

**February 19, 2014  
NCTPA Board of Directors  
Meeting Handouts**

- 1. Caltrans Report February 2014**
- 2. February 10, 2014 Letter to Hon. Mike Thompson Re: 2014 Transportation Priorities**
- 3. February 17, 2014 Letter from Genji Schmeder Re: SR29 Gateway Corridor Study (Item 9.4)**
- 4. February 18, 2014 Solicitation Letter for the Napa Countywide Transportation Plan Citizens Advisory Committee (CAC)**

**PROJECT INITIATION DOCUMENT**

**EA 3G140**

**ADA Curb Ramps; NAPA 29 and 128; In County of Napa**

Scope: Upgrade and construct curb ramps at various locations.

**EA4G210**

**Widen Roadway at Huichica Creek; NAPA 121-PM 0.75; In County of Napa**

Scope: Remove existing triple box culvert and replace with a new bridge

**EA4G920**

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

Scope: Bridge Repair

**EA4G840**

**Capell Creek Bridge; NAPA 128-PM 20.2; In County of Napa**

Scope: Bridge Repair/Replacement

**EA4G490**

**Concrete Barrier at Solano Ave. Southbound Onramp; NAPA 29 PM 11.9; In City of Napa**

Scope: Install Concrete Barrier (Type 60)

