



625 Burnell Street · Napa, CA 94559

Tel: (707) 259-8631

Fax: (707) 259-8638

**Technical Advisory Committee
(TAC)**

AGENDA

MEETING

**Thursday, September 4, 2014
2:00 p.m.**

**625 Burnell Street
Napa CA 94559**

General Information

All materials relating to an agenda item for an open session of a regular meeting of the Technical Advisory Committee (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, 625 Burnell Street, Napa, California 94559, Monday through Friday, between the hours of 8:00 a.m. and 5:00 p.m., except for NCTPA holidays. Materials distributed to a majority or all of the members of the 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 <http://www.nctpa.net/technical-advisory-committee-tac>.

ITEMS

1. Call to Order
2. Introductions
3. Public Comments
4. TAC Member and Staff Comments
5. Standing:
 - 5.1 Congestion Management Agency (CMA) Report
 - 5.2 Project Monitoring Funding Programs (*Pages 4-15*)
 - 5.3 Transit Report (*VINE Ridership*) (*Page 16*)
 - 5.4 Vine Trail Report
6. Caltrans Report)

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

7.	<u>CONSENT AGENDA ITEMS (7.1)</u>	<u>RECOMMENDATION</u>	<u>TIME</u>
7.1	Approval of Meeting Minutes of July 10, 2014 (Renee Kulick) (<i>Pages 17-20</i>)	APPROVE	2:20 PM
8.	<u>REGULAR AGENDA ITEMS (8.1-8.8)</u>	<u>RECOMMENDATION</u>	<u>TIME</u>
8.1	Transit On-Board Passenger Survey (Tom Roberts) (<i>Pages 21-75</i>) TAC will receive an overview on the on-board passenger survey.	INFORMATION	2:25 PM
8.2	Metropolitan Transportation Committee (MTC) Presentation on Car Share Program (Ursula Vogler) TAC will receive a presentation from MTC on the Car Share Program.	INFORMATION	2:35 PM
8.3	Napa Countywide Transportation Plan (CTWP) - Draft Project and Program Lists (Danielle Schmitz) (<i>Pages 76-100</i>) TAC will review the draft project and program lists.	INFORMATION/ DISCUSSION	2:45 PM

*Item will be available at the meeting.

8.4	Solano Napa Travel Demand Model (SNTDM) – Socioeconomic and Demographic Data Update (Danielle Schmitz) <i>(Pages 101-104)</i>	INFORMATION	3:00 PM
	TAC will receive an update on the SNTDM.		
8.5	MTC Countywide Transportation Plan (CTP) Draft Guidelines Update (Albert Esqueda) <i>(Pages 105-125)</i>	INFORMATION	3:10 PM
	TAC will receive an update on MTC’s draft CTP guidelines.		
8.6	Legislative Update and State Bill Matrix* (Kate Miller)	INFORMATION/ DISCUSSION	3:20 PM
	Staff will provide TAC with the latest Federal and State legislative update.*		
8.7	NCTPA Board of Directors Agenda for September 17, 2014 (Kate Miller)*	INFORMATION	3:15PM
	Preview draft version of the NCTPA Board of Directors Agenda for September 17, 2014.		
8.8	Topics of Next Meeting	DISCUSSION	3:25PM
	Discussion of topics for next meeting by TAC members.		
9.	<u>ADJOURNMENT</u>	<u>RECOMMENDATION</u>	<u>TIME</u>
	Approval of next Regular Meeting date of October 2, 2014 and Adjournment	APPROVE	3:30PM

*Item will be available at the meeting.

Inactive Obligations
 Local, State Administered/Locally Funded and Rail Projects

September 4, 2014
 TAC Agenda Item 5.2
 Action Requested: INFORMATION

Updated on
 06/24/2014

Project No (newly added projects highlighted in GREEN)	Status	Agency/District Action Required	State Project No	Prefix	District	County	Agency	RTPA	MPO
5042038	Future	Submit invoice to District by 08/20/2014	04924015L	BRLS	04	NAP	Napa	Metropolitan Transportation Commission	Metropolitan Transportation Commission

