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Technical Advisory Committee

AGENDA

Thursday, January 5, 2012
2:00 p.m.

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

General Information

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

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

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

This Agenda may also be viewed online by visiting the NCTPA website at www.nctpa.net, click on Minutes and Agendas – TAC or go to www.nctpa.net/bod-c/adv-committees/tac.html

ITEMS

1. Call to Order
2. Approval of Meeting Minutes – December 1, 2011
3. Public Comment
4. TAC Member and Staff Comments
5. Standing
 - CalTrans Report & Map (*Attachment 1*)
 - CMA Report

- SB 375/Sustainable Communities Strategy
- RHNA/Sub-Region Formation
- Housing/SCS Methodology Committee
- Vine Trail Report
- RTIP/STIP

REGULAR AGENDA ITEMS

RECOMMENDATION

6.	<p>Selection and Nomination of Chair and Vice Chair of the Technical Advisory Committee (TAC) (Paul W. Price) <i>(Pages 10-17)</i></p> <p>Members will select and nominate the Chair and Vice Chair of the TAC for the 2012 term.</p>	APPROVE
7.	<p>Transportation Sales Tax Allocations (Paul W. Price) <i>(Pages 18-25)</i></p> <p>Discuss, direct, and develop a revenue and expenditure plan consistent with the recommendations made by NAC and TAC with the proposed allocation plan to be brought before the NCTPA Board on February 15, 2012.</p>	ACTION
8.	<p>Regional Transportation Plan (RTP) Project Priorities (Eliot Hurwitz) <i>(Pages 26-36)</i></p> <p>Endorse and recommend approval of RTP Project List developed by TAC subcommittee allocating \$240.75M in transportation funds for projects over the next 25 years.</p>	ACTION
9.	<p>Napa Countywide Bike Plan (Eliot Hurwitz) <i>(Pages 37-57)</i></p> <p>Review and endorse the new Napa Countywide Bike Plan, a cooperatively developed bicycle route system to be built for the Napa community, and recommend its approval to the NCTPA Board.</p>	ACTION
10.	<p>Topics for Next Meeting</p> <ul style="list-style-type: none"> ○ Discussion of topics for next meeting by TAC members. 	ACTION
11.	<p>Approval of Next Regular Meeting Date of February 2, 2012 and Adjournment</p>	DISCUSSION

TECHNICAL ADVISORY COMMITTEE

DELEGATES AND ALTERNATES

	<u>Agency</u>
Michael Throne, Delegate (Vice Chair) Brent Cooper, Delegate Vacant, Alternate Vacant, Alternate	City of American Canyon
Ken MacNab, Delegate Dan Takasugi, Delegate Derek Rayner, Alternate Erik Lundquist, Alternate	City of Calistoga
Cassandra Walker, Delegate Eric Whan, Delegate Helena Allison, Alternate Rick Tooker, Alternate	City of Napa
John Ferons, Delegate Vacant, Delegate Greg Desmond, Alternate Debra Hight, Alternate	City of St. Helena
Rick Marshall, Delegate (Chair) John McDowell, Delegate Vacant, Alternate Hillary Gitelman, Alternate	County of Napa
Graham Wadsworth, Delegate Steve Rogers, Delegate Bob Tiernan, Alternate Sandra Smith, Alternate	Town of Yountville
JoAnn Busenbark, Delegate Vacant, Alternate	Paratransit Coordinating Council

Technical Advisory Committee

MEETING MINUTES

Thursday, December 1, 2011

ITEMS

1. Call to Order

The meeting was called to order at 2:07PM.

Brent Cooper	City of American Canyon
Cassandra Walker	City of Napa
Eric Whan	City of Napa
Graham Wadsworth	Town of Yountville
Hillary Gitelman	County of Napa
Rick Marshall, Chair	County of Napa
Dan Takasugi	City of Calistoga
Debra Hight	City of St. Helena

2. Approval of Meeting Minutes – September 1, 2011, October 6 and 12, 2011

Action

Motion made (Whan) for approval with correction to be made to meeting minutes of October 6, 2011, item 4, City of Napa, to read *CIR project to start on October 13, 2011 (Freeway Drive)*.

MSC* WHAN / WALKER for APPROVAL.

3. Public Comment

None.

4. TAC Member and Staff Comments

- **Town of Yountville.** (Wadsworth) Announced the recently held Field Review Meeting for the North Cal Bike Route.
- **NCTPA** (Hurwitz) Introduced the Regional Strategic Transportation Plan "25-Year Plan" (*Handout*), a combination of RTP/SCS with more detailed information and discussion to follow at the next TAC Meeting. Main areas of discussion:
 - Transportation Planning
 - \$254B - 25-Year Expenditure Plan
 - \$240M - "Floor" Funding for Napa
 - Committed Revenue - Projects in Progress

Action Requested: APPROVE

▪ **Project Selection and Prioritization**

A subcommittee was formed by TAC members to assist in project prioritization and to meet MTC project list submission deadline. Final project list is to be placed before TAC on January 5, 2011, and recommend its approval to the NCTPA Board on January 11, 2011.

Members representing the jurisdictions:

- Eric Whan, City of Napa
- Brent Cooper, City of American Canyon
- Rick Marshall, County of Napa
- Debra Hight, City of St. Helena (incl. City of Calistoga and Town of Yountville)

Meeting of subcommittee members will be December 12, 2011, 12:00-3:00 PM, NCTPA Conference Room, Napa.

- **County of Napa.** Chair (Marshall) inquired the status and/or update on the RFPs received for the Community Based SR29 Corridor Improvement Plan. Member (Gitelman) added as to the status of the proposed amendment to the scope of work to include urban design, as voted and outlined in the Special Meeting held on October 12, 2011. NCTPA staff (Hurwitz) responded that three of four currently contracted NCTPA on-call engineers responded without emphasis on urban design, however based on the firms that have successfully responded does not foresee a problem regarding a sub-contractor of the selected prime to be able to meet urban design requirements as discussed.

5. Standing

- **Caltrans Report and Map** (*Attachment 1*). TAC reviewed report.
- **CMA Report.** NCTPA staff (Hurwitz) provided TAC with latest items discussed at the last CMA meeting. Main topic(s): RTP allocations, 70% Solution, and RTIP/STIP funding - with Napa's intent to use STIP funding for road use. Member (Whan) inquired if other counties are considering the use of STIP funding for road use? (Hurwitz) No, but they are watching closely.
- **SB 375/Sustainable Communities Strategy.** NCTPA staff (Schmitz) ABAG met with HCD – Napa housing units (region) from 250k to 200K, meaning unit allocation dropped to 16 - 19. ABAG to release IVS on December 9, 2011 and to RAWG on December 16, 2011. Upcoming meetings: Housing Methodology Committee end of February 2012, ABAG presentation of Alternative Scenario (IVS Scenario 2) on January 19, 2012, Napa Elks Lodge.
- **RHNA/Sub-Region Formation.** Info included in SB375/SCS above.
- **Housing/SCS Methodology Committee.** Info included in SB375/SCS above.
- **Vine Trail Report.** Last meeting cancelled; no report.

- **Napa Action Committee Report.** See item 6 for discussion and action required by TAC.
 - **STIP.** No report.
- 6. Transportation Sales Tax Recommendation.** NCTPA staff (Price) presented TAC with the proposed ½% sales tax measure recommended by the Napa Action Committee (NAC).
Motion made (Whan) that TAC recommend the proposal to the NCTPA Board for consideration and approval as is, and that the NCTPA Board provide direction to NCTPA staff to work and address the concerns raised by TAC, and to proceed with the development expenditure plan with focus on the details related to the expenditure plan, as well as the allocation plan, with the 2008 Measure as the starting point of the discussion.
MSC* WHAN / WADSWORTH for APPROVAL
- 7. Topics for Next Meeting.**
- Election of TAC Chair and Vice Chair.
 - Napa Countywide Bike Plan
 - RTP Project List
- 8. Approval of Next Regular Meeting of January 5, 2012.**
Meeting adjourned at 3:45PM.

Caltrans Report

PROJECT INITIATION DOCUMENT

EA 0A500

Pedestrian Circulation from Rio Del Mar to Eucalyptus , NAP 29-PM 1.6/1.8; In City of American Canyon

Scope: Repair curb ramps, cross walk and sidewalk

Cost Estimate: TBD

EA 0G650

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

Scope: Scour Mitigation at Garnett Creek

Cost Estimate: \$20M Capital

EA 1G430

Conn Creek Bridge Scour Mitigation NAP 128-PM R7.4: In Napa County

Scope: Repair the pier walls for scour at Conn Creek Bridge

Cost Estimate: \$5M Capital

EA 3G640

Napa River Bridge Scour Mitigation NAP 29 37.0: In City of Calistoga

Scope: Reconstruct a bridge at Napa River Bridge

Cost Estimate: \$10M Capital

EA 3G140

ADA Curb Ramps NAP 29 and 128 : In County of Napa

Scope: Update and Construct curb ramps at various locations.

Cost Estimate: \$1.5M Capital

ENVIRONMENTAL

EA 28120

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

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

Cost Estimate: \$35M Construction Capital

Schedule DED 1/2012 PAED 7/2012

EA 2A320

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

Scope: Bridge replacement at Sarco Creek

Cost Estimate: \$8M Construction Capital

Schedule: PAED 4/2012 PSE 12/2013 RWC 4/2014 RTL 4/2014 CCA 12/2018

EA 4A090

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

Scope: Bridge replacement at Troutdale Creek

Cost Estimate: \$17M Construction Capital

Schedule: PAED 10/2012 PSE 11/2013 RWC 3/2014 RTL 4/2014 CCA 05/2017

PID (Project Initiation Document)	PSR (Project Study Report)	DED (Draft Environmental Document)
PAED (Project Approval/ Environmental Document)		PSE (Plans, Specifications, and Estimate)
RWC (Right of Way Certification)	RTL (Ready to List)	CCA (Construction Contract Acceptance)
ADV (Advertise Contract)	BO (Bid Open)	AWD (Award Contract)

DESIGN

EA 4C351

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

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

Cost Estimate: \$700K Construction Capital

Schedule: PAED 8/14/09 PSE 8/11/11 RWC 1/6/11 RTL 9/30/11 CCA 12/2012

EA 0G530

Pavement Maintenance NAP 29-PM 36.9/38.1; In Calistoga

Scope: Pavement resurfacing with asphalt from SR 128 Junction to Silverado Trail

Cost Estimate: \$810K Construction Capital

Schedule: PAED 9/20/11 PSE 9/30/11 RWC 9/13/11 RTL 9/30/11 CCA 12/2012

EA 2E430

Pavement Repair NAP 29 PM 24.6/35.6; In Napa County

Scope: Pavement Digouts from SR 128 Junction to Diamond Mountain Creek

Cost Estimate: \$960K Construction Capital

Schedule: PAED 10/14/11 PSE 9/21/11 RWC 8/15/11 RTL 12/2011 CCA 5/2013

EA 2E580

Pavement Repair NAP 128 PM 19.1/34.2; In Napa County

Scope: Pavement Digouts from Knoxville Road to the County Line

Cost Estimate: \$1.4M Construction Capital

Schedule: PAED 9/1/11 PSE 10/15/11 RWC 10/15/11 RTL 12/2011 CCA 3/2013

EA 2E650

Pavement Repair NAP 121 PM 9.4/22.0; In Napa County

Scope: Place rubberized Bonded Wearing Course from Trancas Street to the County Line

Cost Estimate: \$3.2M Construction Capital

Schedule: PAED 10/3/11 PSE 11/2011 RWC 12/2011 RTL 1/2012 CCA 5/2013

EA 4S020

Storm Damage NAP 29 PM 41.0; In Napa County

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

Cost Estimate: \$2.4M Construction Capital

Schedule: PAED 8/2/10 PSE 4/2012 RWC 6/2012 RTL 6/2012 CCA 11/2017

EA 4S030

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

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

Cost Estimate: \$1.3M Construction Capital

Schedule: PAED 8/2/10 PSE 2/2012 RWC 5/2012 RTL 5/2012 CCA 10/2017

EA 2A110

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

Scope: Bridge replacement at Capell Creek

Cost Estimate: \$5M Construction Capital

Schedule: PAED 6/22/11 PSE 9/2012 RWC 3/2013 RTL 3/2013 CCA 08/2015

PID (Project Initiation Document)

PSR (Project Study Report)

DED (Draft Environmental Document)

PAED (Project Approval/ Environmental Document)

PSE (Plans, Specifications, and Estimate)

RWC (Right of Way Certification)

RTL (Ready to List)

CCA (Construction Contract Acceptance)

ADV (Advertise Contract)

BO (Bid Open)

AWD (Award Contract)

EA 25940

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

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

Cost Estimate: \$24M Construction Capital

Schedule: PAED 6/29/07 PSE 2/28/11 RWC 06/2014 RTL 06/2014 CCA 6/2016

EA 20940

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

Scope: Bridge Replacement

Cost Estimate: \$5.9M Construction Capital

Schedule: PAED 1/30/04 PSE Delayed RWC Delayed RTL Delayed CCA Delayed

CONSTRUCTION

EA 4442A

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

Scope: Mitigation and tree Planting from 0 5km North of Sonoma County line to Duhig Road

Cost Estimate: \$920K Construction Capital

Schedule: PAED 8/26/05 RTL 11/10/10 AWD 9/23/11(Parker Landscape Inc.) CCA 4/2015

EA 2A541 ADA Vista Point NAP 29 PM 7.1; In Napa County near City of Napa

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

Cost Estimate: \$360K Construction Capital

Schedule: PAED 3/30/07 RTL 12/17/09 AWD 6/24/10 (Fieldstone Construction) CCA 4/2012

EA 2G4303 Wall Repair NAP 121 PM 0.3/2.0; In County of Napa

Scope: Slope Repair/ Construct Soldier Pile Wall.

Cost Estimate: \$5M Construction Capital

Schedule: AWD 1/20/2011(Ghilotti Bros Inc) CCA 12/2011

EA 26413

Jameson Canyon NAP 12-PM 0.2/3.3; In Napa County

Scope: Jameson Canyon: Widen 2 lane to 4 lanes, construct a concrete median from SR 29 to the County Line.

Cost Estimate: \$30M Construction Capital

Schedule: PAED 1/31/08 RTL 12/1/2010 ADV 10/17/11 BO 12/6/11 (7bids) CCA 12/2013

EA 26414

Jameson Canyon SOL 12-PM 0.0/2.6; In Solano County

Scope: Jameson Canyon: Widen 2 lane to 4 lanes, construct a concrete median from the County Line to Red Top.

Cost Estimate: \$61M Construction Capital

Schedule: PAED 1/31/08 RTL 12/1/2010 ADV 10/16/11 BO 12/13/11 CCA 12/2014

ACTION ITEMS:

PID (Project Initiation Document)

PSR (Project Study Report)

DED (Draft Environmental Document)

PAED (Project Approval/ Environmental Document)

PSE (Plans, Specifications, and Estimate)

RWC (Right of Way Certification)

RTL (Ready to List)

CCA (Construction Contract Acceptance)

ADV (Advertise Contract)

BO (Bid Open)

AWD (Award Contract)



January 5, 2012
TAC Agenda Item 6
Continued From: NEW
Action Requested: **APPROVE**

NAPA COUNTY TRANSPORTATION AND PLANNING AGENCY TAC Agenda Letter

TO: Members of the TAC
FROM: Paul W. Price, Executive Director
REPORT BY: Renee Y. Kulick, Administrative Technician
(707) 259-8780 / Email: rkulick@nctpa.net
SUBJECT: Selection and Nomination of Chair and Vice Chair of the Technical Advisory Committee (TAC)

RECOMMENDATION

By Motion: Elect a new Chair and Vice Chair of the Technical Advisory Committee (TAC) for an annual term beginning on January 1st of each year.

EXECUTIVE SUMMARY

On May 18, 2011, the NCTPA Board of Directors approved changes to the Technical Advisory Committee Bylaws. Currently, NCTPA staff sets and presides over the agenda and meetings. The proposed changes do not require any changes to the composition or structure of the committee but rather empowers its members to take on a more active role by directly focusing the agenda on timely transportation related issues. It proposed the election of a Chair and Vice Chair from within the committee members. NCTPA staff will continue to support the committee's efforts.

FINANCIAL IMPACT

Is there a Fiscal Impact? None

BACKGROUND AND DISCUSSION

On May 5, 2011, the TAC took action and recommended approval of revisions made to the TAC Bylaws to the NCTPA Board of Directors. Below is the section pertaining to the election of officers:

Article IV OFFICERS

§4.1 Chairperson and Vice Chairperson

The Committee shall elect from its membership a chairperson and a vice chairperson at its first meeting of the calendar year, to serve for a one-year term. The chairperson shall preside at all meetings of the Committee and represent the Committee before the Board of Directors. The vice chairperson shall perform the duties of the chairperson when the chairperson is absent. In the event of a vacancy in the chairperson's position, the vice chairperson shall succeed as chairperson for the balance of the chairperson's term, and the Committee shall elect a successor to fill the vacancy in the vice chairperson's position as provided below.

The Committee may appoint a nominating committee to nominate Committee members for the positions of chairperson and vice chairperson. Members willing to serve in either of these positions may submit their names to the nominating committee for nomination. Members may also submit names of other members for nomination. The nominating committee shall verify that members whose names have been submitted are willing to serve in those positions. The nominating committee may submit to the Committee the names of those members whom it has nominated and recommends for election. Notwithstanding these procedures, any member may nominate a member from the floor.

The Chairperson shall appoint a Secretary who will be responsible for preparing meeting minutes.

SUPPORTING DOCUMENTS

Attachment: (1) TAC Bylaws

BYLAWS FOR THE TECHNICAL ADVISORY COMMITTEE

Article I GENERAL PROVISIONS

§1.1 Purpose

These Bylaws govern the proceedings of the Technical Advisory Committee (TAC), an advisory committee established by the Board of Directors of the Napa County Transportation and Planning Agency (NCTPA).