**EA4G540**

**Signals at First Street Off Ramp; NAPA 29-PM 11.4; In City of Napa**

Scope: Install new traffic signal

**EA 4H200**

**Pavement Preservation from 0.4 mile north of Trancas St. to Mee Ln.; NAPA 29-PM 13.5/25.5; In County of Napa**

Scope: Resurface the existing pavement

**ENVIRONMENTAL**

**EA 28120**

**Soscol Junction; NAPA 221 PM 0.0/0.7 NAPA 29 PM 5.0/7.1; In Napa County**

Scope: Construct Flyover Structure at SR 221/29/12

Cost Estimate: \$35M Construction Capital

Schedule DED: 6/2014 PAED: 7/2015

**EA 1G430**

**Conn Creek Bridge Scour Mitigation; NAPA 128 PM R7.4; In Napa County**

Scope: Replace bridge at Conn Creek

Cost Estimate: \$7.1M Construction Capital

Schedule: PAED: 7/2015 PSE: 12/2016 RWC: 4/2017 RTL: 4/2017 CCA: 1/2020

**EA 3G640**

**Napa River Bridge Scour Mitigation; NAPA 29 PM 37.0; In City of Calistoga**

Scope: Reconstruct bridge at Napa River Bridge

Cost Estimate: \$9.2M Construction Capital

Schedule: PAED: 10/2014 PSE: 11/2015 RWC: 3/2016 RTL: 3/2016 CCA: 12/2017

**PID** (Project Initiation Document)

**PAED** (Project Approval/ Environmental Document)

**RWC** (Right of Way Certification)

**ADV** (Advertise Contract)

**PSR** (Project Study Report)

**RTL** (Ready to List)

**BO** (Bid Open)

**DED** (Draft Environmental Document)

**PSE** (Plans, Specifications, and Estimate)

**CCA** (Construction Contract Acceptance)

**AWD** (Award Contract)

**EA 2G940**

**West. of Knoxville Road Storm Damage; NAPA 128 PM 17.9; Near Rutherford**

Scope: Construct Roadway Retaining System

Cost Estimate: \$1.6M Construction Capital

Schedule: PAED: 5/2014 PSE: 8/2015 RWC: 11/2015 RTL: 11/2015 CCA: 11/2020

**DESIGN**

**EA 25941**

**Channelization; NAPA 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: \$19M Construction Capital

Schedule: PAED: 6/29/07 PSE: 2/2014 RWC: 5/2014 RTL: 5/2014 CCA: 8/2017

**EA 4A090**

**Troutdale Creek Bridge Replacement; NAPA 29 PM 47.0/47.2; In Napa County**

Scope: Bridge replacement at Troutdale Creek

Cost Estimate: \$15M Construction Capital

Schedule: PAED: 6/28/13 PSE: 3/2014 RWC: 6/2014 RTL: 6/2014 CCA: 12/2016

**EA 2A320**

**Sarco Creek Bridge Replacement; NAPA 121 PM 9.3/9.5; In Napa County Near City of Napa**

Scope: Bridge replacement at Sarco Creek

Cost Estimate: \$9.7M Construction Capital

Schedule: PAED: 6/28/12 PSE: 12/2015 RWC: 4/2016 RTL: 4/2016 CCA: 12/2020

**EA 2G950**

**East of Wragg Canyon Road Storm Damage; NAPA 128 PM 29.7; Near Rutherford**

Scope: Construct Roadway Retaining System

Cost Estimate: \$2.1 M Construction Capital

Schedule: PAED: 12/06/2012 PSE: 10/2014 RWC: 2/2015 RTL: 2/2015 CCA: 4/2019

**EA 3G760**

**Capell Creek Horizontal Drain; NAPA 128 PM 20.2; In Napa County**

Scope: Install slope inclinometer. Clean and install horizontal drains.

Cost Estimate: \$540K Construction Capital

Schedule: PAED: 5/30/13 PSE: 3/2014 RWC: 6/2014 RTL: 6/2014 CCA: 12/2015

**EA 3E270**

**Rubberized Hot Mix Asphalt Pavement Overlay; NAPA 29 PM 29.3/36.9; In Napa County**

Scope: Pavement Resurfacing with Rubberized Asphalt from north of York Creek to Myrtle Street

Cost Estimate: \$2.5M Construction Capital

Schedule: PSE: 1/2014 RTL: 2/2014 CCA: 12/2015

**EA 3E520**

**Hopper Slough Bridge; NAPA 128 PM 5.1; In Napa County**

Scope: Repair Abutment

Cost Estimate: \$500K Construction Capital

Schedule: Director's Order Project – Spring 2014

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PAED (Project Approval/ Environmental Document)

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**CONSTRUCTION**

**EA 4442A**

**Duhig Project Landscaping; NAPA 12/121 PM 0.3/2.0; in Napa County**

Scope: Highway Planting from 0.3 mile 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: 6/2015

**EA 26413**

**Jameson Canyon; NAPA 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: \$29M

Schedule: PAED: 1/31/08                      RTL: 11/19/10    AWD: 1/26/12 (Ghilotti Bros.)                      CCA: 12/2015

**EA 26414**

**Jameson Canyon; SOLANO 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: \$52M

Schedule: PAED: 1/31/08                      RTL: 12/1/10    AWD: 1/11/12 (Ghilloti Const.)                      CCA: 12/2015

**EA 4S020**

**Storm Damage; NAPA 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                      RTL: 6/21/12    AWD: 12/27/12 (Gordon Ball)                      CCA: 1/10/2014

**EA 4S030**

**Storm Damage; NAPA 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                      RTL: 5/1/12    AWD: 2/6/2013(Gordon Ball)                      CCA: 10/2017

**EA 2A110**

**Capell Creek Bridge Replacement; NAPA 121 PM 20.2/20.4; In Napa County**

Scope: Bridge replacement at Capell Creek

Cost Estimate: \$3.4M Construction Capital

Schedule: PAED: 6/22/11                      RTL: 3/14/13    AWD: 10/24/13 (Gordon Ball)                      CCA: 8/2015

**EA 3E220**

**Pavement Digouts; NAPA-29 PM 13.5/19.8; In City of Napa and Town of Yountville**

Scope: AC digouts from 0.5 Mile North of Trancas Street to Madison Street

Cost Estimate: \$1.1M Construction Capital

Schedule: PAED: 7/2012                      RTL: 11/26/13    ADV: 2/2014                      CCA 12/2014

**EA 3E400**

**Rubberized Bonded Wearing Course Seal Coat; NAPA 128 PM 19.0/34.2; In Napa County**

Scope: Place asphalt rubber seal coat from Knoxville Road to the County Line

Cost Estimate: \$3.4M Construction Capital

Schedule: PAED: 4/16/12                      RTL: 11/15/13    ADV: 1/13/14                      CCA: 12/2014

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Draft  
NCTPA - Caltrans Report

February 2014

**EA 3E370**

**Pavement Digouts; NAPA 29 PM 0.0/5.1; In and Near City of American Canyon**

**Scope:** AC Digouts from Solano County Line to north of SR12 Junction (Jameson Canyon/Airport)

**Cost Estimate:** \$700K Construction Capital

**Schedule: PAED:** 11/8/12

**RTL:** 11/15/13 **ADV:** 2/2014

**CCA:** 12/2014

***ACTION ITEMS***

Hopper Slough Bridge

Work signs protocol

Litter program and Adopt-A-Highway program in Town of Yountville

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February 10, 2014

Honorable Mike Thompson  
U.S. Congress, 5<sup>th</sup> District  
231 Cannon House Office Building  
Washington, DC 20515