Inactive Obligations
 Local, State Administered/Locally Funded and Rail Projects

September 4, 2014
 TAC Agenda Item 5.2
 Action Requested: INFORMATION

Updated on
 06/24/2014

Project No (newly added projects highlighted in GREEN)	Description	Latest Date	Authorization Date	Last Expenditure Date	Last Action Date	Program Codes	Total Cost	Federal Funds	Expenditure Amt	Unexpended Bal
5042038	FIRST ST OVER NAPA RIVER BRIDGE 21C-0095 . , BRDG REPLACEMENT	8/1/2013	12/13/2002	8/1/2013	8/1/2013	Q120 , Q100 , L1C0 , H1C0 , H120	\$15,244,910.00	\$13,340,362.00	\$13,026,357.10	\$314,004.90

Red Zone Projects

Index	TIP ID	Sponsor	Project Title			Req'd Activity	Date Req'd By	Zone	Notes	Prev Zone
	Source	Prog'd Amount (\$x 1,000)	Phase	FY						
1	NAP110006	American Canyon	American Canyon PDA Development Plan							
	STP	\$318	PE	13/14	Submit invoice to Caltrans	10/7/2014	Y		R	
	PDA - STP	\$475	PE	13/14	Submit invoice to Caltrans	10/7/2014	Y		R	
2	NAP110014	NCTPA	Napa Vine Trail Design and Construction - various locations							
	TCSP	\$800	PE	11/12	Submit invoice	1/26/14	Y	Field Review signed off and complete		
	Other local	\$228	PE	13/14		9/30/13	Y	Admin modification to existing obligation		
	CMAQ	\$211	PE	11/12	Submit invoice	1/26/14	Y			
	TCSP	\$120	ROW	13/14	Request authorization	6/1/14	Y	Obligate funds by September 2014	G	
	Other local	\$211	CON	13/14		2/1/14				
	TCSP	\$1,580	CON	13/14	Request authorization	6/1/14	R	Obligate funds by September 2014	Y	
	RTP-LRP	\$2,000	CON	15/16		2/1/16	G	Programming placeholder		
	ATP	\$3,600	CON	15/16	Request authorization	2/1/15	G		N/A	

Yellow Zone Projects Continued

Index	TIP ID	Sponsor	Project Title	Phase	FY	Req'd Activity	Date Req'd By	Zone	Notes	Prev Zone
	Source	Prog'd Amount (\$x 1,000)								
3	NAP110013	Napa	North/South Bike Connection							
	CMAQ	\$300	CON	13/14	Submit invoice	9/10/14	Y	E76 Obligation received	R	
	CMAQ	\$160	CON	13/14	Submit invoice	9/10/14	Y	E76 Obligation received	R	
	CMAQ	\$40	PE	11/12	Invoice paid 7/23/12		G	NEPA clearance obtained; finishing up design work		
4	NAP130002	NCTPA	Napa County SRTS Program							
	CMAQ	\$420	PE	13/14	Submit invoice	09/17/14	G	OA received		
5	NAP130001	City of Napa	PDA Planning Program Funds							
	STP	\$275	PE	13/14	Submit invoice	02/20/15	G	Need Supplemental Agreement signed; OA received		
6	NAP110009	Napa County	Silverado Trail Paving Phase F							
	STP	\$526	Con	11/12	Invoice to Caltrans		Y	Closeout in process		
	STP-FAS	\$312	Con	11/12						
7	NAP110007	American Canyon	Theresa Ave Sidewalk Phase III							
	CMAQ	\$200	CON	13/14	Submit invoice	10/14/14	Y	E76 received - going out for bid	R	

Yellow Zone Projects

Index	TIP ID	Sponsor		Project Title			Date Req'd By	Zone	Notes	Prev Zone
		Source	Prog'd Amount (\$x 1,000)	Phase	FY	Req'd Activity				
8	NAP110019	Napa County	\$1,114	Con	11/12	invoice to Caltrans	Y		closeout in process	

Federally-Funded Locally-Sponsored Napa County Projects

Green Zone Projects

Inde	TIP ID	Sponsor	Project Title						
	Source	Prog'd Amount (\$x 1,000)	Phase	FY	Req'd Activity	Date Req'd By	Zone	Notes	Prev Zone
9	2130F	City of Napa	California Blvd. Roundabouts						
	CMAQ	\$1,740	CON	16/17	request obligation	11/1/16	G	Project also has STIP funds	
	CMAQ	\$723	ROW	14/15	request obligation	02/01/15	Y	project aslo has \$431 in STIP ROW funds	
	RIP-T4-FED	\$431	ROW	14/15	request extension	03/01/15	Y	STIP funds for ROW need an extension if not authorized by 7/1/15	
	RIP-T4-FED	\$1,070	CON	16/17	request obligation	11/01/16	G		

