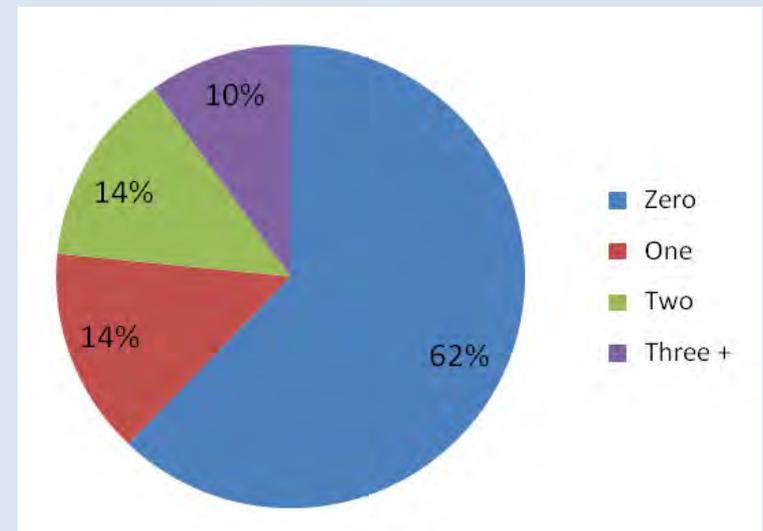
- **Purpose:** Learn about the transportation needs and concerns of disadvantaged communities, and get input on ways to improve the system
- **English and Spanish** versions
- **Open one month:** July 15–August 31
- **21 questions**
- **117 responses** (69 from English version, 48 from Spanish version)

Demographics of respondents

Age



School-age children in household

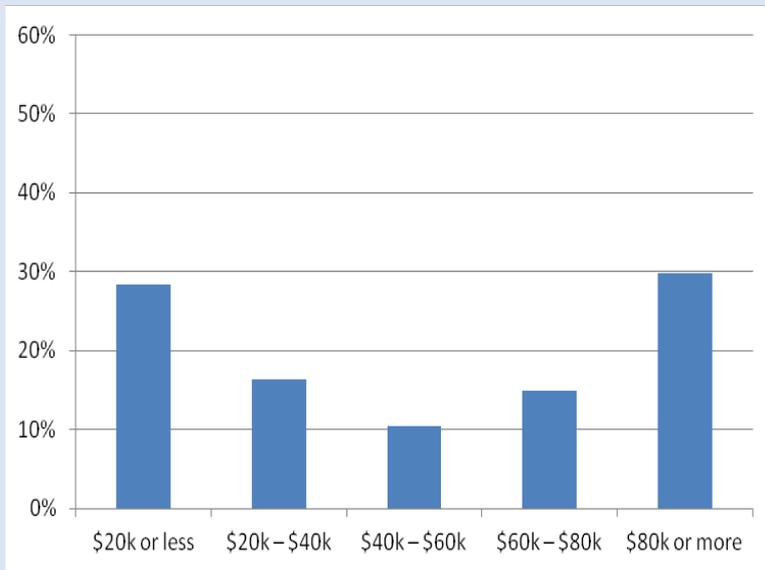


Demographics of respondents

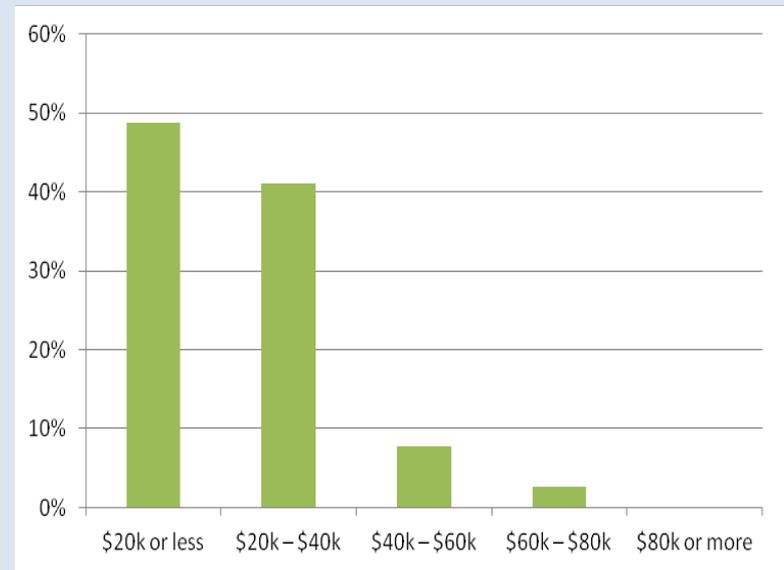
- 12% have a **disability**
- **Access to a car?** 57% always, 14% never
- 66% **drive** (80% on English survey, 45% on Spanish)
- 37% said others frequently **depend on them for rides**