RE: 2014 Transportation Priorities

Dear Representative Thompson:

Thank you for your letter of January 13 soliciting federal priorities for 2014. As the agency serving as the Congestion Management Agency and Transit Provider for Napa County, the Cities, Town, and County of Napa has tasked NCTPA with consolidating countywide transportation priorities. The list of project priorities is attached. The project list includes a subset of near term highway, bike/pedestrian, and transit improvements that have been deemed priorities and are essential for improving safety, reducing congestion, improving our community's health and supporting a vibrant and healthy economy.

I would also like to take this opportunity to share our thoughts on the next Transportation Authorization Bill as the current authorization legislation, Moving Ahead for Progress in the 21<sup>st</sup> Century, is set to expire on October 1, 2014. For your reference, we have also included the draft CSAC Map-21 Reauthorization Priorities.

- Identify Revenues Sufficient to Maintain/Improve Transportation Systems

First and foremost, we urge Congress to identify new revenues to sustain current and growing transportation needs. In a speech at the Transportation Research Board annual meeting, Secretary Foxx, warned that revenues in the Highway Trust Fund will likely run out by August of this year. The 18.4 cents/gallon gas tax has not been increased for 20 years and it is no longer sufficient to support growing transportation needs.

- Dedicated Funding for Active Transportation

Statewide there has been a greater emphasis on improving networks for pedestrians and bicyclists. We believe that a healthy community embraces a robust *active transportation system*. New, dedicated funding is needed to support this effort. Currently many of these projects are funded with highway funds, which results in subordinating our road needs.

- Fix it First

Key to sustaining a functioning transportation system is being able to maintain the system. The cost of rebuilding a system in a bad state of repair far exceeds the costs of regular repairs and improvements. Even with the passage of Measure T, projections show that Napa's jurisdictions are not likely to have sufficient revenues to maintain the existing system.

- Streamlining Project Delivery

We know that project costs can be significantly reduced by streamlining project delivery. Delivering FHWA-funded projects can cost 40% or more than locally funded projects. The next Authorization Legislation should identify ways to simplify project delivery.

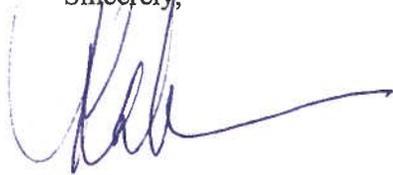
- Rewarding Small High Performing Transit Systems

Small Transit Intensive Cities (STIC) with passenger rail systems should be rewarded under the same formulas that benefit large urbanized areas. Small urbanized area transit fund amounts are based solely on population. The STIC program rewards *small* urbanized area transit systems, such as the Napa VINE, for service factors that exceed the norm. This is just one indicator that for a County its size, there is a keen interest in using and growing the transit system.

There is a burgeoning interest to bring passenger rail back to Napa. Passenger rail, among other things, will be evaluated as part of our Countywide Transportation Plan currently in progress. Napa is not likely to grow beyond the 200,000 population requirement to become a large urbanized area, which limits its ability to generate additional urbanized area revenues based on service factors. In addition to revenues generations based on service performance, transit operators in large urbanized areas further receive the benefit of FTA Section 5309 Fixed Guideway funds. These funds are critical for maintaining rail systems. Without such a revenue source, the vision for building rail in Napa is greatly diminished.

We appreciate your continued support and welcome any questions that you might have regarding our requests and interests.