Article II DUTIES AND AUTHORITY

§2.1 Duties

The Committee shall advise the NCTPA Board of Directors on transit and roadway issues, including planning, project, and policy aspects which are referred to the Committee either by the Board or the Executive Director.. It shall be the members' responsibility to keep their respective appointing agencies informed of key issues, facilitate communication between those agencies and NCTPA, and to help build the consensus necessary to advise the NCTPA regarding policy decisions.

§2.2 Limitations on Authority

The Committee shall serve in an advisory capacity to the Board of Directors. It shall have no independent duties and no authority to take actions that bind NCTPA or the Board of Directors. No expenditures or requisitions for services and supplies shall be made by the Committee and no individual member thereof shall be entitled to reimbursement for travel or other expenses except as authorized by the Board of Directors.

Article III MEMBERSHIP

§3.1 Membership

The Committee shall be composed of the NCTPA Executive Director, serving ex-officio, one member nominated by the Paratransit Coordinating Council (PCC) and appointed by the NCTPA Board, and 12 members and their alternates, each of whom shall be a staff member of each Member Agency. Two members and two alternates shall be appointed by the chief administrative officer of each Member Agency and shall serve at the pleasure of the Member Agency. In addition the Metropolitan

Transportation Commission and the California Department of Transportation (Caltrans) may each appoint one ex-officio member and one alternate, who shall not be counted for purposes of establishing a quorum and who shall have no voting rights.

<u>Agency</u>	<u>Delegates (Alternates)</u>	
City of American Canyon	2	(2)
City of Calistoga	2	(2)
City of Napa	2	(2)
City of St. Helena	2	(2)
County of Napa County	2	(2)
Town of Yountville	2	(2)
Paratransit Coordinating Council	1	(1)
NCTPA Executive Director	1	
Metropolitan Transportation Commission	1	(1)
Caltrans	1	(1)

§3.2 Member Terms

Members and alternates of the Committee shall serve continuously until resignation or replacement by their respective appointing authorities.

§3.3 Vacancies

Vacancies shall be filled by the body that made the original appointment.

**Article IV
OFFICERS**

§4.1 Chairperson and Vice Chairperson

The Committee shall elect from its membership a chairperson and a vice chairperson at its first meeting of the calendar year, to serve for a one-year term. The chairperson shall preside at all meetings of the Committee and represent the Committee before the Board of Directors. The vice chairperson shall perform the duties of the chairperson when the chairperson is absent. In the event of a vacancy in the chairperson's position, the vice chairperson shall succeed as chairperson for the balance of the chairperson's term, and the Committee shall elect a successor to fill the vacancy in the vice chairperson's position as provided below.

The Committee may appoint a nominating committee to nominate Committee members for the positions of chairperson and vice chairperson. Members willing to serve in either of these positions may submit their names to the nominating committee for nomination. Members may also submit names of other members for nomination.

The nominating committee shall verify that members whose names have been submitted are willing to serve in those positions. The nominating committee may submit to the Committee the names of those members whom it has nominated and recommends for election. Notwithstanding these procedures, any member may nominate a member from the floor.

The Chairperson shall appoint a Secretary who will be responsible for preparing meeting minutes.

§4.2 Staff Resources

The NCTPA shall furnish clerical services to prepare and distribute the Committee's agendas, notices, minutes, correspondence and other documents and shall assign an employee to attend each meeting of the Committee to serve in the capacity as the Committee's staff. The NCTPA shall maintain a record of all proceedings of the Committee as required by law and shall perform other duties as provided in these Bylaws.

Article V MEETINGS

§5.1 Regular Meetings

Regular meetings shall be held at such time and place and may from time to time be determined by the TAC.

§5.2 Special Meetings

A special meeting may be called by the chairperson. The meeting may be called and noticed as provided in Section 5.3 below. (For a general description of the noticing procedures, see the Rules of Procedure of the Board of Directors.)

§5.3 Calling and Noticing of Meetings

All meetings shall be called, noticed and conducted in accordance with the applicable provisions of the Ralph M. Brown Act (commencing with Section 54950 of the Government Code). The Executive Director and General Counsel shall be given notice of all meetings. The Committee shall meet at least once a month, unless the Committee's activities are suspended.

§5.4 Quorum; Vote

Six Committee members representing four member agencies shall constitute a quorum for the transaction of business at any meeting of the TAC. All acts of the

Committee shall require the presence of a quorum and the affirmative vote of a majority of the total membership present.

§5.5 Alternates

If a Committee member represented by an alternate is absent from all or a portion of a meeting, the alternate shall be seated in that Committee member's seat and vote in the place of the absent member. An alternate shall be counted as part of the Committee quorum only when seated in the place of an absent member.

§5.6 Thirty Minute Rule

If a quorum has not been established within thirty minutes of the noticed starting time for the meeting, the meeting shall be cancelled..

§5.7 [Reserved]

§5.8 [Reserved]

§5.9 Time Limits for Public Speakers

Each member of the public appearing at a Committee meeting may be limited to three minutes in his or her presentation, unless the chairperson, at his or her discretion, permits further remarks to be made. Any person addressing the Committee may submit written statements, petitions or other documents to complement his or her presentation.

§5.10 Impertinence; Disturbance of Meeting

Any person making personal, impertinent or indecorous remarks while addressing the Committee may be barred by the chairperson from further appearance before the Committee at that meeting, unless permission to continue is granted by an affirmative vote of the Committee. The chairperson may order any person removed from the Committee meeting who causes a disturbance or interferes with the conduct of the meeting, and the chairperson may direct the meeting room cleared when deemed necessary to maintain order.

§5.11 Access to Public Records Distributed at Meeting

Writings distributed during a Committee meeting shall be made available for public inspection at the meeting if prepared by NCTPA or a member of the Committee, or after the meeting if prepared by some other person.

**Article VI
AGENDAS AND MEETING NOTICES**

§6.1 Agenda Format and Content

The agenda shall specify the starting time and location of the meeting and shall contain a brief general description of each item of business to be transacted or discussed at the meeting. The description shall be reasonably calculated to adequately inform the public of the subject matter of each agenda item.

Items may be referred for inclusion on an agenda by: (1) the NCTPA Board of Directors; (2) the NCTPA Executive Director; or (3) the Committee Chairperson. The order of business shall be established by the chair and vice chair with the approval of the NCTPA Executive Director.

§6.2 Public Comments

Each agenda for a regular meeting shall provide an opportunity for members of the public to address the Committee on matters within the Committee's purview, either before or during the Committee's consideration of the item if it is listed on the agenda, or during "Public Comment" if it is not listed on the agenda. The Committee shall not act upon an item that is not listed on the agenda..

§6.3 Agenda Preparation

The NCTPA Administrative Assistant shall prepare the agenda for each meeting in consultation with NCTPA staff and the chairperson. Material intended for placement on the agenda shall be delivered to the NCTPA Administrative Assistant on or before 12:00 Noon on the date established as the agenda deadline for the forthcoming meeting. The NCTPA Executive Director may withhold placement on the agenda of any matter which is not timely received, lacks sufficient information or is in need of staff review and report prior to Committee consideration.

§6.4 Agenda Posting and Delivery

The written agenda for each regular meeting and each meeting continued for more than five calendar days shall be posted by the NCTPA Administrative Assistant at least 72 hours before the meeting is scheduled to begin. The written agenda for every special meeting shall be posted by the NCTPA Administrative Assistant at least 24 hours before the special meeting is scheduled to begin. The agenda shall be posted in a location that is freely accessible to members of the public. The agenda, together with supporting documents, shall be delivered to each Committee member, the Executive Director and General Counsel at least five days before each regular meeting and at least 24 hours before each special meeting.

§6.5 Meeting Notices

The NCTPA Administrative Assistant shall mail notice of every meeting to each person who has filed with NCTPA a written request for notice as provided in Section

54954.1 of the Government Code. The notice shall be mailed at least one week prior to the date set for the meeting. Notice of special meetings called less than seven days prior to the date set for the meeting shall be given at least 24 hours in advance.

Article VII
MISCELLANEOUS

§7.1 Adoption and Amendment of Bylaws

These Bylaws shall be adopted and amended by the Committee by the affirmative vote of a majority of its total membership and with the approval of the Board of Directors.

§7.2 Parliamentary Procedure

The rules contained in the "Standard Code of Parliamentary Procedure", by A. Sturgis, shall govern the Committee in all cases to which they are applicable and not inconsistent with the Bylaws of the Committee.



January 5, 2012
TAC Agenda Item 7
Continued From: December 1, 2011
Action Requested: ACTION

NAPA COUNTY TRANSPORTATION AND PLANNING AGENCY TAC Agenda Letter

TO: Technical Advisory Committee (TAC)
FROM: Paul W. Price, Executive Director
REPORT BY: Paul W. Price, Executive Director
(707) 259-8634 / Email: pprice@nctpa.net
SUBJECT: Transportation Sales Tax Allocations

RECOMMENDATION

That the TAC discuss and give direction on the allocation of the potential sales tax generation.

EXECUTIVE SUMMARY

The NCTPA Board, at its December Board meeting approved staffs and TAC recommendation to:

1. Undertake the development and circulation of an updated Environmental Impact Report (EIR).
2. Develop a Revenue and Expenditure Plan in concert with our member jurisdictions.
3. Develop such a Revenue and Expenditure Plan consistent with the Napa Action Committee and Technical Advisory Committees' recommendations as noted in Attachment 1.
4. Direct staff to work with legal counsel to develop proposed language for a transportation sales tax measure for NCTPA Board review.
5. Develop a cost estimate for the NCTPA Board's consideration to undertake the necessary document development and public education in advance of requesting the County Board of Supervisors placement of such a measure on a countywide ballot.

NCTPA staff is requesting that the TAC begin to take up the issue of items 2 and 3 above. The NCTPA Board has asked that these issues come back to the Board at its February 15, 2012 meeting.

FISCAL IMPACT

Is there a Fiscal Impact? Yes. The proposed action would require an investment in information and ballot preparation. The measure, if passed, would generate approximately \$11.4 million per year in today's dollars.

BACKGROUND AND DISCUSSION

The NCTPA Board has directed staff to continue to progress the potential for pursuing a transportation sales tax measure. The final determination as to whether or not to pursue the sales tax in November of 2012 will be made sometime next year. The Board has asked that staff undertake various tasks to keep the potential for the measure moving forward. Among those tasks are working with our member agencies to develop a allocation methodology based on the principals of the work that was accomplished in 2008. To begin the discussion please find attached the information that was used to develop the methodology. Once TAC has developed a concept it will be taken to the City Managers/County Executive group for discussion.

SUPPORTING DOCUMENTS

Attachments: (1) 2008 Distribution Methodology
 (2) Current Jurisdictional LSR Expenditures

Distribution Options -- April 2008

Jurisdiction	Option 1				Option 2 Based on Population 1-Jan-03	Option 3 Based on Road Miles in 2000	Option 4 Based on Sales Tax in 2002
	Based on						
	MTC 25-Year Maintenance Needs as of January 28, 2008		Non-Pavement Need				
	Total Need	Pavement Need	Non-Pavement Need				
County of Napa	\$ 577,470,923	\$ 436,639,978	\$ 140,830,945	28,200.00	449.9	\$ 7,069,380	
American Canyon	\$ 86,290,183	\$ 50,757,920	\$ 35,532,263	12,350.00	28	\$ 1,325,110	
Calistoga	\$ 25,802,978	\$ 14,051,243	\$ 11,751,735	5,225.00	16.7	\$ 620,920	
Napa	\$ 504,322,869	\$ 333,661,174	\$ 170,661,694	74,700.00	208.6	\$ 9,353,620	
St. Helena	\$ 45,189,784	\$ 31,906,467	\$ 13,283,317	6,050.00	24.1	\$ 1,927,610	
Yountville	\$ 15,541,854	\$ 8,249,662	\$ 7,292,193	3,280.00	6.8	\$ 385,850	
County Total Need	\$ 1,254,618,591	\$ 875,266,444	\$ 379,352,147	129,805.00	734.10	\$ 20,682,490	

Distribution by %

Jurisdiction	Based on				Based on Population 1-Jan-03	Based on Road Miles in 2000	Based on Sales Tax in 2002
	MTC 25-Year Maintenance Needs as of January 28, 2008						
	Total Need	Pavement Need	Non-Pavement Need				
County of Napa	46%	50%	37%	22%	61%	34%	
American Canyon	7%	6%	9%	10%	4%	6%	
Calistoga	2%	2%	3%	4%	2%	3%	
Napa	40%	38%	45%	58%	28%	45%	
St. Helena	4%	4%	4%	5%	3%	9%	
Yountville	1%	1%	2%	3%	1%	2%	
County Total Need	100%	100%	100%	100%	100%	100%	

Distribution of 70% of \$620 million (= \$434,500,000) (in 1,000s)

Jurisdiction	Based on				Based on Population 1-Jan-03	Based on Road Miles in 2000	Based on Sales Tax in 2002
	MTC 25-Year Maintenance Needs as of January 28, 2008						
	Total Need	Pavement Need	Non-Pavement Need				
County of Napa	\$ 199,990	\$ 216,757	\$ 161,304	\$ 94,395	\$ 266,287	\$ 148,514	
American Canyon	\$ 29,884	\$ 25,197	\$ 40,698	\$ 41,340	\$ 16,573	\$ 27,838	
Calistoga	\$ 8,936	\$ 6,975	\$ 13,460	\$ 17,490	\$ 9,884	\$ 13,044	
Napa	\$ 174,657	\$ 165,636	\$ 195,471	\$ 250,045	\$ 123,466	\$ 196,502	
St. Helena	\$ 15,650	\$ 15,839	\$ 15,214	\$ 20,251	\$ 14,264	\$ 40,495	
Yountville	\$ 5,382	\$ 4,095	\$ 8,352	\$ 10,979	\$ 4,025	\$ 8,106	
County Total Need	\$ 434,500	\$ 434,500	\$ 434,500	\$ 434,500	\$ 434,500	\$ 434,500	

Base Data For Distribution Options - Revised for 30 year need and PCI target of 71

Jurisdiction	Option 1	Option 2	Option 3	Option 4	Option 5
	MTC 30 Yr Need (PCI 71) 01/28/08 Pavement Need	Total Need	Population Jan-07	Lane Miles 2000	Sales Tax Source 2006-07
County of Napa	\$ 427,713,602	\$ 469,913,868	28,356	888.0	\$ 6,322,581
American Canyon	42,744,038	85,310,523	16,031	96.0	1,473,476
Calistoga	13,520,386	27,060,209	5,302	28.0	659,404
Napa	308,645,977	403,776,109	76,997	451.0	11,157,473
St. Helena	32,426,473	45,410,081	5,993	51.0	2,278,916
Yountville	7,840,396	14,421,236	3,290	16.0	552,455
Total	\$ 832,890,872	\$ 1,045,892,026	135,969	1,530.0	\$ 22,444,305

Base Data Percentages For Distribution Options

Jurisdiction	Option 1	Option 2	Option 3	Option 4	Option 5	Options 2-5
	MTC 30 Yr Need (PCI 71) 01/28/08 Pavement Need	Total Need	Population Jan-07	Lane Miles 2000	Sales Tax Source 2006-07	Averaged Equally
County of Napa	51%	45%	21%	58%	28%	38%
American Canyon	5%	8%	12%	6%	7%	8%
Calistoga	2%	3%	4%	2%	3%	3%
Napa	37%	39%	57%	29%	50%	44%
St. Helena	4%	4%	4%	3%	10%	6%
Yountville	1%	1%	2%	1%	2%	2%
Total	100%	100%	100%	100%	100%	100%

Distribution of 30 yr 1/2¢ sales tax estimated at \$434,500,000 by Option

Jurisdiction	Option 1	Option 2	Option 3	Option 4	Option 5	Options 2-5
	MTC 30 Yr (PCI 71) Need 01/28/08 Pavement Need	Total Need	Population Jan-07	Road Miles 2000	Sales Tax Source 2006-07	Averaged Equally
County of Napa	\$ 223,128,343	\$ 195,218,599	\$ 90,613,905	\$ 252,180,392	\$ 122,399,043	\$ 165,102,985
American Canyon	22,298,581	35,440,965	51,228,365	27,262,745	28,525,068	35,614,286
Calistoga	7,053,274	11,241,754	16,942,972	7,951,634	12,765,423	12,225,446
Napa	161,013,503	167,742,668	246,050,177	128,078,105	215,997,868	189,467,204
St. Helena	16,916,145	18,864,930	19,151,119	14,483,333	44,117,606	24,154,247
Yountville	4,090,154	5,991,084	10,513,463	4,543,791	10,694,994	7,935,833
Total	\$ 434,500,000	\$ 434,500,000	\$ 434,500,000	\$ 434,500,000	\$ 434,500,000	\$ 434,500,000

Distribution as Proposed in the 2006 Ballot

Jurisdiction	As Proposed in the 2006 Ballot	
County of Napa	\$ 139,380,000	39.09%
American Canyon	9,850,000	2.76%
Calistoga	10,510,000	2.95%
Napa	158,030,000	44.32%
St. Helena	31,500,000	8.83%
Yountville	7,330,000	2.06%
Total	\$ 356,600,000	100.00%

Distribution Options -- April 2008

Jurisdiction	MTC 25-Year Maintenance Needs as of January 28, 2008				Option 2 Based on Population Jan. 2007	Option 3 Based on Road Miles in 2000	Option 4 Based on Sales Tax in 2006-07
	Total Need	Option 1 Based on		Non-Pavement Need			
		Pavement Need	Non-Pavement Need				
County of Napa	\$ 577,470,923	\$ 436,639,978	\$ 140,830,945	28,356	449.9	\$ 6,322,581	
American Canyon	86,290,183	50,757,920	35,532,263	16,031	28.0	1,473,476	
Calistoga	25,802,978	14,051,243	11,751,735	5,302	16.7	659,404	
Napa	504,322,869	333,661,174	170,661,694	76,997	208.6	11,157,473	
St. Helena	45,189,784	31,906,467	13,283,317	5,993	24.1	2,278,916	
Yountville	15,541,854	8,249,662	7,292,193	3,290	6.8	552,455	
County Total Need	\$ 1,254,618,591	\$ 875,266,444	\$ 379,352,147	135,969	734.1	\$ 22,444,305	