Annual household income

English survey



Spanish survey

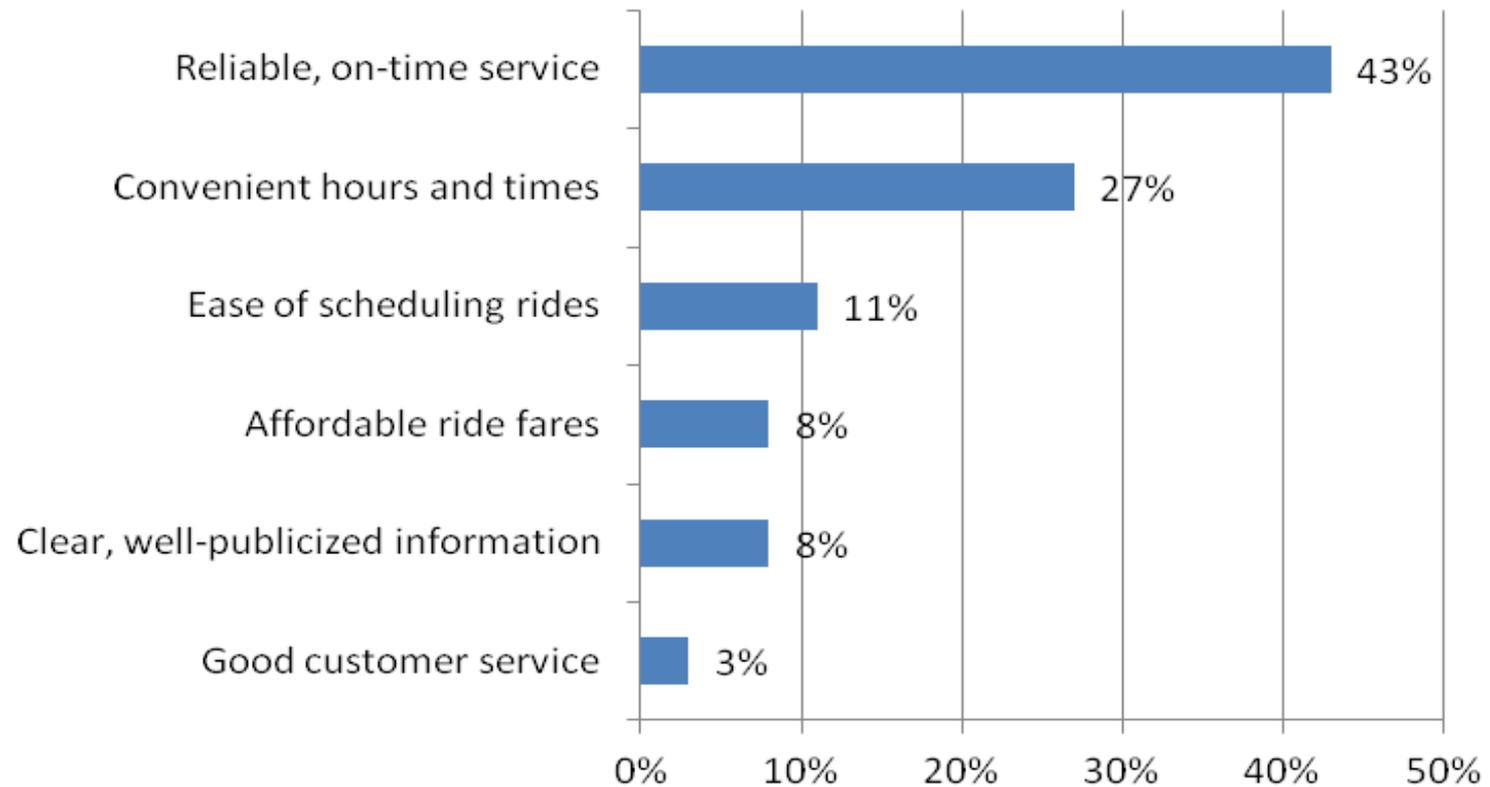


Challenges related to transit

Number of people who cited...