Sincerely,



Kate Miller  
Executive Director

cc:

NCTPA Board of Directors

Nancy Watt/County Executive, County of Napa

Mike Parness/City Manager, City of Napa

Dana Shigley/City Manager, City of American Canyon

Steve Rogers/Town Manager, Town of Yountville

Gary Broad/City Manager, City of St. Helena

Richard Spittler/City Manager, City of Calistoga

Jason Holley/Director of Public Works, City of American Canyon

Rick Marshal/Deputy Director of Public Works, County of Napa

Eric Whan/Deputy Director of Public Works, City of Napa

Graham Wadsworth/Director of Public Works, Town of Yountville

Debra Hight/Acting Director of Public Works, City of St. Helena

Mike Kirm/Director of Public Works, City of Calistoga

Chuck McMinn/President, Vine Trail Coalition

Title	Federal Agency	Description	Cost/Request	Contact(s)
<b>State Highway Projects</b>				
Soscol Flyover	FHWA	The project proposes to construct a 1.8 km (1.1 mi) two-lane connector, from southbound State Route (SR) 221 to southbound SR 29, and to construct an exit ramp from southbound SR 221 to Soscol Ferry Road intersection.	\$48.4 million cost; \$24.2 million request	Kate Miller, NCTPA, 707-259-8634, kmiller@nctpa.net
5-Legged Intersection Improvements/Silverado Trail	FHWA	Reconfigure intersection at Silverado, 3 <sup>rd</sup> Street, Coombsville, and East Avenue to improve safety, improve traffic flow, and improve bike/pedestrian crossings.	\$5 million cost; \$2 million request	Eric Whan, City of Napa, 707-257-9634, ewhan@cityofnapa.org
SR 29 Widening-American Canyon	FHWA	Widen Highway 29 from American Canyon Road to Napa Junction Road in American Canyon from 4 to 6 lanes, including landscaping and bike/pedestrian facilities.	\$25.5 million cost; \$10 million request	Kate Miller, NCTPA, 707-259-8634, kmiller@nctpa.net  Jason Holley, City of American Canyon, 707-647-4366, jholley@cityofamerican-canyon.org
<b>Class 1 Multi-Purpose Projects</b>				
Vine Trail – Project 1 Oak Knoll Segment	FHWA	This would complete the 6 mile long Oak Knoll Segment of the Vine Trail - Class 1 multi purposes facility – in Napa at Redwood Road to the town of Yountville.	\$7 million cost; \$2 million request	Kate Miller, NCTPA, 707-259-8634, kmiller@nctpa.net
Vine Trail – Project 2 Calistoga Segment	FHWA	This is a 4.8 mile-length segment that extends from Bothe-Napa State Park, north to Calistoga and then east to the intersection of Highway 29 and the Silverado Trail.	\$3.5 million cost; \$1.75 million request	Kate Miller, NCTPA, 707-259-8634, kmiller@nctpa.net
<b>Transit Projects</b>				
Napa VINE Maintenance and Fueling Facility	FTA	Build new public transit maintenance fueling facility. The Vine facilities are currently at capacity. The Vine system currently relies on private sector facilities and has little control of fueling costs. NCTPA is working with other jurisdictions to understand public sector demand in order to build and design a facility that could be shared with other public agencies while maintaining a separate facility for transit in order to adhere to FTA requirements.	\$35 million cost; \$10 million request	Kate Miller, NCTPA, 707-259-8634, kmiller@nctpa.net



California State Association of Counties

\*\*\*DRAFT\*\*\*

## **CSAC PRIORITIES FOR MAP 21 REAUTHORIZATION**

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**Pending Approval by CSAC Board of Directors**

### **MAP 21 Reauthorization Priority: Increase Federal Revenues for Transportation Infrastructure**

Without immediate, bold action by Congress, the Highway Trust Fund will continue to face insolvency. Existing federal revenues continue to fall short of meeting the funding needs to bring our nation's surface transportation infrastructure into the next century. Our future economic prosperity, our commitment to progressive environmental stewardship, and our dedication to the health, safety, and welfare of the traveling public and all Americans demands a significant reinvestment into the transportation network. **CSAC urges Congress to enhance revenues for investment in our national transportation infrastructure.**

The California State Association of Counties (CSAC) – the unified voice of California's 58 counties – believes that until the funding issue is addressed, we will not make significant progress in improving our critical transportation infrastructure. California's counties and cities are facing an \$82 billion funding shortfall over the next ten-years for the maintenance and preservation of the local system, let alone other vital modal needs. On average, pavement conditions are "at risk" and without a surge of new revenue, 25-percent of California's local roads will be in failed condition by 2022. News article after news article discusses staggering figures about the condition of the nation's bridges – an estimated 8,000 bridges nationally are structurally deficient or fracture critical. In California, 950 bridges need replacement and over 1,800 are in need of rehabilitation.