Distribution by %

Jurisdiction	MTC 25-Year Maintenance Needs as of January 28, 2008				Based on Population Jan. 2007	Based on Road Miles in 2000	Based on Sales Tax in 2006-07
	Total Need	Based on		Non-Pavement Need			
		Pavement Need	Non-Pavement Need				
County of Napa	46%	50%	37%	21%	61%	28.2%	
American Canyon	7%	6%	9%	12%	4%	6.6%	
Calistoga	2%	2%	3%	4%	2%	2.9%	
Napa	40%	38%	45%	57%	28%	49.7%	
St. Helena	4%	4%	4%	4%	3%	10.2%	
Yountville	1%	1%	2%	2%	1%	2.5%	
County Total Need	100%	100%	100%	100%	100%	100.0%	

Distribution of 70% of \$620 million (= \$434,500,000) (in 1,000s)

Jurisdiction	MTC 25-Year Maintenance Needs as of January 28, 2008				Based on Population Jan. 2007	Based on Road Miles in 2000	Based on Sales Tax in 2006-07
	Total Need	Based on		Non-Pavement Need			
		Pavement Need	Non-Pavement Need				
County of Napa	\$ 199,990	\$ 216,757	\$ 161,304	\$ 90,614	\$ 266,287	\$ 122,399	
American Canyon	29,884	25,197	40,698	51,228	16,573	28,525	
Calistoga	8,936	6,975	13,460	16,943	9,884	12,765	
Napa	174,657	165,636	195,471	246,050	123,466	215,998	
St. Helena	15,650	15,839	15,214	19,151	14,264	44,118	
Yountville	5,382	4,095	8,352	10,513	4,025	10,695	
County Total Need	\$ 434,500	\$ 434,500	\$ 434,500	\$ 434,500	\$ 434,500	\$ 434,500	

Option 1 -- 2008 1/2 cent sales tax MTC Need

MTC 25-Year Maintenance Needs as of January 28, 2008

Jurisdiction	Total Need	Pavement Need	Non-Pavement Need
County of Napa	\$ 577,470,923	\$ 436,639,978	\$ 140,830,945
American Canyon	\$ 86,290,183	\$ 50,757,920	\$ 35,532,263
Calistoga	\$ 25,802,978	\$ 14,051,243	\$ 11,751,735
Napa	\$ 504,322,869	\$ 333,661,174	\$ 170,661,694
St. Helena	\$ 45,189,784	\$ 31,906,467	\$ 13,283,317
Yountville	\$ 15,541,854	\$ 8,249,662	\$ 7,292,193
County Total Need	\$ 1,254,618,591	\$ 875,266,444	\$ 379,352,147

Distribution by %

Jurisdiction	Total Need	Pavement Need	Non-Pavement Need
County of Napa	46%	50%	37%
American Canyon	7%	6%	9%
Calistoga	2%	2%	3%
Napa	40%	38%	45%
St. Helena	4%	4%	4%
Yountville	1%	1%	2%
County Total Need	100%	100%	100%

Distribution of 70% of \$620 million (=\$434,500)

Jurisdiction	Total Need	Pavement Need	Non-Pavement Need
County of Napa	\$ 199,990	\$ 216,757	\$ 161,304
American Canyon	\$ 29,884	\$ 25,197	\$ 40,698
Calistoga	\$ 8,936	\$ 6,975	\$ 13,460
Napa	\$ 174,657	\$ 165,636	\$ 195,471
St. Helena	\$ 15,650	\$ 15,839	\$ 15,214
Yountville	\$ 5,382	\$ 4,095	\$ 8,352
County Total Need	\$ 434,500	\$ 434,500	\$ 434,500

2008 1/2 cent sales tax MTC Need

Jurisdiction	Total Need	Pavement Need	Non-Pavement Need	Total Revenue	Total Shortfall	MTS Shortfall	MTS Pavement Shortfall	MTS Non-Pavement Shortfall
County of Napa	\$ 577,470,923	\$ 436,639,978	\$ 140,830,945					
American Canyon	\$ 86,290,183	\$ 50,757,920	\$ 35,532,263					
Calistoga	\$ 25,802,978	\$ 14,051,243	\$ 11,751,735					
Napa	\$ 504,322,869	\$ 333,661,174	\$ 170,661,694					
St. Helena	\$ 45,189,784	\$ 31,906,467	\$ 13,283,317					
Yountville	\$ 15,541,854	\$ 8,249,662	\$ 7,292,193					
County Total Need	\$ 1,254,618,591	\$ 875,266,444	\$ 379,352,147	\$ 403,000,000	\$ 851,618,591	\$ 361,000,000	\$ 289,000,000	\$ 73,000,000

Jurisdiction	Total Need	Pavement Need	Non-Pavement Need
County of Napa	46%	50%	37%
American Canyon	7%	6%	9%
Calistoga	2%	2%	3%
Napa	40%	38%	45%
St. Helena	4%	4%	4%
Yountville	1%	1%	2%
County Total Need	100%	100%	100%

Local Streets and Roads (LSR) Expenditures

	FY 10	FY 11	FY 12 (projected)	FY 12 1/2 cent generation @ 90% LSR	Distribution based on Formula*
City of Napa	\$4,793,399.00	\$6,997,044.00	\$6,705,831.00	\$4,302,926.00	42%
City of American Canyon	\$1,248,066.00	\$1,065,000.00	\$744,090.00	\$717,154.00	7%
County of Napa	\$15,466,653.00	\$16,071,369.00	\$16,955,513.00	\$4,507,828.00	44%
Town of Yountville	\$296,985.00	\$46,920.00	\$195,000.00	\$102,451.00	1%
City of Calistoga	\$334,700.00	\$298,910.00	\$315,255.00	\$204,901.00	2%
City of St. Helena	Unk	Unk	Unk	\$409,803.00	4%
TOTAL				\$10,245,063.00	

Notes:

*Formula based on population, loan miles, sales tax generation, and street condition

\$1,138,341 (annually in FY 12 dollars) for safe routes to schools, safe routes to transit, bicycle/pedestrian projects, senior transit pass buy-down and administrative costs

Administrative cost estimated at .78% (\$88,800) for 1 FTE to administer program



January 5, 2012
TAC Agenda Item 8
Continued From: May 5, 2011
July 7, 2011
October 6, 2011
Action Requested: ACTION

NAPA COUNTY TRANSPORTATION AND PLANNING AGENCY TAC Agenda Letter

TO: Technical Advisory Committee (TAC)
FROM: Paul W. Price, Executive Director
REPORT BY: Eliot Hurwitz, Planning Manager
(707) 259-8782 / Email: ehurwitz@nctpa.net
SUBJECT: Regional Transportation Plan (RTP) Project Priorities

RECOMMENDATION

That the TAC approve the recommended project list developed by the TAC subcommittee.

EXECUTIVE SUMMARY

The NCTPA TAC, at its December meeting appointed a subcommittee to recommend apportionment of Napa's allocation of regional transportation funds to 21 projects selected from the comprehensive countywide list of 52 transportation projects, using the criteria adopted by the TAC and approved by the NCTPA Board. The subcommittee was made up of:

- Eric Whan, representing the City of Napa
- Rick Marshall, representing the County of Napa
- Brent Cooper, representing the City of American Canyon
- Debra Hight, representing the Cities of St. Helena and Calistoga and the Town of Yountville

The single largest project recommended is an allocation of 42% (\$100M) of the total for overall countywide maintenance and rehabilitation of local streets and roads. The remainder is distributed among a mix of countywide and local-priority projects. Each project will also be assigned a "programmatic category" by MTC, and will henceforth be identified in formal MTC documents by the programmatic category reference. This will allow Napa countywide jurisdictions flexibility to move funds to other projects if desired in the future.

FISCAL IMPACT

Is there a Fiscal Impact? Yes. The proposed action would recommend allocation of \$240,750,000 in transportation funding over the next 25 years.

BACKGROUND AND DISCUSSION

The Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) is the 25-year regional strategic transportation plan that is revised every four (4) years. This RTP will be the first created under the SB375 rules that mandate a companion "Sustainable Communities Strategy", which must demonstrate how the RTP will achieve reductions in Greenhouse Gas emissions due to cars and light trucks. MTC issued an original unconstrained call for projects in the Spring of 2011, which NCTPA responded to with our comprehensive countywide project list. This list, if fully funded, would require \$1.2 Billion over 25 years to accomplish. Over the past 9 months, MTC has been developing a series of constrained scenarios that will guide regional project development and has given each county a budget target – for Napa it is \$240,750,000 for the planning period of this RTP. (This RTP will actually be a 28-year plan, rather than the usual 25-year plan so that it may be coordinated with the Regional Housing Needs Allocation cycle. This is a requirement of the new RTP procedures set out in SB375 that require transportation plans to show how new development will reduce GHG emissions.)

The following procedure was followed to apportion funds from the countywide allocation of \$240,750,000 taking into account the NCTPA Project Selection Criteria:

1. For the top four (4) countywide priorities, an allocation was made equal to the percentage of the original target (\$1.2B).
2. Some related projects were combined: Vine Trail/Countywide Bike and several projects in the American Canyon SR29 Corridor. Note that combining projects is for budget planning purposes only. Projects will retain their individual TIP ID numbers to be used for funding applications and programming.
3. The remaining balance was allocated to the consensus of the highest countywide priority projects, most of which were included at their full funding need.

SUPPORTING DOCUMENTS

- Attachments:
- (1) Recommended Project List
 - (2) List of MTC Programmatic Categories
 - (3) Full list of 52 Countywide Projects
 - (4) NCTPA Project Selection Criteria
 - (5) Plan Bay Area – 28-Year Revenue and Allocation Overview

2012 Regional Transportation Plan (RTP) - Napa County Program Priority List

Project	RTP ID #	Programmatic Category	Total Cost (millions)
Countywide LSR Rehab	230695	20, 24	100.05
Countywide SRTS	22417	2	6.5
Countywide Bike Programs	230527, 240612	1	18.5
Countywide Traffic Signalization	22744	15	3.3
SR29 BRT Project	240617		13
Soscol Flyover	94073		5
Airport Interchange	94075		5
29 South County Corridor Improvements	240057, 240120, 240122, 240138	25	30
1st St./Sr29 Intersection Improvements	22746	15	17
St. Helena Downtown Access	230378		2
St. Helena Signalization	230381		1.5
Devlin Rd Extension	230392		13.3
Yountville/Napa Corridor (flooding mitigation)	230508		1.3
Madison Street Bypass (Yountville)	230510		1
Napa Creek/29 Bike Underpass	240083	1	1
Green Island Road Rehab	240123	20, 24	5.8
Napa Junction Intersection Improvements	240136	15	4
St. Helena Lighted Crosswalks	240152		0.2
Lincoln Ave/SR29 Interchange Improvements	240082		3
Napa "5-Way Intersection" Improvements	240085	15	6
Petrified Forest Interchange	230518	15	3.3
TOTAL			240.75

Attachment A.2
Programmatic Categories

Programmatic categories are groups of similar projects, programs, and strategies that are included under a single group for ease of listing in the RTP/SCS. Projects within programmatic categories must be exempt from regional air quality conformity. Projects that add capacity or expand the network are not included in a programmatic category. Projects that do not fit within the identified programmatic categories are listed separately in the RTP/SCS. Programmatic categories are listed below.

1. **Bicycle/Pedestrian Expansion** (new facilities, expansion of existing bike/pedestrian network)
2. **Lifeline Transportation** (Community Based Transportation Plans projects such as information/outreach projects, dial-a-ride, guaranteed ride home, paratransit, non-operational transit capital enhancements (i.e. bus shelters). Does not include fixed route transit projects.)
3. **Transit Enhancements** (ADA compliance, mobility and access improvements, passenger shelters, informational kiosks)
4. **Bicycle/Pedestrian Enhancements** (enhancements, streetscapes, TODs, ADA compliance, mobility and access improvements)
5. **Transit Management Systems** (TransLink[®], Transit GPS tracking systems (i.e. Next Bus))
6. **Local Road Safety** (shoulder widening, realignment, non-coordinated signals)
7. **Highway Safety** (implementation of Highway Safety Improvement Program, shoulder improvements, guardrails, medians, barriers, crash cushions, lighting improvements, fencing, increasing sight distance, emergency truck pullovers)
8. **Transit Safety and Security Improvements** (Installation of security cameras)
9. **Regional Air Quality and Climate Protection Strategies** (outreach programs and non-capacity projects specifically targeting regional air quality and climate protection strategies)
10. **Local Air Quality and Climate Protection Strategies** (outreach programs and non-capacity projects specifically targeting local air quality and climate protection strategies)
11. **Regional Planning and Outreach** (regionwide planning, marketing, and outreach)
12. **Transportation Demand Management** (continuation of ridesharing, shuttle, or vanpooling at current levels)
13. **Non-Capacity Increasing Local Road Intersection Modifications and Channelization**
14. **Non-Capacity Increasing State Highway Enhancements** (noise attenuation, landscaping, roadside rest areas, sign removal, directional and informational signs)
15. **Freeway/Expressway Incident Management** (freeway service patrol, call boxes)
16. **Non-Capacity Increasing Freeway/Expressway Interchange Modifications** (signal coordination, signal retiming, synchronization)
17. **Freeway/Expressway Performance Management** (Non-ITS Elements, performance monitoring, corridor studies)
18. **Bicycle/Pedestrian Facilities Rehabilitation**
19. **Non-Capacity Increasing Local Road Rehabilitation** (Pavement resurfacing, skid treatments)
20. **Non-Capacity Increasing Local Bridge Rehabilitation/Replacement/Retrofit**
21. **Transit Guideway Rehabilitation**
22. **Transit Station Rehabilitation**
23. **Transit Vehicle Rehabilitation/Replacement/Retrofit**
24. **State Highway Preservation** (Caltrans SHOPP, excluding system management)
25. **Toll Bridge Rehabilitation/Replacement/Retrofit**
26. **Local Streets and Roads O&M** (Ongoing non-capital costs, routine maintenance)
27. **Transit O&M** (Ongoing non-capital costs, preventive maintenance)
28. **Transit Operations Support** (purchase of operating equipment such as fareboxes, lifts, radios, office and shop equipment, support vehicles)
29. **State Highway O&M** (Caltrans non-SHOPP maintenance, minor 'A' and 'B' programs)