Notes:

Appendix A**Federal At Risk Report Zone Criteria****Required Activities per Resolution 3606 (Revised July 23, 2008)**

Required Activities Monitored by CMA¹	Criteria Timeframes for Required Activities		
	Red Zone	Yellow Zone	Green Zone
Request Project Field Review	Project in TIP for more than nine (9) months, or obligation deadline for Con funds within 15 months.	Project in TIP for less than nine (9) months, and obligation deadline for Con funds more than 15 months away.	All conditions other than Red or Yellow Zones
Submit Environmental Package	NA	NA	NA
Approved DBE Program and Methodology	NA	NA	NA
Submit Request for Authorization (PE)	within three (3) months	within three (3) to six (6) months	All conditions other than Red or Yellow Zones
Submit Request for Authorization (R/W)	within four (4) months	within four (4) to nine (9) months	All conditions other than Red or Yellow Zones
Submit Request for Authorization (Con)	within six (6) months	within six (6) to nine (9) months	All conditions other than Red or Yellow Zones
Obligation/ FTA Transfer	within two (2) months	within two (2) to four (4) months	All conditions other than Red or Yellow Zones
Advertise Construction	within four (4) months	within four (4) to six (6) months	All conditions other than Red or Yellow Zones
Award Contract	within six (6) months	within six (6) to nine (9) months	All conditions other than Red or Yellow Zones
Award into FTA Grant	within two (2) months	within two (2) to four (4) months	All conditions other than Red or Yellow Zones
Submit First Invoice	within two (2) months	within two (2) to four (4) months	All conditions other than Red or Yellow Zones
Liquidate Funds	within four (4) months	within four (4) to nine (9) months	All conditions other than Red or Yellow Zones Move to Appendix D
Project Closeout	within four (4) months	within four (4) to nine (9) months	All conditions other than Red or Yellow Zones

Other Zone Criteria

Red Zone	Projects with funds programmed in the same FY for both a project development phase (i.e. Env or PSE) and a capital phase (i.e. R/W or Con) without the project development phase(s) obligated.
Yellow Zone	Projects with an Amendment to the TIP pending.

Notes: ¹ See Appendix B for more information about the Required Activities and Resolution 3606.

Appendix B
Definitions of the Required Activities per Resolution 3606 (As revised January 22, 2014)