The demands on our infrastructure are relentless – Californians log 300 million vehicle miles traveled annually, which is more than the current system was ever intended to accommodate. At the same time, our existing sources of revenue are declining due to necessary improvements in fuel economy and hybrid, electric, and alternative fuel vehicle technology. In order to address pressing environmental concerns, ranging from air quality and climate change to impacts on our water resources and energy demands, the nation must continue its work to advance technological improvements in fuel economy, alternative vehicles such as zero emissions vehicles, and reduce the amount people must drive to access work, school, home, services, and recreation. These challenges will only exacerbate our current funding dilemma.

CSAC's policy supports a variety of new revenues sources from increasing the federal gas tax to assessing a user fee that more accurately charges motorists for their use of the system than traditional revenues sources. Failing to address the severe funding issue within the next reauthorization effort will only negatively impact the condition of our system, our economy, our environment, and the overall quality of life for Americans. Increased revenue is our highest priority for MAP 21 reauthorization.

In addition to the preeminent priority of addressing the ongoing revenue shortfall, CSAC submits the following additional policy and programmatic priorities for consideration by Congress.

#### MAP 21 Reauthorization Priority: Restore the Highway Bridge Program

- Provide dedicated revenue for on-system highway bridge projects, either by creating a set-aside similar to the off-system highway bridge set-aside or restoring the Highway Bridge Program as a core program. Increase dedicated funding for preventative maintenance on, and replacement of, bridges. This is a critical safety issue.

#### MAP 21 Reauthorization Priority: Focus on Safety

- Increase funding for safety infrastructure projects on the existing transportation system.
- Programs/projects must be aimed at reducing the greatest number of fatalities regardless of ownership of the system.
- Ensure the rural road system, where fatality rates are the highest, retains dedicated funding.
- Promote and increase funding for bicycle and pedestrian safety projects and programs.

#### MAP 21 Reauthorization Priority: Fix-it-First

- Provide increased funding for maintenance and preservation of the existing system. Reinvesting in the system now prevents exponentially higher costs down the road.

#### MAP 21 Reauthorization Priority: Improve Environmental Stewardship & Address Climate Change

- Provide financial incentives to States that adopt and set greenhouse gas (GHG) emissions reductions targets and programs to accomplish those targets.
- Provide incentives in current programs and/or provide new funding sources for climate change neutral or friendly transportation projects and programs.
- Provide financial incentives for rural sustainability.
- Provide financial support for regional and countywide planning processes that integrate transportation and land use planning to reduce GHG emissions.
- Provide funding for retrofitting equipment and for alternate fuel infrastructure.

#### MAP 21 Reauthorization Priority: Streamlining Project Delivery & Environmental Review

- Approve a state-federal environmental reciprocity pilot program.
- Support streamlining of federal regulations to facilitate more expeditious project delivery.
- Ensure that federal project oversight is commensurate to the amount of federal funding.

#### MAP 21 Reauthorization Priority: Increase Flexibility to Meet State, Regional, and Local Needs

- Maximize the use and flexibility of federal funds by not requiring minimum federal matches.
- Eliminate the need to program multiple phases for small projects.
- Eliminate need for TIP programming for air quality neutral projects.

#### CSAC MAP 21 Reauthorization Priority: Assistance for Data Collection

- Provide funding, training, tools, and uniform standards for the collection of roadway and traffic data specifically for the local and rural roadways.
- Provide assistance for data collection, and determining and quantifying GHG emissions, and other important data for addressing climate change in long-range transportation plans.

For more information regarding these priorities and principles, please contact:

Joe Krahn, Waterman & Associates, (202) 898-1444

Kiana Buss, California State Association of Counties, (916) 327-7500 ext. 566

Keith Caldwell, Chair, Corridor Steering Committee, SR29 Gateway Corridor Plan;

Chair, Napa County Transportation & Planning Agency

625 Burnell Street, Napa, California 94559

February 17, 2014

Comment for agenda of Corridor Steering Committee meeting of February 19, 2014;

and for agenda item 9.4 of NCTPA board meeting of same date

The American Canyon Eagle of February 12 reported that our county transportation agency (NCTPA) has a plan to ease traffic congestion in south county for \$349 million over 20 years of work on state route 29 (SR29). Besides flyover and other structures, the plan proposes widening the highway through most of American Canyon from four to six lanes by adding frontage roads. The NCTPA board will vote on the plan this Wednesday.