Napa County Project Submissions - Regional Transportation Plan 2013 - Version Dated May 6 2011									
RTPID	Project Title	Programmatic Category	Project Description	Project Notes	Project Purpose	Investment Type	Mode	TotCost	
22417	Safe Routes to School bicycle and pedestrian program		Constructs bicycle and pedestrian facilities on routes to schools.	Costs and schedule for this program are being shown as lump sum. Breakdown cost and schedules will be prepared and made available in the near future.	To assure safe routes to school.	Vision	Predominantly bicycle	25	
22744	Countywide traffic signal coordination		Coordinates and interlinks traffic signals countywide.		To relieve congestion and improve travel time countywide by interlinking and coordinating signals where effective.	Vision	Major Arterial	15	
22746	Freeway/Expressway Performance Management	Freeway/Expressway Performance Management	Improves traffic circulation on Highway 29 and improves traffic flow on First Street between California and Freeway drive by installing a series of round-a-bouts		To improve traffic circulation and reduce congestion.	New Commitment	Freeway	17	
22747	Route 12/Route 29/Route 121 Intersection Improvements		Improve safety and operations at the SR 12/29/121 (Carneros) Intersection.		To decrease travel time and increase safety.	Vision	Expressway	18.5	
	Construct new southbound Route 221 to southbound Route 29 flyover (Including 94073 auxiliary lane to Route 12/Route 29)		Builds new southbound Route 221 to southbound Route 29 flyover.		To improve mobility from Route 221 to southbound Route 29 flyover.	Committed	Expressway	20	
94075	Route 12/Route 29/Airport interchange construction		Constructs an interchange at the intersection of Route 12/29/Airport Road in the County of Napa. Environmental is underway at Caltrans, funded by county RIP.		To decrease congestion, improve safety, and assure reliable access to the Napa communities.	Committed	Local Interchange	39.9	
230376	Ped/Bike Bridge crossing York Creek at Tunnel of Elms		Pedestrian/Bike crossing bridge at York Street, St. Helena at the Tunnel of the Elms		To provide a safe crossing for pedestrians and bicyclists and improve non-motorized accessibility.	New Commitment	Bicycle and pedestrian	3	
230377	Ped/Bike Bridge Overcrossing Sulphur Creek at Oak Avenue		Safety and Operational Improvement to construct Ped/Bike crossing in St. Helena, Napa County at Oak Avenue at Sulphur Creek.		To provide a safe crossing for pedestrians and bicyclists and improve non-motorized accessibility.	New Commitment	Bicycle and pedestrian	3	
230378	St. Helena Downtown Accessibility Improvement Projects		Curb cuts and additional Accessibility Improvements in St. Helena	Safety and Operations	To improve safety and accessibility in the high-traffic downtown region.	New Commitment	Bicycle and pedestrian	2	
230381	St. Helena Main Street signalization improvements Sulphur Springs to Mills		Improving signalization along Main Street, St. Helena.	Improve traffic flow through downtown	To improve operational efficiency and traffic circulation.	New Commitment	Other (please list)	2	
			Improve Intersection safety and operations -- consider roundabouts, channelization and/or signalization: Dunaweal Lane, Deer Park Road, Oakville Cross Road, Yountville Cross Road, Oak Knoll Avenue						
230387	Silverado Trail Intersection Improvements		Improve intersection safety and operations -- consider roundabouts, channelization and/or signalization: Dunaweal Lane, Deer Park Road, Rutherford Road (Route 128), Oakville Cross Road and Oakville Grade Road	Combines and expands upon RTP ID# 230387, 230388 and 230389	Improve intersection safety and operations.	New Commitment	Major Arterial	2.2	
230390	Route 29 Intersection Improvements North of Napa		Complete construction of collector road as parallel facility for Route 29 corridor	Combines and expands upon RTP ID# 230390 and 230519	Improve intersection safety and operations.	New Commitment	Major Arterial	2.3	
230392	DevIn Road extension - Airport Boulevard to Green Island Road		Construct middle turn lane and Class II bike lanes on SR 29 from Galleron Lane to the City of St. Helena.	Combines overlapping projects RTP ID# 230392 and 230486	Project will improve congestion in Napa Airport Industrial Park vicinity.	New Commitment	Collector	13.3	
230393	29 Channelization Galleron to St. Helena		Reconfigure intersection, drainage, rail crossing improvements and traffic signal at Wine Country with Interconnect to the SR29 Wine Country signal, road widening, drainage, and rail crossing improvements		To reduce congestion in north valley of Napa County.	New Commitment	Major Arterial	5.4	
230394	Solano and Wine Country Intersection Improvements		Construct improvements to reduce flooding in corridor.		To improve the efficiency of the Solano Avenue/Wine Country Avenue intersection.	New Commitment	Major Arterial	1	
230508	Napa - Yountville Corridor Improvements		Construct bypass in Yountville X-Road to Hwy 29		To improve safety and prevent flooding.	New Commitment	Major Arterial	1.3	
230510	Yountville - Madison Ave. Bypass		Eliminate 4-way stop; realign intersection and address safety issues.	Concept Approval Report approved by Caltrans	Construction of Roundabout or other Intersection Improvement to address safety and reduce congestion at SR 29 and Silverado Trail in Calistoga, Napa County.	Vision	Major Arterial	1	
230515	Intersection Improvement at Silverado Trail/Highway 29 - Calistoga		Eliminate 4-way stop; IS improvement to address deficient LOS.		To improve level of service and traffic flow.	New Commitment	Major Arterial	3.4	
230518	Petrified Forest Road/SR 128 Intersection Improvement - Calistoga		Provide Intersection Improvement to address safety issues.	Project costs are currently shown as program costs. A breakdown of cost & schedule will be provided in the near future.	Provide intersection improvement to address safety issues.	Vision	Major Arterial	1.2	
230520	Intersection Improvement at Fair Way/29 - Calistoga		Construct bypass to relieve downtown congestion; bypass on Dunaweal upgraded to state standards.			Vision	Major Arterial	6	
230523	Route 29 Bypass Alignment on Dunaweal Lane -- Calistoga		To improve and extend Fair Way as a collector from 29 to Dunaweal.		Improve and extend Fair Way as a collector from 29 to Dunaweal.	Vision	Collector	0	
230525	Fair Way extension between 29 and Dunaweal - Calistoga		Build a new Class 1 multiuse/ped/bike trail to connect all the cities.	NCTPA in partnership with all of the cities and the County of Napa has completed a feasibility study for a Class 1 Bike Trail the length of Napa County.	Build a new Class 1 multiuse/ped/bike trail to connect all the cities.	Vision	Bicycle and pedestrian	36	
230527	Napa Valley Vine Trail		Completion of upgrading of Highway 12 (Jamieson Canyon) between Napa and Solano Counties. Grade realignment, full safety barrier. Intersection at SR 12/29 in Napa County	This is Phase two of Project 94152 per Caltrans request for bifurcation of project into two phases. This is Napa's Phase II component of the Jamieson Canyon project. See #94152 for Phase I, which comprises both the Napa and Solano portions.	To improve safety and traffic circulation.	New Commitment	Expressway	21.5	
230599	Jamieson Canyon Improvements Phase 2 (Napa)		Pavement preservation projects, including overlays and surface treatments, on local streets and roads within the federal-aid highway system	Additional discretionary funding is requested beyond general programmatic allocations to help bridge street and road maintenance shortfalls	To fund rehabilitation and reconstruction of existing roads and preventive maintenance.	New Commitment	Major Arterial	460	
230695	Non-Capacity Increasing Local Road Rehabilitation	Non-Capacity Increasing Local Road Rehabilitation	Improve Intersection safety and operations -- consider roundabouts, channelization and/or signalization: Route 12/121 "Carneros Junction", South Kelly Road, Green Island Road		Improve intersection safety and operations.	New Commitment	Major Arterial	1.3	
240054	Route 29 Intersection Improvements South of Napa		Improve corridor operations -- consider widening to 6 lanes, signal synchronization, development of transit enhancements		Improve corridor operations.	New Commitment	Major Arterial	5.2	
240056	Route 221 Corridor Improvements		Improve corridor operations -- consider widening to 6 lanes, signal synchronization, development of transit enhancements		Improve corridor operations.	New Commitment	Major Arterial	12	
240057	Route 29 Corridor Improvements South of Napa		reconfigure the off and on ramps to provide for more effective congestion management		Currently, the northbound off ramp is located too close to the freeway. Moving it to the east will allow for more effective management of the traffic including adding signals at the proper spacing. Also included would be ramp modifications to the southbound on ramps	New Commitment	Local Interchange	3	
240082	Freeway/Expressway Performance Management	Freeway/Expressway Performance Management	Construct a bicycle and pedestrian undercrossing along Napa Creek		To provide a East/West connection between West Napa and downtown.	Vision	Bicycle and pedestrian	4	
240083	Bicycle/Pedestrian Enhancements	Bicycle/Pedestrian Enhancements	Improve the geometrics at the intersection of Silverado Trail/Third/Coombsville/East and Silverado Trail Improvements south of First Street		Decrease delays and vehicle idling	New Commitment	Collector	6	
240085	Silverado Trail/3rd/Coombsville/East	None							

RTPID	ProjectTitle	ProgrammaticCategory	ProjectDescription	ProjectNotes	ProjectPurpose	InvestmentType	Mode	TotCost
240120	Highway 29 Pedestrian Safety Overcrossings		Construct two or more pedestrian crossings over Highway 29	Cost estimate assumes three crossings	Reduce traffic congestion created by pedestrian and bicycle crossing of Highway 29. Improve pedestrian and bicycle safety by eliminating conflicts between bikes, peds and vehicles. Provide improved access between residential neighborhoods west of Highway 29 with public schools east of Highway 29 including new high school and future middle school. Improve access between westerly residential neighborhoods and Napa Junction shopping area.	New Commitment	Bicycle and pedestrian	19
240121	American Canyon Multimodal Transit Center		Construct transit center		The American Canyon multimodal transit center will be situated halfway between the NCTPA transit center and the Vallejo ferry terminal transit center. It will serve all modes: personal vehicles, Vine busses, pedestrians from the Towne Center residential development, the Napa Junction shopping area, cyclists traveling the three trail systems (SF Bay Trail, the Ridge Trail and the Napa Valley Vine Trail), tourists and commuters.	New Commitment	Other transit (please list)	12
240122	Highway 29 Complete Streets Improvements		Convert Highway 29 through American Canyon from a main street to a Main Street		Highway 29 is the major goods facility between the San Francisco Bay area and the world-renowned Napa Valley. It is also the main street of American Canyon and bisects the city. A major portion of the highway is surrounded by our planned development area, site of housing and businesses. It defines American Canyon to its residents, to commuters and to tourists. Converting this convention highway by using the complete streets concepts and philosophies will create a corridor that equally serves local needs while facilitation goods movement.	New Commitment	Other roadway (please list)	96
240123	Green Island Road Goods Mobility Improvements		Rehabilitate Green Island Road to improve access to Industrial park area	The project does not include the urban interchange with Highway 29 (see Project ID)	Green Island Road is the major truck and goods roadway into the Green Island Industrial Park, where several million square feet of wine warehousing for the world-renowned Napa Valley is located. Improvements are needed to provide safe and efficient truck access to the businesses and for the transport of freight goods from the California Northern Railroad switching yard to the SF Bay area.	New Commitment	Major Arterial	5.8
240125	American Canyon Bridge Safety and Rehabilitation		Make safety improvements and perform rehabilitation and preventative maintenance on local bridges		American Canyon owns and maintains roadway and pedestrian bridges that cross creeks and streams, many that were constructed decades ago by the state and county highway departments. The bridges are adequate for their current uses, upgrades to their roadway and pedestrian safety features are needed along with preventative maintenance of the creek approaches and rehabilitation of the bridge decks and railings.	New Commitment	Collector	11.5
240129	Commerce Boulevard Extension		Extend Commerce Boulevard from Eucalyptus Drive to Commerce Way		The connection of Commerce Way in the Green Island industrial park through the Clarke Ranch/Eucalyptus Grove area and to Eucalyptus Drive/ Wetlands Edge Road enables local residents who work in the industrial park non-highway access to their jobs, effectively establishing a parallel reliever route to the highway.	New Commitment	Collector	5.8
240130	Newell Drive Extension		Extend Newell Drive from Donaldson Way East to Highway 29	The project does not include the urban interchange with Highway 29 (see Project ID)	Create a parallel and alternate reliever route to Highway 29 on the eastern side of American Canyon connecting Highway 37 at Fairgrounds Drive in Vallejo to Green Island Road in American Canyon.	New Commitment	Major Arterial	23
240131	Devlin Road Extension		Extend Devlin Road from the grade-separated crossing with the California Northern Railroad south to Green Island Road		Provide a truck reliever route parallel to Highway 29 from the Green Island Industrial park to the Napa County airport including freight access to the California Northern RR switching yard.	New Commitment	Major Arterial	5.8
240136	Highway 29 Intersection Improvements at Napa Junction Road		Widen Napa Junction Road approaches at Highway 29		Unless the Napa Junction Road approaches to Highway 29 are widened and dual left-turn lanes from Napa Junction Road to NB/SB Highway 29 are constructed, year 2030 traffic congestion will reduce highway levels of service and consequently goods mobility to less than acceptable levels	New Commitment	Local interchange	4
240137	Broadway South Roadway Improvements		Widen Broadway South from the American Canyon Creek bridge crossing to southerly city limits	Project will connect American Canyon bike lanes and trail with city of Vallejo ferry terminal	The project will widen the roadway and creek crossing bridges to accommodate Class II bike lanes and sidewalks	New Commitment	Bicycle and pedestrian	4.8
240138	Highway 29 Green Island Road Urban Interchange		Replace traditional conventional highway intersection to urban interchange		Replace the traditional "button-hook" style interchange with inappropriate lane widths, superelevation and curve radii that are unsuitable for WB-50 and STAA trucks with a single-point diamond urban interchange of adequate capacity for year 2030 freight and goods movement.	New Commitment	Local interchange	27.5
240146	Mills Lane Realignment	None	Realign Mills street to align with Grayson at Hwy 29/Main St.		offset alignments cause traffic and accident problems on Hwy 29	Vision		0.2
240148	Adams/Starr extension to Silverado Trail	None	Extend Starr to Adams and Adams to Silverado		Better circulation	Vision		1
240149	SH-Oak Street Extension	None	Extend Oak Street with bridge to Grayson		Circulation	New Commitment		1
240150	Bicycle/Pedestrian Enhancements	Bicycle/Pedestrian Enhancements	Pratt Avenue Curb and Gutter Improvements		drainage	New Commitment		0.1
240151	Bicycle/Pedestrian Enhancements	Bicycle/Pedestrian Enhancements	Mitchell Ave sidewalk to Oak		Pedestrian access	New Commitment		0.1
240152	Bicycle/Pedestrian Enhancements	Bicycle/Pedestrian Enhancements	St. Helena Miscellaneous Lighted Crosswalks	Five intersections	Pedestrian and Bicycle Safety	New Commitment	Bicycle and pedestrian	0.5
240612	Bicycle/Pedestrian Expansion	Bicycle/Pedestrian Expansion	Build out countywide "primary bicycle network"	As described in Countywide bike plan update 2011, including updates to the 6 local jurisdictional bike plans	Provide base Infrastructure to increase bicycling to 10% of countywide trips	New Commitment	Bicycle and pedestrian	85
240613	Transit Enhancements	Transit Enhancements	Napa Countywide Park and Ride lots - four lots adjacent to SR 29 between Calistoga and American Canyon		Provide opportunities for patrons to more easily use the countywide transit system by parking cars in strategically located lots	New Commitment	Other transit (please list)	4
240615	Classroom Based Bicycle Education in Public Schools		Provide 2-week classroom education program to all 3rd and 4th grade students in Napa County		Increase bicycle ridership throughout Napa County starting with youth.	New Commitment	Bicycle and pedestrian	5
240617	SR29 Reconfiguration Napa Junction to Vallejo Ferry including BRT system	None	Create new road and transit configuration on SR 29 through American Canyon with connectivity to the Vallejo Ferry, including BRT, potential HOV, and other roadway innovations	SR29 in south Napa County is the principle transportation challenge in Napa in the coming decade. This project will provide a comprehensive solution.	Relieve congestion, provide alternative transportation options, serve local community needs	New Commitment	Bus rapid transit	60
								1107.2

NCTPA Project Selection Criteria

Review by TAC - April 7, 2011

1. Project fulfills an identified need including: <ul style="list-style-type: none">• Maintenance• Safety• Land Use• Support for Alternative Mode• Goods Movement	50 Points
2. Project is consistent with regional/ plans and meets MTC criteria.	40 Points
3. Adjoining Highway System	5 Points
4. Project is time sensitive?	5 Points

Jurisdictions with a "credit balance" in the countywide accounting will be credited with such a balance in the choice of projects.

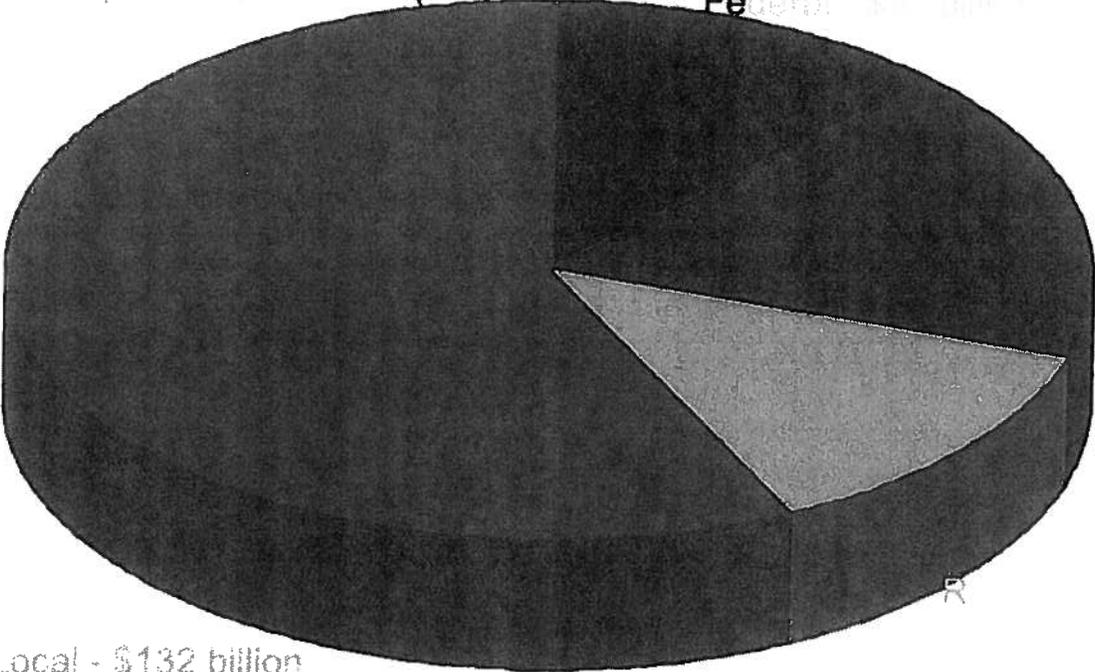
Plan Bay Area 28-Year Revenue

\$254 Billion Plan Revenue

Anticipated - \$14 billion (6%)

Federal - \$10 billion (4%)

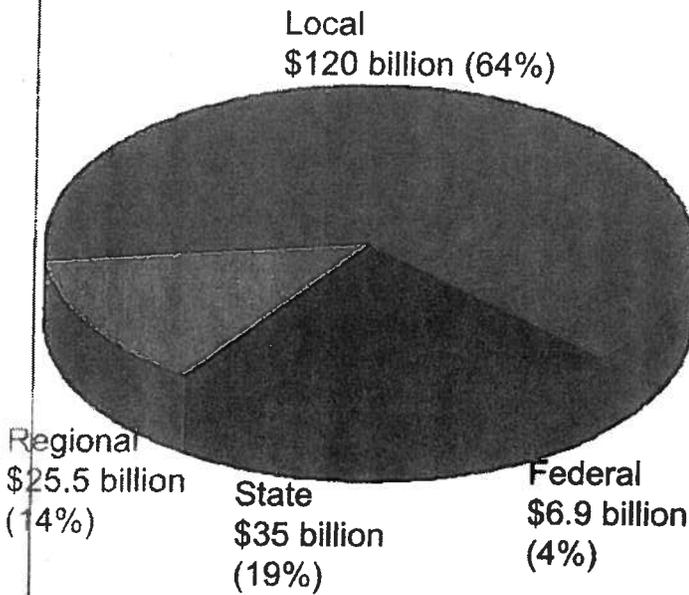
State - \$45 billion (18%)