- Takes too long 37
- Doesn't go where I need 31
- Stop is too far from home or destination 22
- Doesn't run late enough 21
 - Doesn't run early enough 12
 - Information about bus services isn't clear 11
 - Inadequate bus shelters 10
 - Doesn't feel safe on the bus 9
 - It's too expensive 7
 - Getting to bus isn't safe 2

Top paratransit need

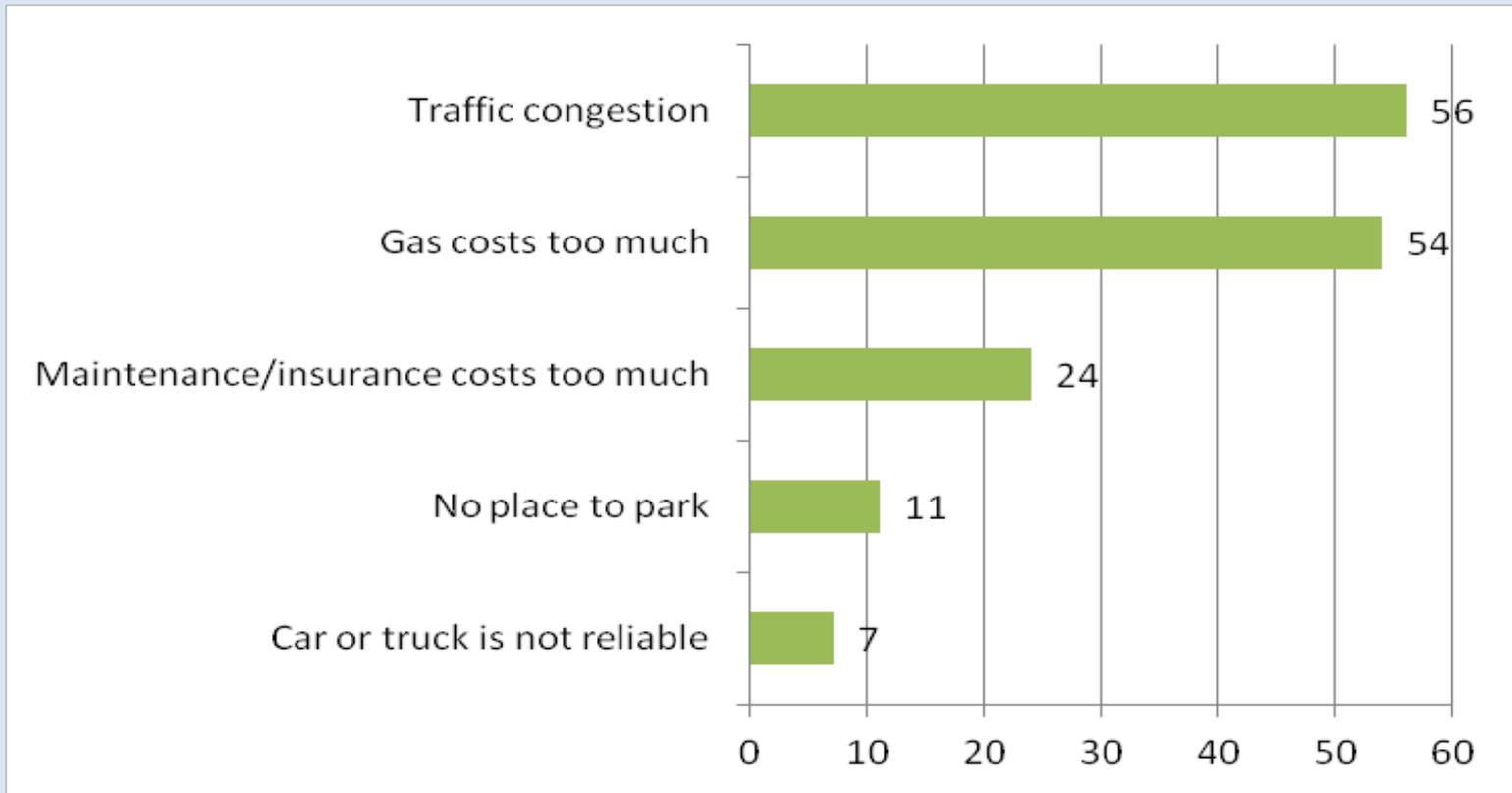


37 responses

9/18/2014

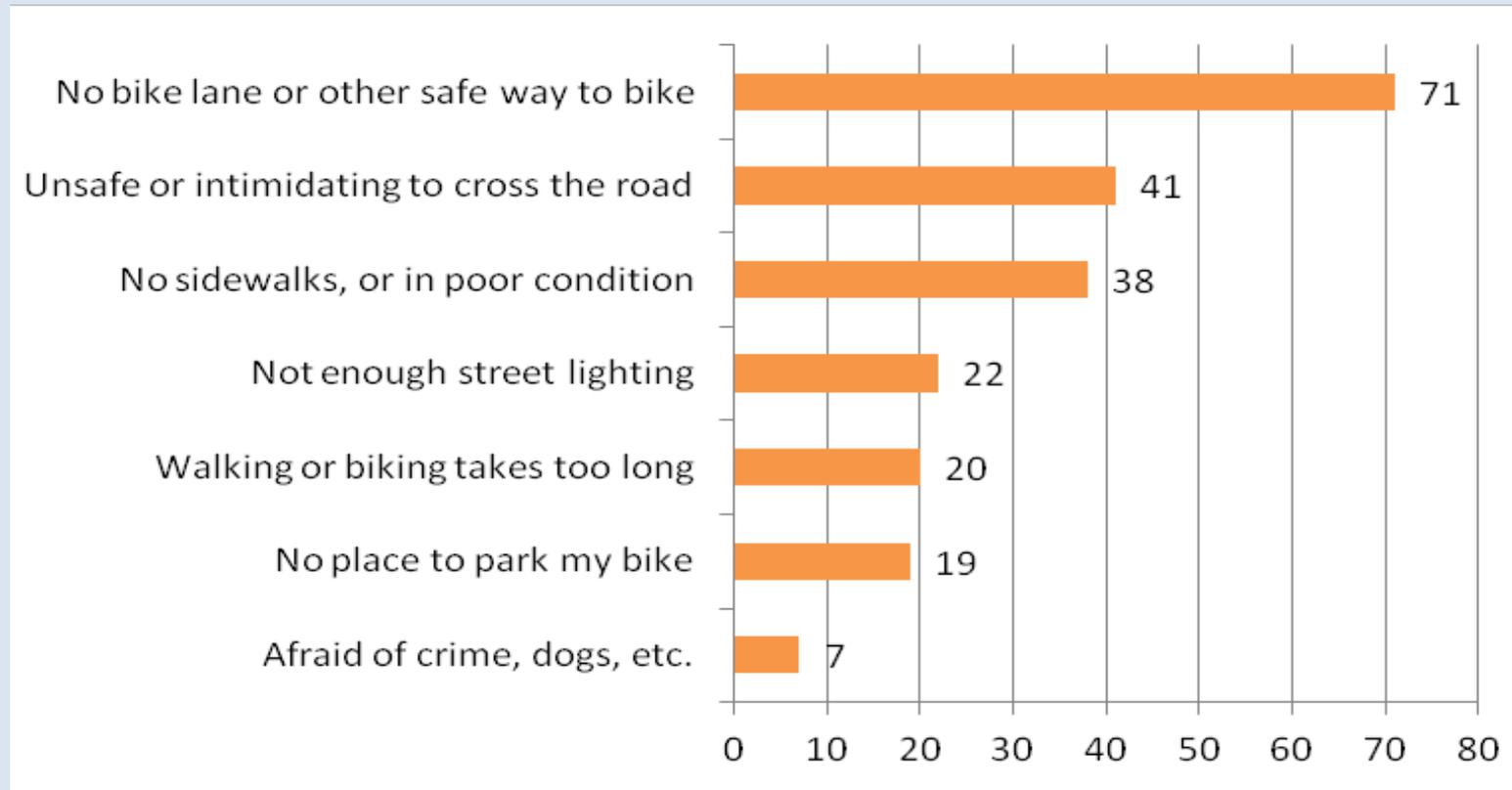
Issues related to driving

Number of people who cited...



Issues related to walking or biking

Number of people who cited...



How important are these to you?

Percent saying “very important”...

- More bike lanes or bike paths 77 %
- Faster or more frequent bus service 60 %
- Better bus connections to outside of Napa County 60 %
- Safer crosswalks around schools 56 %
- Better bus connections within Napa County 51 %
- Safer crosswalks around bus stops 51 %
- Traffic-calming in residential neighborhoods 46 %
- Late-night transit service 44 %
- Better information about transit services 40 %
- More or nicer bus shelters 39 %
- More extensive network of sidewalks 38 %
- Vanpools or shuttles to jobs 34 %

How would you improve conditions?