As a member of the Citizens Advisory Committee helping compose the plan, I have criticized the short-sighted vision of a long-term plan to ease congestion without a serious attempt to shift travel to more successful methods.

Along that highway we have an overused mode of travel, the private automobile, and an underused one, the bus. Instead of imagining ways to shift travel toward the underused mode, which can absorb many more riders at little expense, the plan proposes to spend a lot of money making the overused mode more tolerable. No one sees this as a permanent solution to traffic congestion in south county, since 20 years of expected increase in car travel on SR29 should wipe out the gains from the \$349 million expense.

The project we really need for south county is to shift routine travel from car to bus; and inside the cities from car to bus, bicycle and foot. Encouragement by government is important, but the key to success is at the grassroots level, with travelers choosing among several modes (walking, biking, bus, carpool, car) as convenient. The less we use cars, the less we need expansion of road and parking infrastructure, permanently. What if it takes even 20 years to change people's habits? That's better than spending hundreds of millions over the same period without reaching a sustainable solution.

Finally, a perennial problem for the community of American Canyon is being split in-two by SR29. Widening the highway from four to six lanes doesn't seem like a realistic remedy.

Sincerely,

Genji Schmeder, member, Citizens Advisory Committee, SR29 Gateway Corridor Plan



625 Burnell Street, Napa CA 94559

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February 18, 2014

Dear Interested Applicant:

The Napa County Transportation and Planning Agency (NCTPA) is seeking eligible applicants to serve on the Napa Countywide Transportation Plan Citizens Advisory Committee (CAC). The Countywide Transportation Plan is the long range (25-year) planning document that will prioritize projects and inform the regional transportation plan and other federal/state planning and funding programs.

NCTPA is a joint powers authority (JPA) established in June of 1998. The JPA is made of Napa County and the Cities and Town located in Napa. The work activities of NCTPA are defined by the joint powers agreement and overseen by the Board of Directors made up of elected officials from the respective member agencies, and an ex-officio member from the Paratransit Coordinating Council (PCC). NCTPA serves as the countywide transportation planning body for the incorporated and unincorporated areas within Napa County and is responsible for programming State, Federal, and certain local funds for transportation projects within the County. NCTPA is further charged with coordinating short and long term planning and funding within an intermodal policy framework in the areas of highways, streets and roads, transit and paratransit, and bicycle improvements.

NCTPA also operates the Napa VINE transit services, serves as the Abandoned Vehicle Abatement Authority, Green Business Coordinator, Regional Housing Needs Allocation (RHNA) Napa sub-regional coordinator, and van pool coordinator (in partnership with Solano County).

The Napa Countywide Transportation Plan Citizens Advisory Committee (CAC) will meet on a quarterly basis beginning in April 2014 and will be tasked with reviewing and providing recommendations on elements to be included in the final plan. Eligible applicants must commit to participate in all meetings (anticipated to be four meetings) and serve on the committee until the final plan has been adopted by the NCTPA Board, expected in May/June 2015.

Ideally, the CAC will be made up of (17) Committee members who are residents of the County of Napa and possess the following credentials:

- a) *One member representing the City of American Canyon*
- b) *One member representing the City of Calistoga*
- c) *One member representing the City of Napa*
- d) *One member representing the County of Napa*
- e) *One member representing the City of St. Helena*
- f) *One member representing the Town of Yountville*

- g) One member representing a Chamber of Commerce*
- h) One member representing the Agricultural industry*
- i) One member representing the Wine industry*
- j) One member representing the Hospitality industry*
- k) One member representing Transit interests*
- l) One member representing Environmental interests*
- m) One member representing Active Transportation (bicycle/pedestrian, etc) interests*
- n) One member representing Goods Movement (Trucking industry)*
- o) One member representing the Senior and Disabled community*
- p) One member representing the Hospital/Medical/Health industry*
- q) One member representing Land Use/Development*

To apply, please submit your application and resume through NCTPA's website. The application can be accessed by going to the following link: <http://www.nctpa.net/napa-countywide-transportation-plan-citizens-advisory-committee-application>

The application deadline is close of business on March 7, 2014.

Please direct any questions to Karrie Sanderlin, Secretary of the Board ([ksanderlin@nctpa.net](mailto:ksanderlin@nctpa.net) or 707-259-8633).