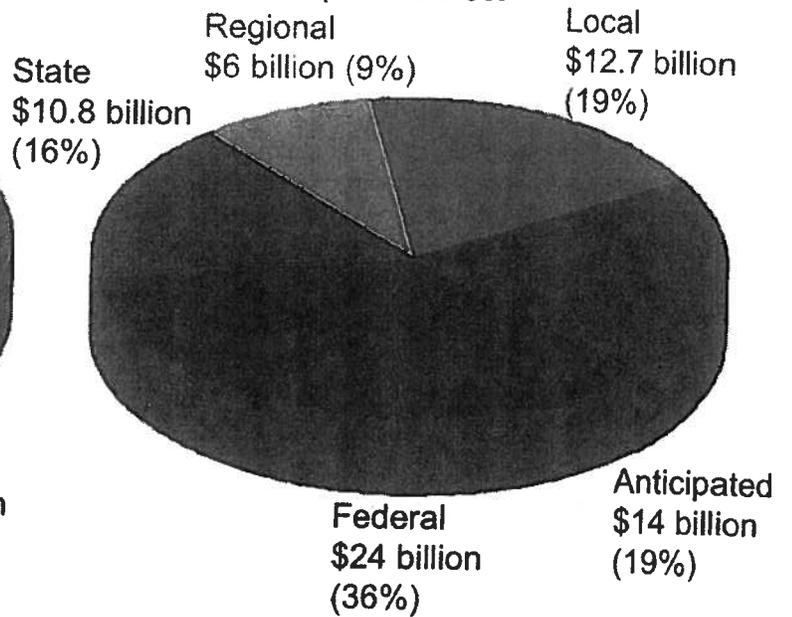
Local - \$132 billion (52%)

Plan Bay Area Committed vs. Discretionary Revenue

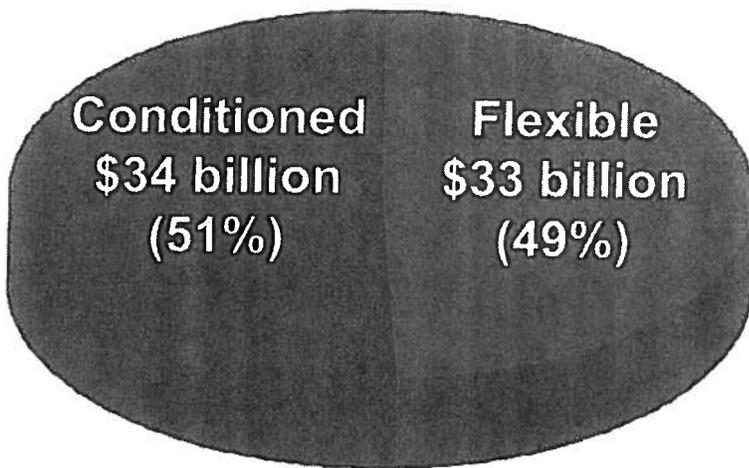
Committed Revenue \$188 Billion



Discretionary Revenue \$67 Billion



Discretionary Revenue (\$67 Billion): Flexible vs. Subject to Conditions



Funds Subject to Conditions	\$ in billions
FTA 5307 Urbanized Area Formula	\$16
FTA 5309 Fixed Guideway	
FTA 5311 Non-urbanized	
FTA 5316 JARC,	
FTA 5317 New Freedom	
AB 1107 ½ cent sales tax	\$2.5
Transit Toll	\$0.7
TDA/STA Population	\$15
Total	\$34
Flexible Funds	\$ in billions
STP/©MA©	\$7
STIP	\$9
New Bridge Tolls	\$3
Anticipated	\$14
Total	\$33

4

Attachment A
Plan Bay Area Funds
\$ in thousands

County	RTIP*	STIP TE	Registration Fees	STP/CMAQ**	Total Funds	Sales Tax (Reauthorization)
Alameda	\$ 1,307,811	\$ 225,765	\$ 380,391	\$ 594,284	\$ 2,508,251	\$ 4,365,252
Contra Costa	\$ 817,577	\$ 143,704	\$ -	\$ 445,713	\$ 1,406,994	\$ 861,162
Marin	\$ 247,999	\$ 44,528	\$ 140,637	\$ 89,143	\$ 522,307	\$ 494,078
Napa	\$ 154,829	\$ 26,511	\$ -	\$ 59,428	\$ 240,768	\$ -
San Francisco	\$ 636,146	\$ 118,293	\$ 149,137	\$ 356,570	\$ 1,250,145	\$ -
San Mateo	\$ 661,870	\$ 120,749	\$ 222,753	\$ 237,714	\$ 1,243,087	\$ 766,125
Santa Clara	\$ 1,495,420	\$ 264,932	\$ 473,922	\$ 772,569	\$ 3,006,844	\$ 1,285,688
Solano	\$ 368,937	\$ 68,580	\$ -	\$ 207,999	\$ 645,516	\$ -
Sonoma	\$ 478,176	\$ 83,008	\$ -	\$ 207,999	\$ 769,183	\$ 198,370
Total	\$ 6,168,765	\$ 1,096,069	\$ 1,366,841	\$ 2,971,419	\$ 11,603,094	\$ 7,970,676

* May not yet exclude all RTIP funds assigned to committed projects

** Based upon OneBayArea Grant Proposal



January 5, 2012
TAC Agenda Item 9
Continued From: NEW
Action Requested: ACTION

NAPA COUNTY TRANSPORTATION AND PLANNING AGENCY TAC Agenda Letter

TO: Technical Advisory Committee (TAC)
FROM: Paul W. Price, Executive Director
REPORT BY: Eliot Hurwitz, Planning Manager
(707) 259-8782 / Email: ehurwitz@nctpa.net
SUBJECT: Napa Countywide Bicycle Plan

RECOMMENDATION

TAC approve the new Napa Countywide Bicycle Plan and recommend its adoption by the NCTPA Board.

EXECUTIVE SUMMARY

The Napa Countywide Bicycle Plan presents a cooperatively developed 25-year vision for building a complete bicycling system for our community. It presents a carefully chosen set of specific goals, objectives, and policies to guide the ongoing evolution of that system.

This Plan has two major elements:

1. A specific set of existing and proposed Class I, II and III bikeways, presented on a set of maps and a linked set of data tables that describe the routes, including their beginning and end points.
2. A set of supportive policies and programs designed to make maximum safe use of existing routes, and to promote turning "proposed" routes into reality.

FISCAL IMPACT

Is there a Fiscal Impact? Yes. Adoption of the Napa Countywide Bicycle Plan will qualify NCTPA and all Napa jurisdictions for various funding opportunities. The Plan also sets project priorities.

BACKGROUND AND DISCUSSION

The Napa Countywide Bicycle Plan was last updated in 2003. The new plan has been developed at a time when there has been a strong surge of interest in bicycling in Napa County, as well as in the Bay Area Region, the nation and the world. New programs, systems and technologies have been emerging month by month, spurred on by an intention to reduce greenhouse gas emissions, to promote more active, healthy transportation options, to reduce traffic congestion, and to provide connections between our communities.

NCTPA has adopted a long range strategic goal of having 10 percent of all trips made by bicycle in Napa County. This new Napa Countywide Bicycle Plan is one way NCTPA looks to accomplish this goal in close partnership with the governments, non-profit organizations, and citizens of our community.

This Plan is presented in two parts:

1. The Countywide Overview, which describes elements that are common to all six Napa jurisdictions. The Overview covers:
 - Vision and Goals
 - Background and Partners
 - Objectives and Policies
 - Existing Conditions
 - The Recommended Bicycle System
 - Implementation
2. Six jurisdiction specific planning documents, one each for the Cities of American Canyon, Napa, St. Helena and Calistoga, one for the Town of Yountville and one for Napa County.

The Plan has been developed over the past year with active participation of several key groups: the staff of each City, Town and County; the local bicycle committees, made up of citizens appointed by the local governments; the general cycling community, which has been invited to all planning meetings; and the public at large, which was invited to two "bicycle summits" held at key points in the development of the Plan.

Ongoing revisions and updates to this plan will be coordinated by the NCTPA Bicycle Advisory Committee. Changes to existing and planned routes will be brought to each monthly BAC meeting. The BAC will then forward recommended changes to the TAC for their sign off. Once this has been done, changes will be made to the route database and associated GIS map. New maps, incorporating the years changes, will be produced each January.

SUPPORTING DOCUMENTS

- Attachments:
- (1) Countywide Bicycle Plan – Executive Summary
 - (2) Map Set: Existing and Proposed Bicycle Network

Additional documents available online at www.nctpa.net/bikeplans

(3) Countywide Bicycle Plan with Appendices

(4) Six Individual Bicycle Plans (one for each jurisdiction)

NCTPA Countywide Bicycle Plan



Prepared for



Napa County Transportation & Planning Agency



City of American Canyon



City of St. Helena



City of Calistoga



Town of Yountville



City of Napa



County of Napa

Submitted by

Whitlock & Weinberger Transportation, Inc.

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December 2011

Executive Summary

This Napa Countywide Bicycle Plan presents a cooperatively-developed 25-year vision for building a complete bicycling system for our community. It also presents a carefully chosen set of specific goals, objectives, and policies to guide the ongoing evolution of that system.

Napa County, with its varied terrain, beautiful scenery, and mild weather is ideal for both practical and recreational cycling. Cities in the County are relatively flat and compact, characteristics that are optimal for intra-city commute and utilitarian trips. Currently, inter-city travel on the valley floor via bicycle can be challenging because of the distance between the cities, limited connections, and roads with high-speed traffic. Outside of the cities and valley floor, the County's mountains, valleys, and scenery provide a "world class" experience that is a physically challenging and attractive for recreational cyclists.

This Plan has been developed at a time when there has been a strong surge of interest in bicycling in Napa County, as well as in the Bay Area Region, the nation and the world. New programs, systems and technologies have been emerging month by month, spurred on by an intention to reduce greenhouse gas emissions, to promote more active, healthy transportation options, to reduce traffic congestion, and to provide connections between our communities. The Napa Vine Trail Coalition, dedicated to creating a Class I Multi-use Path the full length of Napa Valley, has emerged as a popular community organization, made up of 27 of the county's most influential non-profit and government groups. The Napa Bicycle Coalition, recently re-named "Napa Bike," has energized the cycling community to become an even more active participant in the development of cycling resources in the county. The local "Safe Routes to School" program has been expanding rapidly, now serving schools throughout Napa County. The Napa County Transportation and Planning Agency (NCTPA) has adopted a long range strategic goal of having 10 percent of all trips made by bicycle in Napa County. This new Countywide Bicycle Plan is one way that NCTPA looks to accomplish this goal, in close partnership with the governments, non-profit organizations and citizens of our community.

This Plan is made up of two major elements:

1. A specific set of existing and proposed Class I, II and III bikeways, presented on a set of maps and a linked set of data tables that describe the routes, including their beginning and end points.
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The Plan has been developed over the past year with active participation of several key groups: the staff of each City, Town and County; the local bicycle committees, made up of citizens appointed by the local governments; the general cycling community, which has been invited to all planning meetings; and the public at large, which was invited to two "bicycle summits" held at key points in the development of the Plan.

A Bicycling Vision and Goals for Napa County

Vision

There will be a comprehensive, interconnected bicycle system throughout Napa County, including connections to the rest of the Bay Area region. There will also be development patterns and programs that will support access to this system and provide people with safe, convenient and enjoyable. Bicycling is common for everyday trips and recreation, contributing to the quality of life in Napa and the health, safety and welfare of its residents, workers and visitors. Napa is known as a bicycle friendly community, achieving the highest level of certification from the League of American Bicyclists, with a “world class” bicycling system.

Goals

Principal Goal – To develop and maintain a safe and comprehensive countywide bicycle transportation and recreation system that provides access, opportunities for healthy physical activity, and reduced traffic congestion and energy use. Policies, programs and projects work together to provide safe, efficient and enjoyable opportunities for bicyclists of all types, ages, and abilities to access public transportation, school, work, recreation areas, shopping and other activity centers, and residential neighborhoods, and to connect Napa jurisdictions to each other and the region.

Goal from the NCTPA Strategic Plan, “Napa’s Transportation Future” – Increase the percent of countywide trips made by bicycle to 10 percent.

Background and Partners

Relationship to Local Plans and Other Relevant Land Use, Transportation, Air Quality, and Energy Planning Efforts

Implementation of the NCTPA Countywide Bicycle Plan will require coordination, consistency, and cooperation amongst numerous jurisdictions and agencies with varied interests that implement policy and maintain regulatory authority over land-use and transportation decisions within and immediately adjacent to Napa County. Local bicycle plans in American Canyon, Calistoga, Napa, St. Helena, Yountville, and the County of Napa supplement this overview document and comprise the Napa Countywide Bicycle Plan. Additionally, there are a number of federal, state, regional, county, and local agencies that have developed plans, programs, directives, policies, and regulations related to funding, planning, designing, operating, maintaining, and using transportation systems and bicycle facilities. These agencies and their plans, policies, and supporting information have been evaluated for coordination, consistency, and conformance with this Plan as identified by Caltrans and stipulated in the Streets and Highways Code Section 891.2. Relevant documents, policies, and supporting information are summarized and provided in Appendix A.

Bicycle Plan Development and Public Participation

The Bicycle Plan was developed over an 18-month period in 2010/11. The Plan was prepared by a consulting team working closely with NCTPA staff, a Project Steering Committee, local agency staff, Bicycle Advisory Committees or other responsible groups from the County and Napa’s cities, stakeholders, and the public and interested citizens. The 2011 Napa Countywide Bicycle Plan builds upon the efforts of the 2003 Plan and integrates new projects, partnerships, concepts, and programs.

Public participation was an important component in the development of the Countywide Bicycle Plan. The NCTPA and plan participants solicited public input on existing conditions for bicyclists, potential improvement projects and programs, and site-specific issues such as safety concerns, access, connectivity, bicycle parking, and other items needed to improve conditions for bicyclists.

Implementing Partners



Implementation of the Countywide Bicycle System and encouragement of its use is a responsibility shared by all government agencies and jurisdictions in the Plan Area. It relies not only upon the development of good plans, but commitment at each level of government to support bicycle projects and programs. Whereas each agency has a different level of responsibility for building capital facilities, the implementation of education and encouragement programs is a responsibility shared fairly equally among all agencies.

- Cities and County
- Napa County Transportation Planning Agency
- Metropolitan Transportation Commission
- California Department of Transportation (Caltrans)
- Regional Trail Agencies
- Transit Agencies
- Private Developers
- Local Advisory Committees
- Napa County Health and Human Services Agency
- Napa County Office of Education, School Districts, and Schools

Objectives and Policies

In addition to the countywide policies indicated below, each jurisdiction may choose to identify additional local policies. These additional policies are shown in the jurisdiction-specific plans that accompany this countywide overview. (Full text of all policies, including responsible agencies, is contained in the body of the Plan – pages 9-14)

Objective 1.0: The Countywide Bicycle Network

Establish a comprehensive, safe, connected countywide bicycle transportation and recreation system to support increases in bicycle trips made throughout the County to 10 percent of all trips by 2035.

Policies

- 1.1 Develop and maintain a local and countywide bicycle transportation and recreation network that connects Napa's neighborhoods and communities . . .
- 1.2 Develop and maintain contiguous north-south and east-west Class I pathways . . .
- 1.3 . . . ensure that all transportation projects on designated bicycle routes include, enhance or maintain bicycle transportation facilities.
- 1.4 . . . cooperatively with all responsible departments and agencies . . . to close existing gaps in facilities and ensure the network is funded, designed, constructed, and maintained.
- 1.5 Consider the needs of all types of bicyclists
- 1.6 Establish and/or maintain local and countywide bicycle advisory committees

Objective 2.0: Design

Utilize accepted design standards and "best practices" to facilitate completion of a connected bicycle system that is safe, convenient and enjoyable to use.

Policies

- 2.1 (use standard official guidelines) as well as evolving “best practices”
- 2.2 . . . assure that all approaches to signalized intersections include bicycle detection devices . . .
- 2.3 Provide consistent enhanced crossing features at uncontrolled intersections with Class I trails.
- 2.4 Where standard Class II bike lanes are infeasible under current conditions, consider innovative approaches to safely accommodate bicycles . . .
- 2.5 Install way-finding signage, markers, and stencils on off-street paths, on-street bikeways, local Class III routes, and State Routes . . .
- 2.6 Improve safety and access for bicyclists at all at-grade railroad crossings . . .

Objective 3.0: Multimodal Integration

Develop and enhance opportunities for bicyclists to easily access public transit and other transportation resources.

Policies

- 3.1 Require transit providers to provide and maintain convenient and secure bike parking facilities . . .
- 3.2 Require local and regional transit agencies to accommodate bicycles on all transit vehicles . . .
- 3.3 Plan for additional bicycle storage capacity on transit vehicles . . .
- 3.4 Consider a “Safe Routes to Transit” program that prioritizes bicycle and pedestrian access to transit stops and centers . . .
- 3.5 Encourage the development of “staging areas” as a component of trail development and other bikeway projects . . .
- 3.6 Develop strategies and work with private landowners/businesses to provide bicycle parking at strategic locations . . .

Objective 4.0: Comprehensive Support Facilities

Ensure development of comprehensive support facilities for bicycling such as short- and long-term bicycle parking, end of trip amenities, bicycle staging areas, repair stations, and other resources such as bicycle maps, guide information, and on-line tools.

Policies

- 4.1 Require adequate . . . bicycle parking for non-residential uses as required in local standards.
- 4.2 Provide adequate short-term bicycle parking and long-term bicycle storage for transportation centers . . .
- 4.3 Work with businesses and private property owners to provide bicycle parking at existing employment, retail, and commercial sites . . .
- 4.4 Encourage employers to provide secure indoor and/or covered bicycle parking for their employees . . .
- 4.5 Encourage major employers to provide shower and locker facilities for workers . . .
- 4.6 Encourage local school district to provide well located, secure bicycle parking at schools. [NCTPA, cities, towns, County]
- 4.7 Design Class I Trails to incorporate high-visibility crossing treatments, pedestrian scale lighting, street furniture, drinking fountains, interpretive elements, and other amenities . . .

Objective 5.0: Safety and Security

Create a countywide bicycle system that is perceived to be safe for bicyclists of all types and age groups, and work to reduce collisions involving bicyclists by 50 percent by the year 2035. (Use 2008 collision data as the baseline for analysis and perform periodic progress evaluations at 5-year intervals to benchmark progress.)

Policies

- 5.1 Coordinate the delivery of bicycle Safety Education Programs to schools . . .
- 5.2 Focus on improving safety at intersections . . .
- 5.3 Focus on improving safety at railroad crossings . . .
- 5.4 Safety improvements in the vicinity of schools, major public transit hubs, civic buildings, shopping centers, and other community destinations shall be given a high priority for implementation.
- 5.5 Improve ongoing collection and analysis of collision data . . .
- 5.6 Promote targeted enforcement of violations that focus on primary collision factors . . .