Main themes

- More and safer bike lanes, trails, sidewalks and footpaths
- Early-morning and night-time bus service
- Better maintained facilities: bike lanes/trails, roads, sidewalks

Napa County Transportation and Planning Agency

625 Burnell Street
Napa, CA 94559



Meeting Minutes - Final

Wednesday, September 16, 2015
1:30 PM

NCTPA/NVTA Conference Room NCTPA Board of Directors

All materials relating to an agenda item for an open session of a regular meeting of the NCTPA Board of Directors are posted on the NCTPA website at www.nctpa.net/current-agendas-and-minutes at least 72 hours prior to the meeting and will be available for public inspection, on and after at the time of such distribution, in the office of the Secretary of the NCTPA Board of Directors, 625 Burnell Street, Napa, California 94559, Monday through Friday, between the hours of 8:00 a.m. and 5:00 p.m., except for NCTPA Holidays. Materials distributed to the present members of the Board at the meeting will be available for public inspection at the public meeting if prepared by the members of the NCTPA Board or staff and after the public meeting if prepared by some other person. Availability of materials related to agenda items for public inspection does not include materials which are exempt from public disclosure under Government Code sections 6253.5, 6254, 6254.3, 6254.7, 6254.15, 6254.16, or 6254.22.

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

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

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

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

1. Call to Order

Vice Chair White called the meeting to order at 1:30 p.m.

2. Pledge of Allegiance

Vice Chair White led the Pledge of Allegiance.

3. Roll Call

Members:

- Joan Bennett
- Leon Garcia
- Mark Luce
- Peter White
- Alan Galbraith
- Mary Luros
- Richard Hall
- Beth Kahiga
- Chairperson John F. Dunbar
- James Barnes
- Keith Caldwell
- Chris Canning
- Jill Techel

4. Adoption of the Agenda

Motion MOVED by GALBRAITH, SECONDED by HALL to APPROVE adoption of the agenda.

Motion carried by the following vote:

Aye: 14 - Bennett, Garcia, Luce, White, Galbraith, Luros, and Hall

Absent: 10 - Chairperson Dunbar, Barnes, Caldwell, Canning, and Techel

5. Public Comment

None

6. Chairperson's, Board Members' and Metropolitan Transportation Commissioner's Update

7. Director's Update

8. Caltrans' Update

9. CONSENT AGENDA ITEMS (9.1 - 9.2)

Motion MOVED by BENNETT, SECONDED by LUIROS to APPROVE Consent Items 9.1-9.2.

Motion carried by the following vote:

Aye: 14 - Bennett, Garcia, Luce, White, Galbraith, Luros, and Hall

Absent: 10 - Chairperson Dunbar, Barnes, Caldwell, Canning, and Techel

9.1 Approval of Meeting Minutes of July 15, 2015 (Karrie Sanderlin) (Pages 6-12)

Board action approved the meeting minutes of July 15, 2015.

9.2 NCTPA's Overall Work Program for FY 2015-16 (Antonio Onorato) (Pages 13-82)

Board action approved the agency's Overall Work Program (OWP) for FY 2015-16.

10. REGULAR AGENDA ITEMS

10.1 2016 Federal and State Legislative Program and Project Priorities and Legislative Update and State Bill Matrix (Kate Miller) (Pages 83-103)

The Board received the Federal Legislative update from Steve Palmer, Van Scoyac Associates, and the State Legislative update from Steve Wallauch, Platinum Advisors.

Staff reviewed the 2016 Federal and State Legislative Advocacy Program and Projects Priorities as outlined in in the revised Attachment 1 which was provided in the Meeting Handout packet.

Staff reviewed the State Bill Matrix as provided in Attachment 4.

Motion MOVED by LUROS, SECONDED by GALBRAITH to APPROVE the revised 2016 Federal and State Legislative Advocacy Program and Projects Priorities.

Motion MOVED by LUROS, SECONDED by GARCIA to APPROVE staff recommendations on pending bills as provided on the State Bill Matrix

Motions carried by the following vote:

Aye: 14 - Bennett, Garcia, Luce, White, Galbraith, Luros, and Hall

Absent: 10 - Chairperson Dunbar, Barnes, Caldwell, Canning, and Techel

10.2 Countywide Transportation Plan: Vision 2040 Moving Napa Forward (Danielle Schmitz) (Pages 104-118)

Board action approved the Countywide Transportation Plan Vision 2040: Moving Napa Forward.