Objective 6.0: Land Use

Support and strengthen local land use policies for compact, mixed use development in appropriate areas, and for designing and constructing bicycle facilities as part of new development projects.

Policies

- 6.1 Condition discretionary projects to provide needed bicycle improvements . . .
- 6.2 In accordance with CEQA Guidelines, projects that could result in the loss of existing bicycle facilities or jeopardize future facilities included in this Plan must be mitigated.
- 6.3 Encourage school districts to participate in providing safe and continuous bicycle and pedestrian connections from surrounding neighborhoods . . .

Objective 7.0: Education and Promotion

Develop programs and public outreach materials to promote safety and the positive benefits of bicycling.

Policies

- 7.1 Develop and implement a multimedia countywide bicycle and pedestrian safety and education campaign . . .
- 7.2 Expand the delivery of Safe Routes to Schools curriculum to all elementary and middle schools annually . . .
- 7.3 Educate law enforcement personnel, agency staff, elected officials, and school officials about the benefits of non-motorized transportation, and the safety needs of bicyclists and pedestrians.
- 7.4 Develop and maintain a public bikeway map and user guide . . .
- 7.5 Distribute bicycle and pedestrian safety, educational, and promotional materials . . .
- 7.6 Encourage events that introduce the public to bicycling and walking . . .
- 7.7 Encourage major employment centers and employers to facilitate commuting by bicycle . . .

Objective 8.0: Planning

Continue to update and integrate bicycle-related transportation projects into land use and recreation plans and roadway improvement projects.

Policies

- 8.1 The countywide and/or local Bicycle Advisory Committee (BAC) shall be responsible for advising staff and decision makers on the ongoing planning and coordination of the countywide bicycle transportation system.
- 8.2 Update and adopt the Bicycle Plan in accordance with the California Bicycle Transportation Act, and to coordinate with Regional Transportation Plan updates.
- 8.3 Participating jurisdictions shall update their general plans to incorporate the key contents of this Bicycle Plan.

- 8.4 Consider local and the Countywide BAC as a resource to review roadway improvement projects,
- 8.5 Proactively seek new opportunities for acquisition of . . . rights-of-way . . . for the development of new Class I multi-use pathways . . .
- 8.6 . . . maintain on-street bikeways where off street pathways or alternative routes are proposed. Existing bikeways should not be altered or eliminated without consulting local bicycle advisory committees.
- 8.7 . . . assign staff to assume bicycle coordination duties to oversee implementation of the Countywide Bicycle Plan and coordinate activities between affected departments . . .

Objective 9.0: Maintenance

Maintain and/or improve the quality, operation, and integrity of bicycle infrastructure.

Policies

- 9.1 Maintain geometry, pavement surface condition, debris removal, markings, and signage . . . to the same standards and condition as the adjacent motor vehicle lanes.
- 9.2 Develop or retain a maintenance reporting system with a central point of contact to report, track, and respond to routine bicycle maintenance issues . . .
- 9.3 Require that road construction projects minimize their impacts on bicyclists through the proper placement of construction signs and equipment, and by providing adequate detours . . .
- 9.4 Consider bicycle safety in the routine maintenance of local roads and seek to, at a minimum . . .
 - Trim vegetation . . .
 - Clear debris . . .

Objective 10.0: Funding

Work to maximize the amount of funding to implement bicycle projects and programs throughout the county.

Policies

- 10.1 Seek varied sources of funding, . . .
- 10.2 Encourage multi-jurisdictional funding applications . . .
- 10.3 Promote the availability of adequate regional, state and federal funding sources . . .

Existing Conditions

Issues, Opportunities, and Constraints

There are a variety of challenges associated with the planning and development of bicycle facilities throughout Napa County. General challenges are listed below and include:

- Limited Local Funds
- Limited Right-of-Way
- Public Support and Perception
- Physical Barriers
- Accommodating Bicyclists on Rural Highways, Arterials, and Roadways
- Railroad Tracks
- Narrow Bridges
- Traffic Signal Detection
- Construction Zones
- Plan and Policy Support
- Routine Consideration
- Bikeway Continuity
- Maintenance
- Bicyclists come in all Sizes, Ages, Skill Levels and Degrees of Confidence
- Real and Perceived Safety Concerns
- Lack of Respect between Motorists and Bicyclists
- SR 29 Divides Napa's Communities
- Limited North-South and East-West Connections
- Distance Between Communities
- Visitors and Tourism

Existing Bicycle Programs

There are a variety of existing entities and programs throughout Napa County that work to support and promote bicycling. Existing activities are aimed at improving the safety and convenience of getting around by bicycle and boosting ridership levels. Some of these existing programs have been in place for years, while others such as the County Office of Education Safe Route to Schools Program are relatively new. In some cases, the programs are city or county funded; in others, they are non-profit or volunteer run. Many of the existing programs are delivered on a by-request basis, rather than annually or at regular intervals. Further, there is little coordination amongst existing programs or entities, which tends to limit the delivery and impact of the efforts. Existing entities that provide support programs and/or current activities include:

- Napa County Bicycle Coalition – Napa Bike
- Napa Valley Vine Trail Coalition
- Napa County Office of Education
- Napa Valley Car Free
- Napa County Health and Human Services Agency Activities
- Street Smarts Traffic Safety Campaign
- Eagle Cycling Club
- Focused Law Enforcement Activities
- Bicycle Fairs, Races, and Community Events
- Bike to Work Day/Month Activities
- Bicycle Tours
- Bicycle Maps

Existing Bikeway Network

Primary Bikeway Network

A new element of this planning effort has been the designation of a countywide Primary Bikeway Network – a continuous countywide network of on- and off-street bikeways that extends between and through communities. The Primary Bikeway Network consists of a selection of existing and proposed Class I, Class II, and Class III bikeways that provide inter-city and inter-county routes along with connections to other transportation modes, major destinations, jobs, neighborhoods, recreation, and local bicycle networks. The network typically includes a north-south and east-west route through each community. The intention of the network is to focus and collaborate on a set of basic routes that will provide access to major destinations and activity areas.

Bikeways Inventory (Maps, Database, Description)

The Countywide Bikeway Network consists of Class I multi-use paths, Class II bike lanes, and Class III bike routes and bicycle boulevards. A comprehensive inventory of existing bikeways is provided in tabular format by jurisdiction within the local agency plans. Existing bikeways are shown on the bikeway maps, Figures I through II.

Safety Plan

Bicycle Collisions and Safety Analysis

This section addresses safety conditions for bicyclists and includes a review of the California Office of Traffic Safety's (OTS) collision rankings, the Statewide Integrated Traffic Records System, Seasonal Trends in Napa County, an understanding of the limitations of bicycle collision reporting, an analysis of bicycle collisions throughout the County for the most recent 10 years for which collision data was available at the time of the analysis, identification of the top ten collision locations throughout the County by intersection and segment, and a review of urban and rural bicycle crash types.

Safety, Education, Encouragement, and Enforcement Programs

The Countywide Bikeway Network has been planned to provide safe, convenient access for all types of bicyclists to destinations throughout Plan Area. Like all other modes of transportation, the system and its network of facilities must be used appropriately to maximize the safety of all users, bicyclists, pedestrians, and motorists alike. To help minimize safety risks, it is imperative that bicyclists and motorists follow basic traffic laws. For bicyclists, this includes activities such as riding in the correct direction, stopping at stop signs and traffic signals when the light is red, riding predictably, and taking proper measures to be visible day and night; and for motorists yielding to turning bicyclists, passing with care, and not driving or parking in designated bicycle lanes, to name a few behaviors for both.

Recommended Bicycle System

Proposed Bikeway System

The proposed bikeway system consists of an interconnected network of Class I pathways, Class II bike lanes, and Class III bike routes to complete both the local and primary countywide bikeway networks, along with various safety enhancements, bicycle support facilities, and programs designed to improve safety and encourage bicycling.

The local and primary bikeway networks have been planned to link residents, visitors, and bicyclists of all ages and types between residential areas and community destinations including schools, parks, shopping, civic buildings, employment centers, and regional trails and bikeways.

While the projects in this Plan have received a preliminary feasibility evaluation, engineering and environmental studies will be required prior to project implementation to determine project specific issues such as right-of-way impacts, traffic operations, parking impacts, and/or environmental issues.

Programs

The bikeway system must be comprised of more than just bikeways to realize increases in the number of people who choose to bicycle, and to achieve the community benefits associated with an increase in bicycle trips and a reduction in vehicle miles traveled. Therefore, in addition to the construction of bicycle facilities and supporting infrastructure, it is critical that steps be taken to mainstream bicycling as a viable transportation option. To raise the awareness level of the rights and responsibilities of bicyclists and motorists and to forge a higher level of understanding between those on our roads and paths, a variety of education, encouragement, and enforcement activities are recommended.

- Education and Awareness
- Countywide Traffic Safety Campaign
- Share the Road Campaign
- Bicycle Ambassadors
- Bike Share Programs
- Local Agency Bicycle Fleets
- Education and Encouragement Activities
- Signing Program
- Countywide Bicycle Parking Program
- Maintenance Monitoring and Reporting System

Implementation

This section identifies the activities and actions that are necessary to implement the physical improvements, facilities, and programs contained in this Plan, along with the estimated costs for the proposed improvements, maintenance requirements, and funding and financing strategies.

Successful implementation of the projects and programs contained in the Bicycle Plan will require ongoing cooperation within and amongst the NCTPA, local agencies, and various stakeholders including other public agencies and bicyclists. The planning horizon for the projects identified in this plan is the year 2035.

Implementation of the projects in this plan will occur incrementally in a variety of ways. Many projects will be incorporated into local agency's Capital Improvement Program (CIP) processes and will be implemented as the CIP projects get funded. Others can happen as part of regular maintenance and operations practices and road resurfacing projects. Development and/or redevelopment in some areas will present a significant opportunity to implement some of the recommendations of this Plan.

Amending the Countywide Bicycle Plan and Maps between Updates

NCTPA will update the map of existing and proposed bikeways each year in January important changes may be made more frequently if required. The NCTPA Bicycle Advisory Committee (BAC) meets monthly on the fourth Monday of each month and will review submitted requests for changes.

Project Costs

Construction costs for bicycle infrastructure are presented in Table i. The costs below are for planning level estimates. They are unit costs for construction and do not include contingencies, design, environmental analysis, administrative costs, right-of-way acquisition, or inflation factors.

**Table i
Construction Cost Assumptions for Bikeway Improvements**

Capital Project	Unit	Cost
Class I: Multi Use Trail		
Construct Multi-Use Pathway	Mile	\$550,000
Rehabilitation	Mile	\$125,000
Class II: Bike Lanes		
Install Signs, Striping, & Stencils	Mile	\$30,000
Reconfigure Roadway Striping, add Bike Lanes	Mile	\$75,000-\$90,000
Class III: Bike Route		
Install Signing (Up to 10 signs per mile)	Mile	\$2,500
Bicycle Boulevard (Signing and Stencils Only)	Mile	\$4,500
(Traffic Calming Treatments)	Each	\$2,000-\$60,000

Program Costs

This plan includes a variety of collaborative programmatic improvements and actions that will help achieve the vision of increased bicycling throughout Napa County and bicycle safety improvements for each community. The programs and actions are important to help realize Plan vision and safety enhancements and should be implemented as soon as time and funding resources are available. Costs for individual programs and actions are highly variable and dependent upon the scope and scale of actions. Table 5 identifies the primary programmatic improvements, which are defined in greater detail in earlier sections, includes a range of estimated costs, a potential lead agency, likely partner agencies, and potential funding sources.

Funding Resources

This section provides an overview of funding mechanisms available to implement the bicycle projects and programs contained in this plan. Due to its dynamic nature, transportation financing is complex.

Implementation of bicycle facilities, improvements, and programs is made possible by a wide variety of funding sources including Federal, State, Regional, and Local Governmental sources, private sector development and investment, and community, special interest and philanthropic organizations.

Federal, State, Regional, and Local Governmental Sources

Transportation funds are divided into myriad funding programs. In general, federal funds are used for capital projects. State funds are used for new capital projects too, but also cover maintenance costs. Regional and local funds are the most flexible, and may be used for capital project, maintenance, and operational costs, and programmatic improvements.

The primary implementers of infrastructure projects are city and county public works departments. Project selection is typically based on planning processes involving public participation. Additionally, schools and school districts can be project implementers.

Private Sector Development and Investment

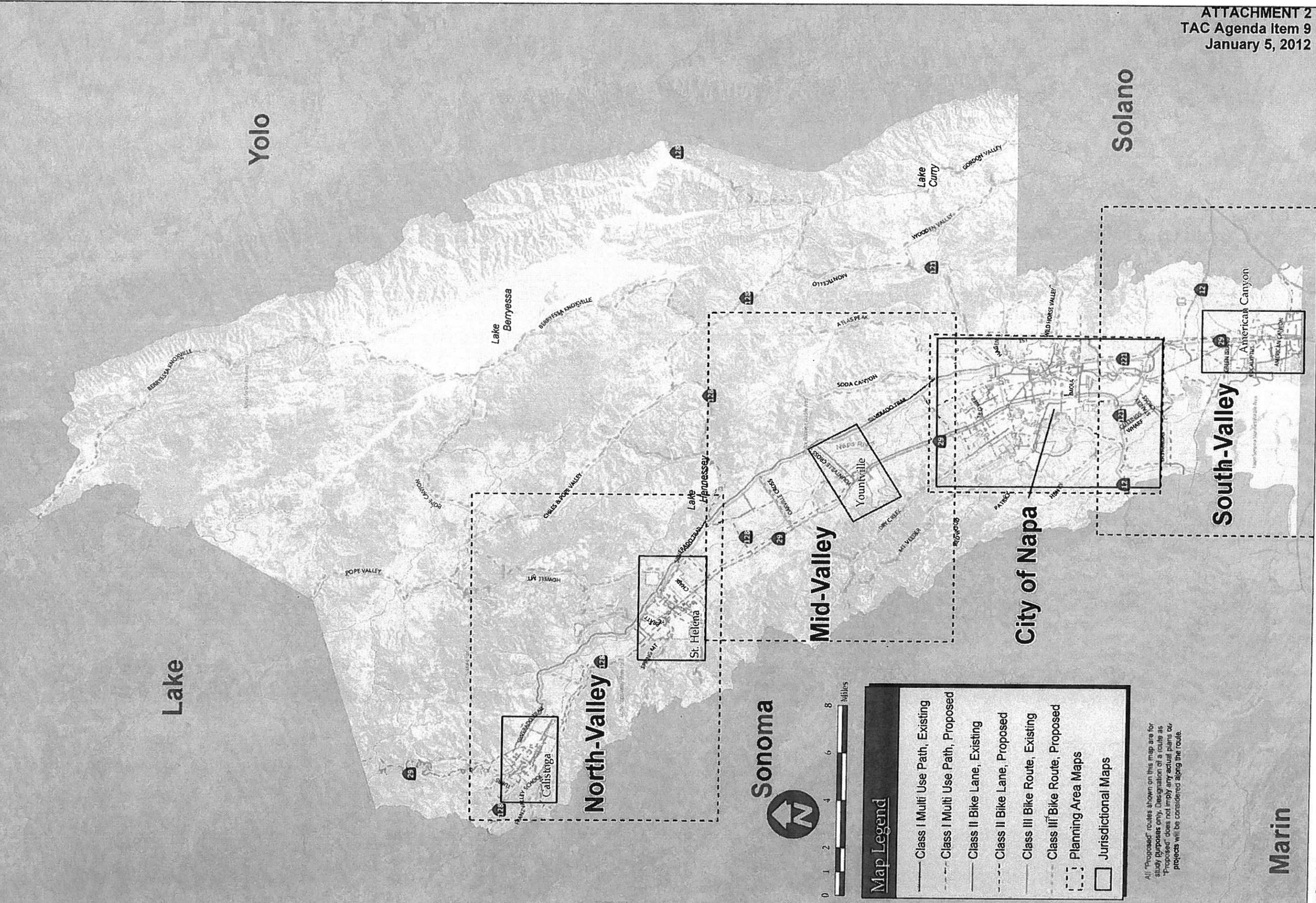
Private sector development and investment play an important role in funding non-motorized infrastructure. Many newer housing and retail developments throughout Napa County have been planned, or required, to include sidewalks, pathways, and bicycle facilities. Private development is expanding its focus on "smart growth" and balanced transportation options. This inherently builds in orientation to the bicycle and pedestrian modes. Sometimes developers also fund such amenities as bicycle racks, bicycle storage, benches, lockers and shower facilities. Additionally, in many locations improvements such as closure of gaps in sidewalks or road widenings are made only after a private land use change is approved. Improvements or right-of-way dedication can be made conditions of approval, allowing upgrades for bicyclists and pedestrians.

Community, Special Interest and Philanthropic Organizations

Other non-governmental sources of funding include the contributions of community-based organizations, such as the Napa County Bicycle Coalition and the Napa Vie Trail Coalition, in carrying out programs that support bicycle usage.

Plan Maintenance and Revision

This Plan is a complex living document and will be continuously revised in the years to come. Each of the six jurisdictions in our community has staff members (in the public works and/or planning departments) who work together with the NCTPA to bring the elements of the plan to life. Most communities also have local citizen committees dedicated to the implementation, upkeep and revision of this plan. Other community organizations, such as the Napa Valley Vine Trail Coalition and NapaBike also participate in cooperatively overseeing the implementation of this plan. Throughout the year, these groups will review recommendations from the community for revisions to the plan. Based on this input, the NCTPA will revise the set of existing and proposed routes each year in January and we will revise the entire plan every five years. Special amendments may also be made at any time



Sonoma

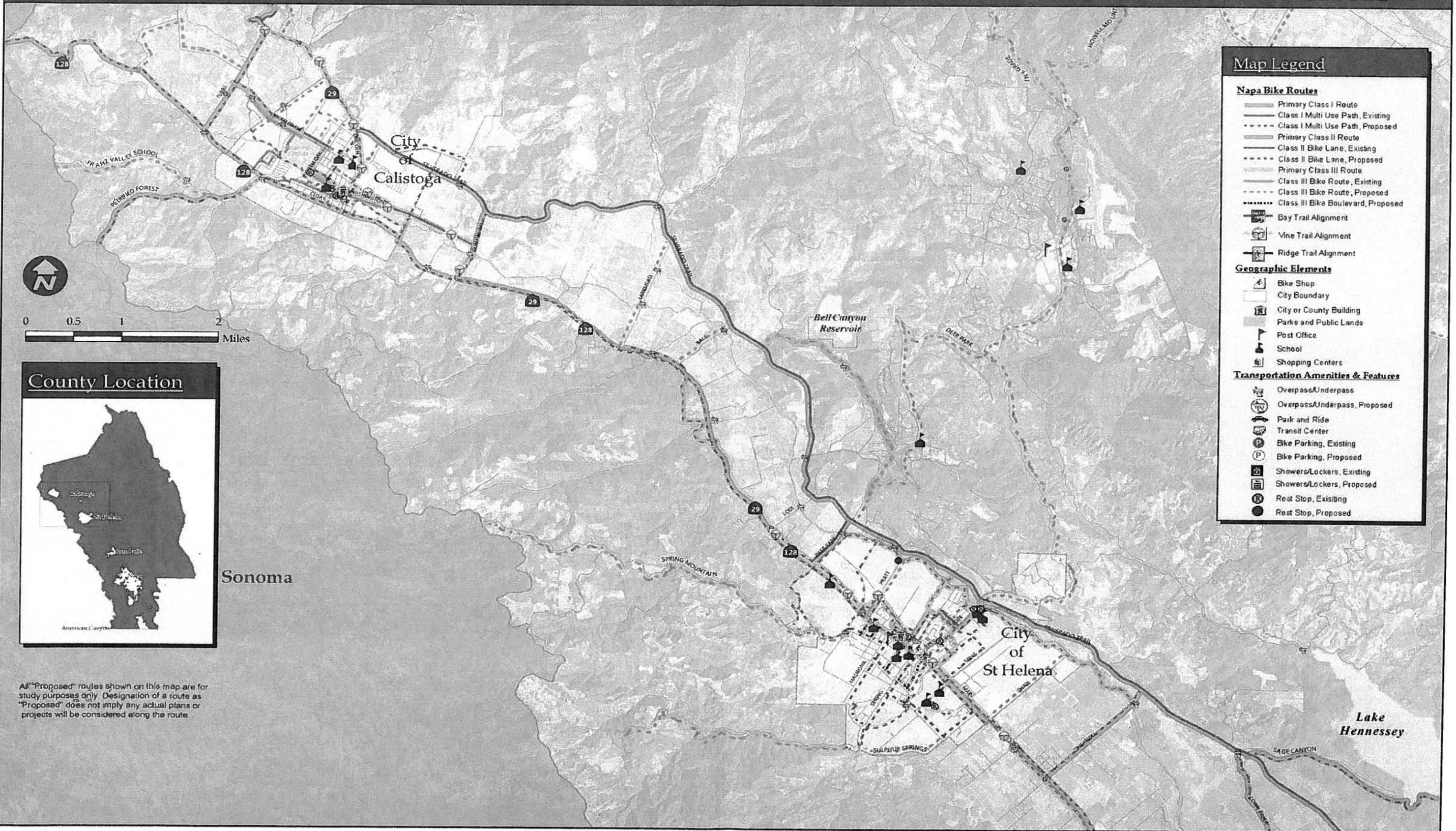


Map Legend

- Class I Multi Use Path, Existing
- - - Class I Multi Use Path, Proposed
- Class II Bike Lane, Existing
- - - Class II Bike Lane, Proposed
- Class III Bike Route, Existing
- - - Class III Bike Route, Proposed
- Planning Area Maps
- Jurisdictional Maps

All "Proposed" routes shown on this map are for study purposes only. Designation of a route as "Proposed" does not imply any actual plans or projects will be considered along the route.

Planning Area - North Valley



Map Legend

Napa Bike Routes

- Primary Class I Route
- Class I Multi Use Path, Existing
- - - Class I Multi Use Path, Proposed
- Primary Class II Route
- Class II Bike Lane, Existing
- - - Class II Bike Lane, Proposed
- Primary Class III Route
- Class III Bike Route, Existing
- - - Class III Bike Route, Proposed
- Class III Bike Boulevard, Proposed
- ▬ Bay Trail Alignment
- ▬ Vine Trail Alignment
- ▬ Ridge Trail Alignment

Geographic Elements

- 🏪 Bike Shop
- ▭ City Boundary
- 🏛️ City or County Building
- 🌳 Parks and Public Lands
- 📮 Post Office
- 🎓 School
- 🏬 Shopping Centers

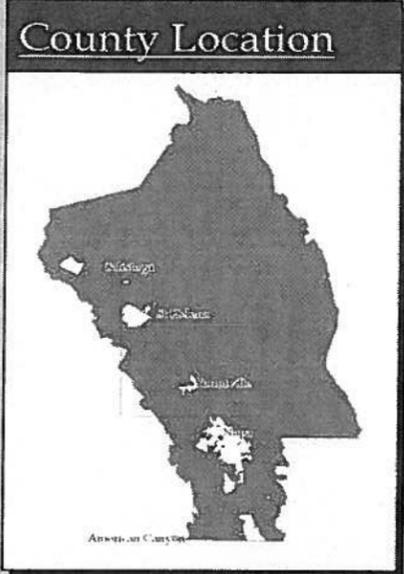
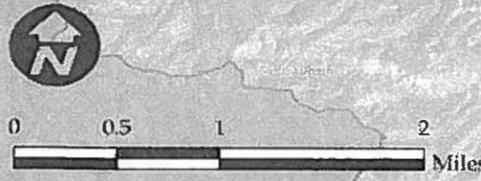
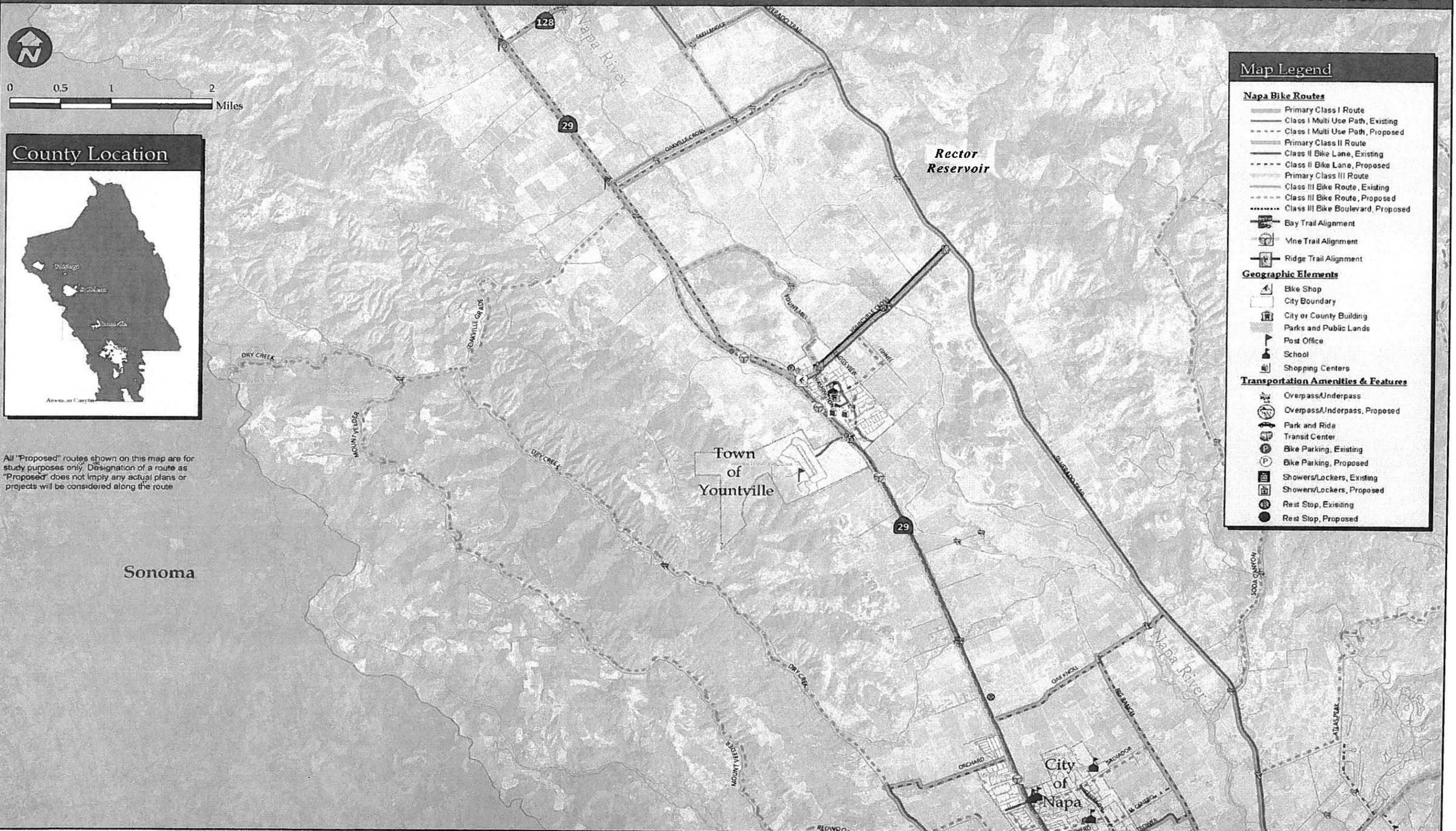
Transportation Amenities & Features

- 🚦 Overpass/Underpass
- 🚦 Overpass/Underpass, Proposed
- 🚗 Park and Ride
- 🚊 Transit Center
- 🅇 Bike Parking, Existing
- 🅇 Bike Parking, Proposed
- 🚿 Showers/Lockers, Existing
- 🚿 Showers/Lockers, Proposed
- 🛑 Rest Stop, Existing
- 🛑 Rest Stop, Proposed

County Location

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Planning Area - Mid Valley



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Map Legend

Napa Bike Routes

- Primary Class I Route
- Class I Multi Use Path, Existing
- Class I Multi Use Path, Proposed
- Primary Class II Route
- Class II Bike Lane, Existing
- Class II Bike Lane, Proposed
- Primary Class III Route
- Class III Bike Route, Existing
- Class III Bike Route, Proposed
- Class III Bike Boulevard, Proposed
- Bay Trail Alignment
- Vine Trail Alignment
- Ridge Trail Alignment

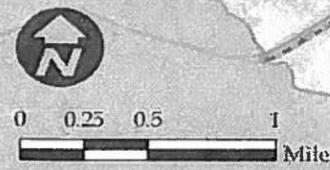
Geographic Elements

- Bike Shop
- City Boundary
- City or County Building
- Parks and Public Lands
- Post Office
- School
- Shopping Centers

Transportation Amenities & Features

- Overpass/Underpass
- Overpass/Underpass, Proposed
- Park and Ride
- Transit Center
- Bike Parking, Existing
- Bike Parking, Proposed
- Showers/Lockers, Existing
- Showers/Lockers, Proposed
- Rest Stop, Existing
- Rest Stop, Proposed

Planning Area - South Valley



Map Legend

Napa Bike Routes

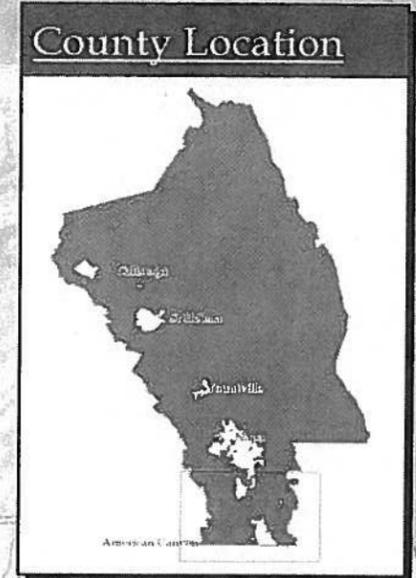
- Primary Class I Route
- Class I Multi Use Path, Existing
- - - Class I Multi Use Path, Proposed
- Primary Class II Route
- Class II Bike Lane, Existing
- - - Class II Bike Lane, Proposed
- Primary Class III Route
- Class III Bike Route, Existing
- - - Class III Bike Route, Proposed
- Class III Bike Boulevard, Proposed

Geographic Elements

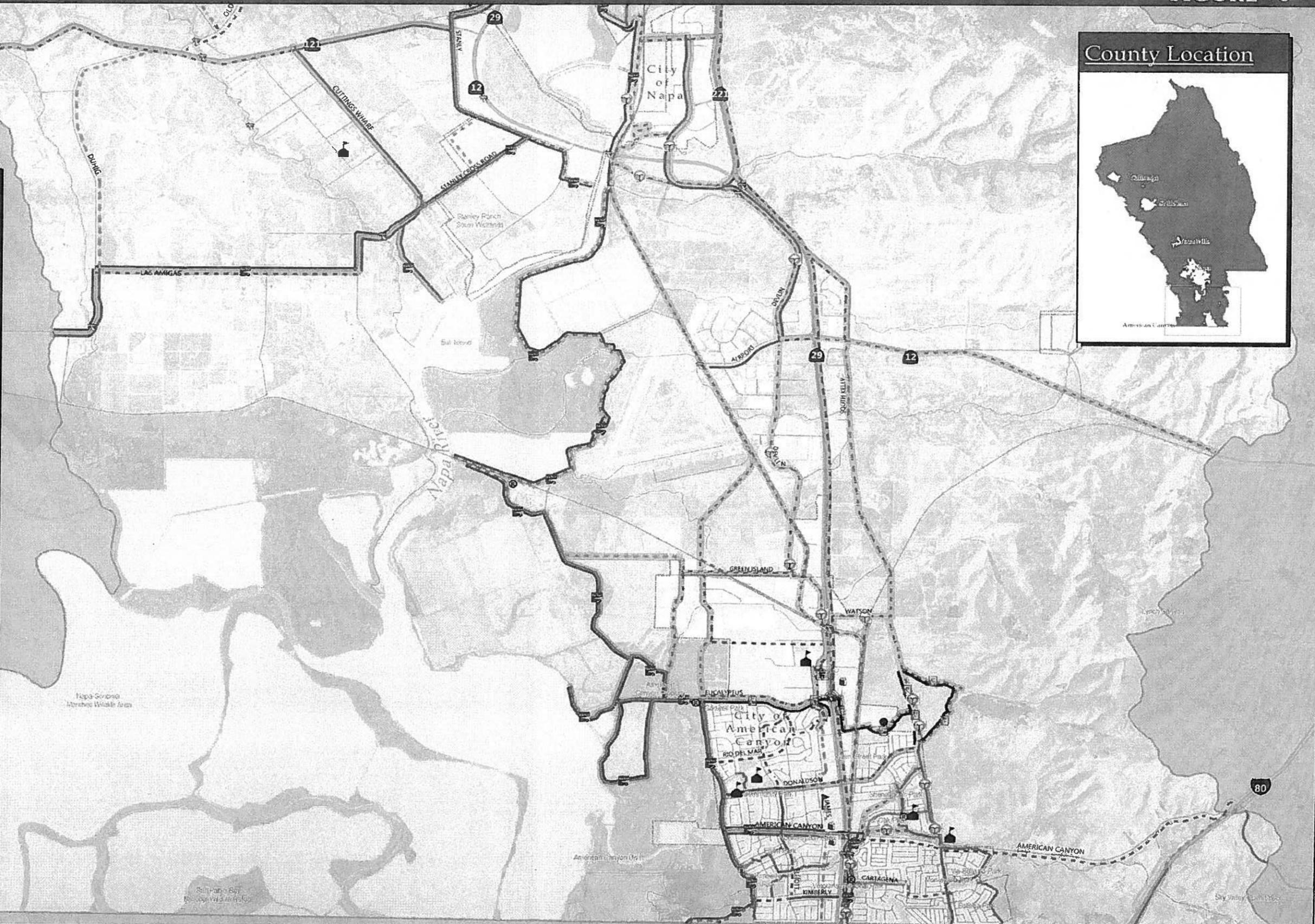
- 🚲 Bay Trail Alignment
- 🚲 Vine Trail Alignment
- 🚲 Ridge Trail Alignment
- 🛍️ Bike Shop
- 🏠 City Boundary
- 🏢 City or County Building
- 🌳 Parks and Public Lands
- 📮 Post Office
- 🎓 School
- 🛒 Shopping Centers