Motion MOVED by GALBRAITH, SECONDED by HALL to APPROVE the Countywide Transportation Plan Vision 2040: Moving Napa Forward. Motion carried by the following vote:

Aye: 14 - Bennett, Garcia, Luce, White, Galbraith, Luros, and Hall

Absent: 10 - Chairperson Dunbar, Barnes, Caldwell, Canning, and Techel

- 10.3** Resolution No. 15-17 Adopting a Policy Prioritizing State Highway Projects in the Napa County Regional Transportation Improvement Program (RTIP) (Danielle Schmitz) (Pages 119-126)

Given the downward funding trend of the State Transportation Improvement Program (STIP) and the competition for scarce transportation funding, NCTPA staff recommended that the Board adopt a policy which would prioritize future STIP funds for highway projects. Prioritizing county STIP funds for highway projects will not only draw light on critical needs but also entice Interregional Transportation Improvement Program (ITIP) and State Highway Operations and Protection Program (SHOPP) funds to gap project shortfalls.

Motion MOVED by GALBRAITH, SECONDED by LUROS to (1) approve Resolution No. 15-17 adopting a State Transportation Improvement Program (STIP) policy that would prioritize highway projects when programming future STIP funds and (2) reaffirm the 2014 Regional Transportation Improvement Program (RTIP) project list as the 2016 RTIP list with one modification to the City of Napa 5-way intersection project. Motion carried by the following vote:

Aye: 14 - Bennett, Garcia, Luce, White, Galbraith, Luros, and Hall

Absent: 10 - Chairperson Dunbar, Barnes, Caldwell, Canning, and Techel

- 10.4** Approval of (1) Resolution No. 15-18 Adopting the 2017 Regional Transportation Plan (RTP) List of Highway, Local Streets and Roads, and Active Transportation Programs and Projects; and (2) Resolution No. 15-19 Adopting the 2017 Regional Transportation Plan (RTP) List of Transit Programs and Projects (Alberto Esqueda) (Pages 127-143)

Board action approved the 2017 Regional Transportation Plan list of Highway, Local Streets and Roads, and Active Transportation Programs and Projects, and the list of Transit Programs and Projects.

Motion MOVED by HALL, SECONDED by LUROS to APPROVE (1) Resolution No. 15-18 adopting the 2017 Regional Transportation Plan (RTP) List of Highway, Local Streets and Roads, and Active Transportation Programs and Projects; and (2) Resolution No. 15-19 adopting the 2017 Regional Transportation Plan (RTP) List of Transit Programs and Projects to be submitted to the Metropolitan Transportation Commission (MTC) for the 2017 RTP Call for Projects. Motion carried by the following vote:

Aye: 14 - Bennett, Garcia, Luce, White, Galbraith, Luros, and Hall

Absent: 10 - Chairperson Dunbar, Barnes, Caldwell, Canning, and Techel

- 10.5** Proposed Organizational Restructure (Karrie Sanderlin) (Pages 144-151)

Refinement of organizational responsibilities and to better serve the needs of the Agency, staff requested that the Board approve a revised NCTPA Organization Chart and a new part-time Public Information Officer position.

Motion MOVED by LUROS, SECONDED by GARCIA to APPROVE (1) the revised NCTPA Organizational Restructure (as provided in Attachment 2 Proposed NCTPA Organizational Chart), and (2) adding one permanent part-time Public Information Officer position with an annual salary range of \$50,835-\$61,100 (\$48.88-\$58.75/hour). Motion carried by the following vote:

Aye: 14 - Bennett, Garcia, Luce, White, Galbraith, Luros, and Hall

Absent: 10 - Chairperson Dunbar, Barnes, Caldwell, Canning, and Techel

11. FUTURE AGENDA ITEMS

Board Member Galbraith requested an item regarding Bus Idling times be places on the October 21, 2015 agenda.

12. ADJOURNMENT

12.1 Approval of Next Regular Meeting Date of October 21, 2015 at 1:30 p.m. and Adjournment.

The next regular meeting will be held on Wednesday, October 21, 2015 at 1:30 p.m.

The meeting was adjourned by Vice Chair White at 2:55 p.m.

Karalyn E. Sanderlin, NCTPA Board Secretary