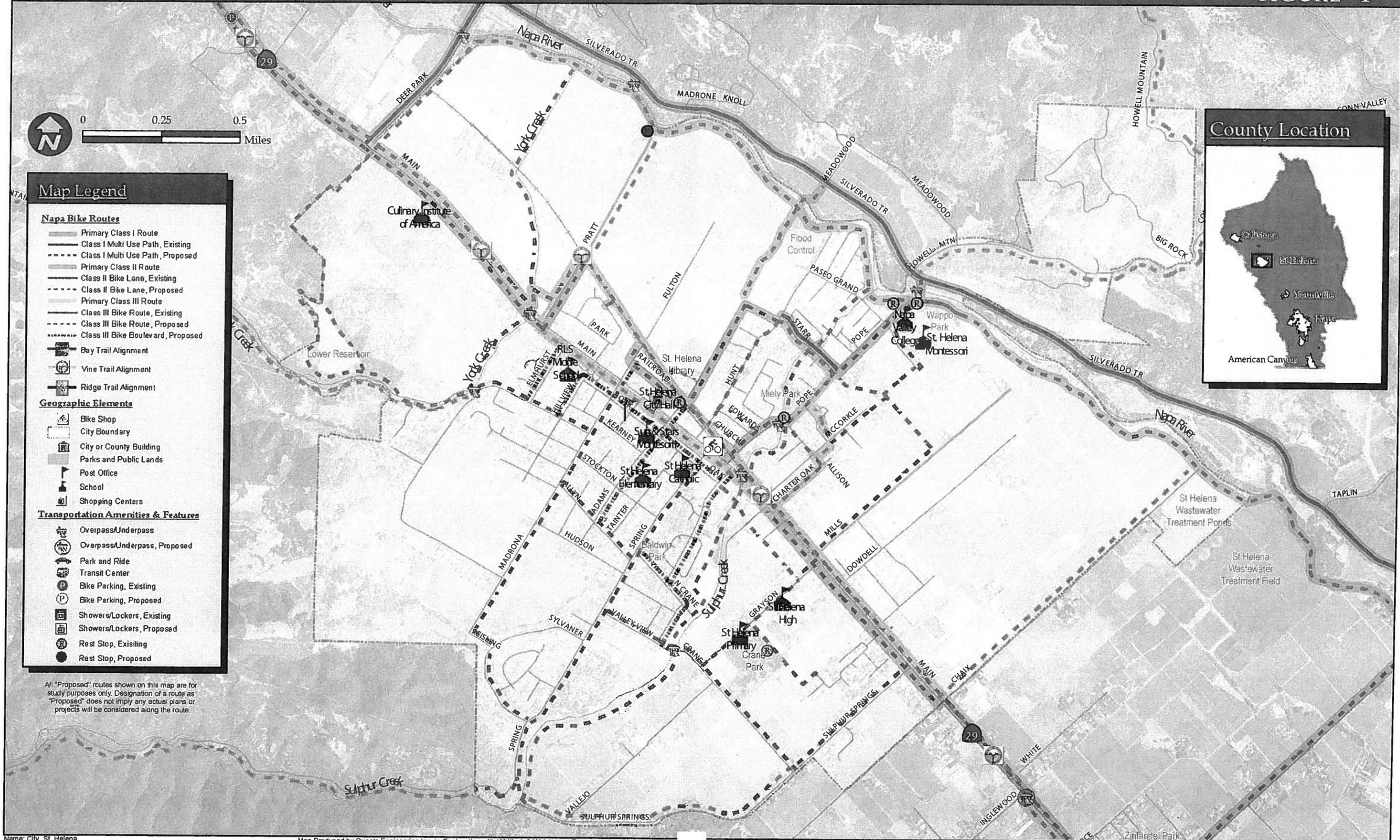
Transportation Amenities & Features

- 🚦 Overpass/Underpass
- 🚦 Overpass/Underpass, Proposed
- 🚲 Park and Ride
- 🚇 Transit Center
- 🚲 Bike Parking, Existing
- 🚲 Bike Parking, Proposed
- 🚿 Showers/Lockers, Existing
- 🚿 Showers/Lockers, Proposed
- 🛑 Rest Stop, Existing
- 🛑 Rest Stop, Proposed



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Map Legend

Napa Bike Routes

- Primary Class I Route
- Class I Multi Use Path, Existing
- Class I Multi Use Path, Proposed
- Primary Class II Route
- Class II Bike Lane, Existing
- Class II Bike Lane, Proposed
- Primary Class III Route
- Class III Bike Route, Existing
- Class III Bike Route, Proposed
- Class III Bike Boulevard, Proposed
- Bay Trail Alignment
- Vine Trail Alignment
- Ridge Trail Alignment

Geographic Elements

- Bike Shop
- City Boundary
- City or County Building
- Parks and Public Lands
- Post Office
- School
- Shopping Centers

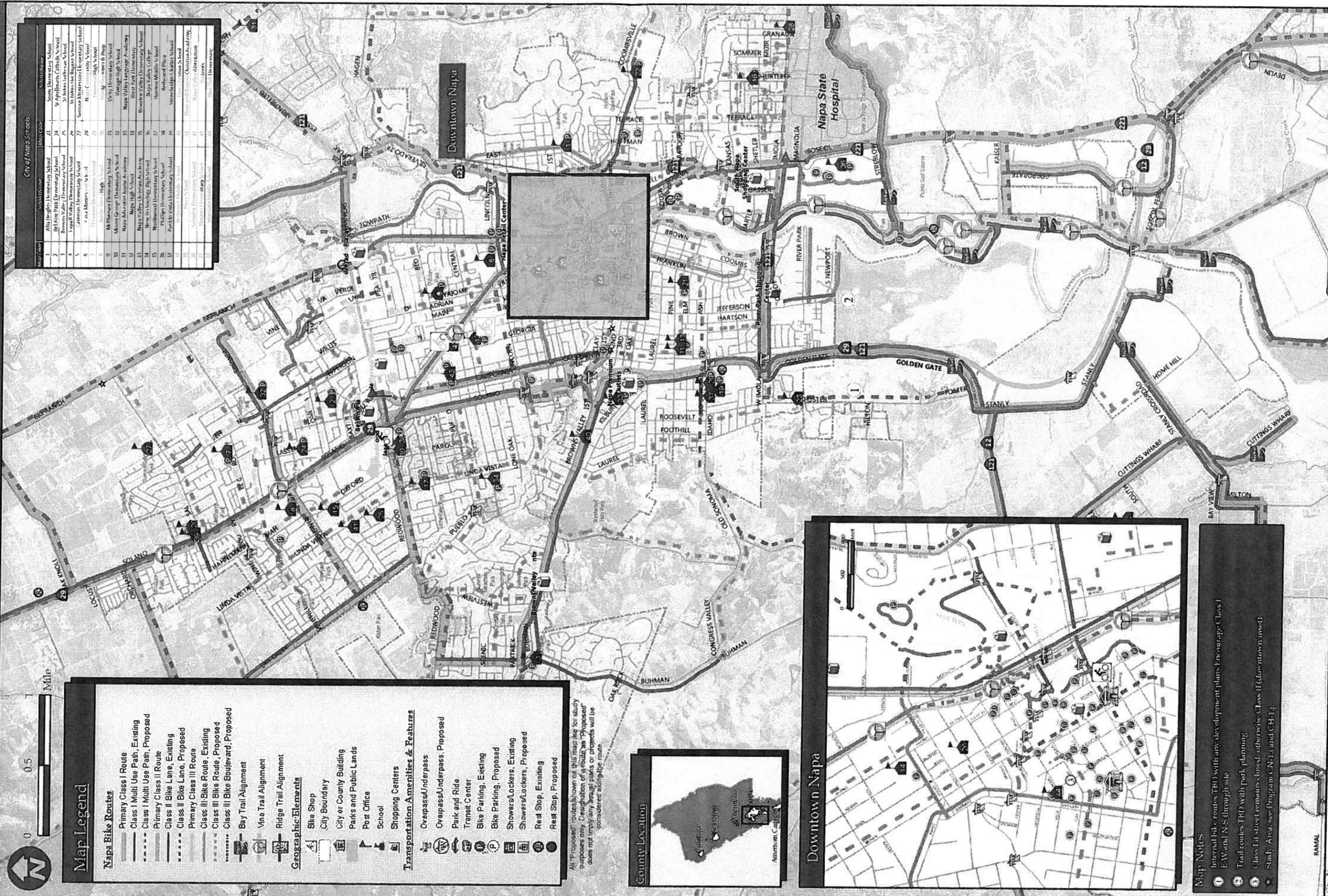
Transportation Amenities & Features

- Overpass/Underpass
- Overpass/Underpass, Proposed
- Park and Ride
- Transit Center
- Bike Parking, Existing
- Bike Parking, Proposed
- Showers/Lockers, Existing
- Showers/Lockers, Proposed
- Rest Stop, Existing
- Rest Stop, Proposed

County Location

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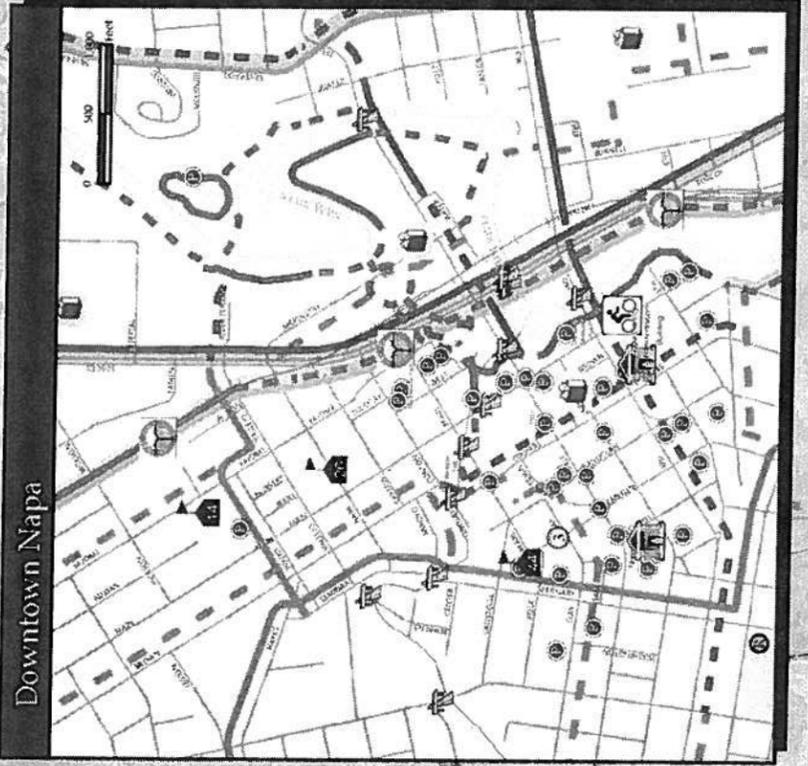
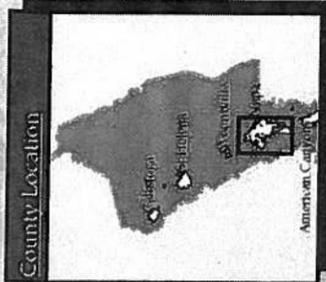
FIGURE 1



Map Legend

- Napa Bike Routes**
- Primary Class I Route
 - Class I Multi Use Path, Existing
 - Class I Multi Use Path, Proposed
 - Primary Class II Route
 - Class II Bike Lane, Existing
 - Class II Bike Lane, Proposed
 - Primary Class III Route
 - Class III Bike Route, Existing
 - Class III Bike Route, Proposed
 - Class III Bike Boulevard, Proposed
 - Bay Trail Alignment
 - Vine Trail Alignment
 - Ridge Trail Alignment
- Geographic Elements**
- Bike Shop
 - City Boundary
 - City or County Building
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 - Post Office
 - School
 - Shopping Centers
- Transportation Amenities & Features**
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 - Overpass/Underpass, Proposed
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 - Showers/Lockers, Existing
 - Showers/Lockers, Proposed
 - Rest Stop, Existing
 - Rest Stop, Proposed

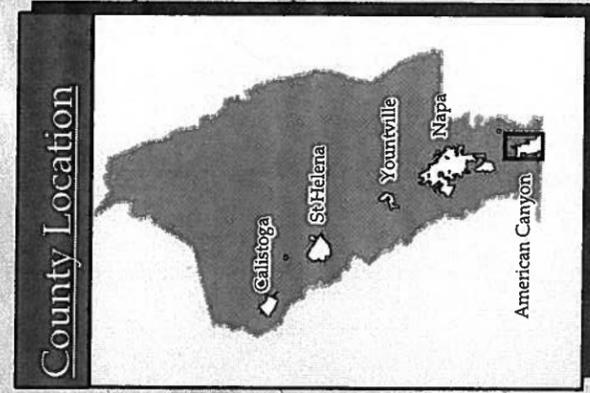
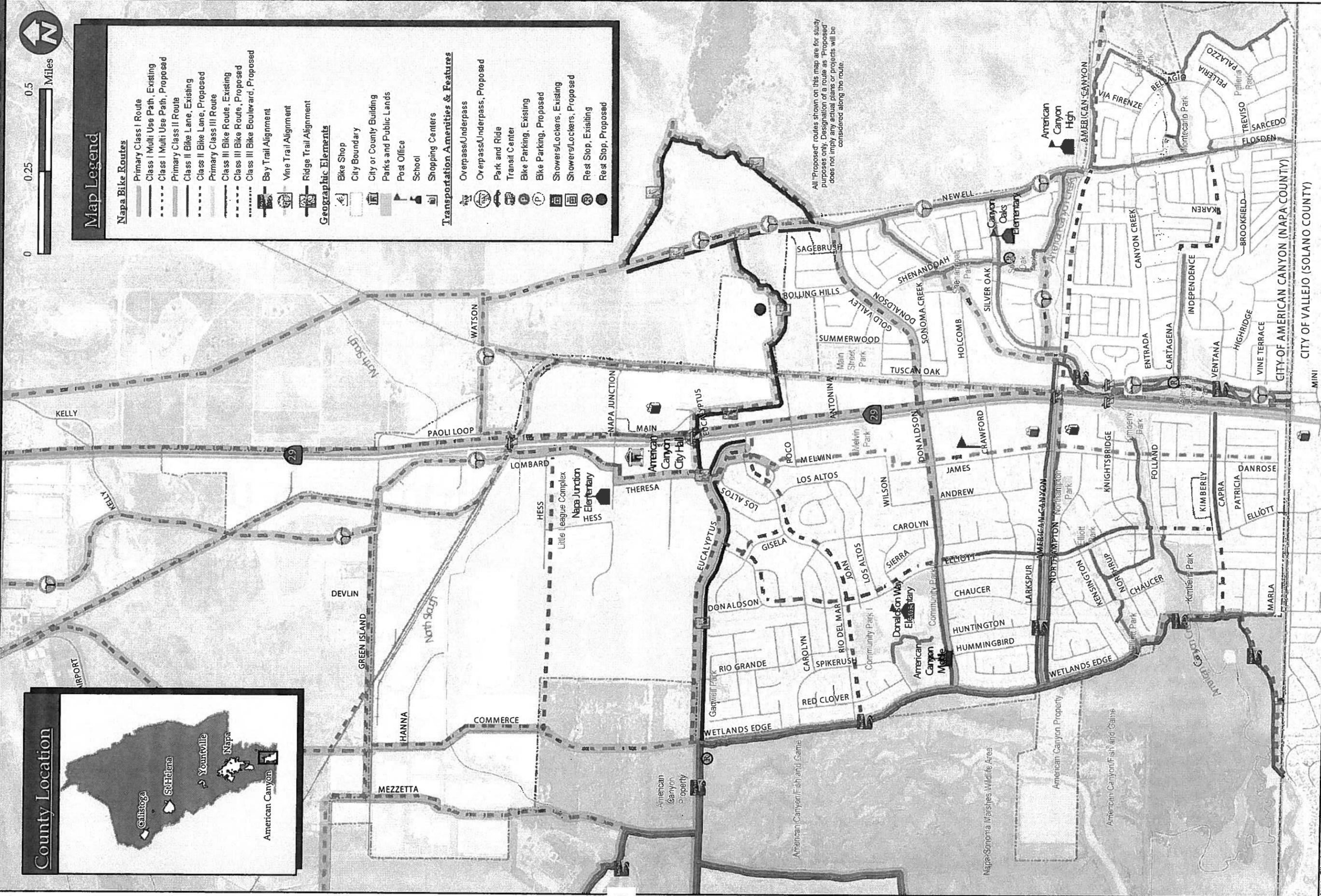
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- Map Notes**
- 1 Internal bike routes TBD with any development plans Encourage Class I E-W and N-S through site
 - 2 Trail routes TBD with park planning
 - 3 Class II street remains closed, otherwise Class II (downtown used)
 - * Study Area see Program C.N.1.1 and C.H.1.1

Map Sheet	School Name	Main Grade	School Name
1	Alta Heights Elementary School	23	Siena Elementary School
2	Elm Park Elementary School	24	St. Aquilino Catholic School
3	Brown Valley Elementary School	25	St. John's Lutheran School
4	Capra Valley Elementary School	26	St. John's Lutheran School
5	Campana Elementary School	27	Southern Renaissance Elementary School
6	East Home Elementary School	28	Napa Community School
7	Elmwood Elementary School	29	Emerson High School
8	Elmwood High School	30	Elmwood High School
9	McPherson Elementary School	31	Vine Valley Elementary School
10	Mount George Elementary School	32	Vintage High School
11	Napa Adventist Junior Academy	33	Napa Valley Language Academy
12	Napa High School	34	West Fork Elementary
13	Napa Valley Christian Academy	35	Wooden Valley Elementary School
14	New Tech High School	36	Napa Valley College
15	Northwood Elementary School	37	Hartwood Middle School
16	Phillips Elementary School	38	Redwood Plaza
17	Redwood Elementary School	39	Woodbridge Charter School
18	Redwood Middle School	40	East Hill Christian School
19	Redwood High School	41	West Hill Christian School
20	St. Joseph's Elementary School	42	St. Joseph's Elementary School
21	St. Joseph's High School	43	Napa Valley Alternative High School
22	St. Joseph's High School	44	St. Joseph's High School
23	St. Joseph's High School	45	St. Joseph's High School

FIGURE 1



Map Legend

Napa Bike Routes

- Primary Class I Route
- Class I Multi Use Path, Existing
- Class I Multi Use Path, Proposed
- Primary Class II Route
- Class II Bike Lane, Existing
- Class II Bike Lane, Proposed
- Primary Class III Route
- Class III Bike Route, Existing
- Class III Bike Route, Proposed
- Class III Bike Boulevard, Proposed
- Bay Trail Alignment
- Vine Trail Alignment
- Ridge Trail Alignment

Geographic Elements

- Bike Shop
- City Boundary
- City or County Building
- Parks and Public Lands
- Post Office
- School
- Shopping Centers

Transportation Amenities & Features

- Overpass/Underpass
- Overpass/Underpass, Proposed
- Park and Ride
- Transit Center
- Bike Parking, Existing
- Bike Parking, Proposed
- Showers/Lockers, Existing
- Showers/Lockers, Proposed
- Rest Stop, Existing
- Rest Stop, Proposed

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