Index	Definition	Deadline
1	Req Proj Field Rev	
	Per MTC Resolution 3606-Revised, "Implementing agencies are to request a field review from Caltrans Local Assistance within twelve months of approval of the project in the TIP, but no less than twelve months prior to the obligation deadline of construction funds. This policy also applies to federal-aid projects in the STIP. The requirement does not apply to projects for which a field review would not be applicable, such as FTA transfers, regional operations projects and planning activities, or if a field review is otherwise not required by Caltrans. It is expected that Caltrans will conduct the review within 60 calendar days of the request. Failure for an implementing agency to make a good-faith effort in requesting and scheduling a field review from Caltrans Local Assistance within twelve months of programming into the TIP (but no less than twelve months prior to the obligation deadline) could result in the funding being reprogrammed and restrictions on future programming and obligations. Completed field review forms (if required) must be submitted to Caltrans in accordance with Caltrans Local Assistance procedures."	12 months from approval in the TIP ¹ , but no less than 12 months prior to the obligation deadline of construction funds.
2	Sub ENV package	
	Per MTC Resolution 3606-Revised, "Implementing agencies are required to submit a complete environmental package to Caltrans for all projects (except those determined Programmatic Categorical Exclusion as determined by Caltrans at the field review), twelve months prior to the obligation deadline for right of way or construction funds. This policy creates a more realistic time frame for projects to progress from the field review through the environmental and design process, to the right of way and construction phase. If the environmental process, as determined at the field review, will take longer than 12 months before obligation, the implementing agency is responsible for delivering the complete environmental submittal in a timely manner. Failure to comply with this provision could result in the funding being reprogrammed. The requirement does not apply to FTA transfers, regional operations projects or planning activities."	12 months prior to the obligation deadline for RW or Con funds. (No change)
3	Sub Req for Auth	
	Per MTC Resolution 3606-Revised, "In order to ensure funds are obligated or transferred to FTA in a timely manner, the implementing agency is required to deliver a complete, funding obligation / FTA Transfer Request for Authorization (RFA) package to Caltrans Local Assistance by November 1 of the fiscal year the funds are listed in the TIP. The RFA package is to include the CTC allocation request documentation for CTC administered funds such as STIP and state-TAP funded projects as applicable. Projects with complete packages delivered by November 1 of the TIP program year will have priority for available OA, after ACA conversions that are included in the Obligation Plan. If the project is delivered after November 1 of the TIP program year, the funds will not be the highest priority for obligation in the event of OA limitations, and will compete for limited OA with projects advanced from future years. Funding for which an obligation/ FTA transfer request is submitted after the November 1 deadline will lose its priority for OA, and be viewed as subject to reprogramming."	November 1 of FY in which funds are programmed in the TIP.
4	Obligate Funds/ Transfer to FTA	
	Per MTC Resolution 3606-Revised, "MTC Regional Discretionary Funding is subject to a regional obligation/ authorization/ FTA transfer deadline of January 31 of the fiscal year the funds are programmed in the TIP. Implementing agencies are required to submit the completed request for obligation/ authorization or FTA transfer to Caltrans Local Assistance by November 1 of the fiscal year the funds are programmed in the TIP, and receive an obligation/authorization/ FTA transfer of the funds by January 31 of the fiscal year programmed in the TIP. For example, projects programmed in FY 2014-15 of the TIP have a request for authorization/ obligation/ FTA transfer submittal deadline (to Caltrans Local Assistance) of November 1, 2014 and an obligation/ authorization/FTA transfer deadline of January 31, 2015. No extensions will be granted to the obligation deadline."	For submittal of request for obligation /authorization or FTA transfer November 1 of FY in which funds are programmed in the TIP. For obligation/ FTA transfer January 31 of FY in which funds are programmed in the TIP.

Appendix B
Definitions of the Required Activities per Resolution 3606 (As revised January, 2014)

Index	Definition	Deadline
5	Execute PSA	
	Per MTC Resolution 3606, "The implementing agency must execute and return the Program Supplement Agreement (PSA) to Caltrans in accordance with Caltrans Local Assistance procedures. It is expected that Caltrans will initiate the PSA within 30 days of obligation. The agency should contact Caltrans if the PSA is not received from Caltrans within 30 days of the obligation. This requirement does not apply to FTA transfers. Agencies that do not execute and return the PSA to Caltrans within the required Caltrans deadline will be unable to obtain future approvals for any projects, including obligation and payments, until all PSAs for that agency, regardless of fund source, meet the PSA execution requirement. Funds for projects that do not have an executed PSA within the required Caltrans deadline are subject to de-obligation by Caltrans."	Within 30 days of receipt of the PSA from Caltrans, and within six months from the actual obligation date. ²
6	Advertise Contract /Award Contract/Award into FTA Grant	
	Per MTC Resolution 3606-Revised, "For the Construction (CON) phase, the construction/equipment purchase contract must be advertised within 3 months and awarded within 6 months of obligation / E-76 Authorization (or awarded within 6 months of allocation by the CTC for funds administered by the CTC). However, regardless of the award deadline, agencies must still meet the invoicing deadline for construction funds. Failure to advertise and award a contract in a timely manner could result in missing the subsequent invoicing and reimbursement deadline, resulting in the loss of funding. Agencies must submit the complete award package immediately after contract award and prior to submitting the first invoice to Caltrans in accordance with Caltrans Local Assistance procedures. Agencies with projects that do not meet these award deadlines will have future programming and OA restricted until their projects are brought into compliance (CTCadministered construction funds lapse if not awarded within 6 months). For FTA projects, funds must be approved/awarded in an FTA Grant within one federal fiscal year following the federal fiscal year in which the funds were transferred to FTA."	Advertised within 3 months of obligation and awarded within 6 months of obligation. FTA Grant Award: Within 1 year of transfer to FTA.
7	Submit First Invoice / Next Invoice Due	
	Per MTC Resolution 3606-Revised, "Funds for each federally funded (Environmental (ENV/ PA&ED), There is no guarantee that funds will be available to the project once de-obligated. If a project does not have eligible expenses within a 6-month period, the agency must provide a written explanation to Caltrans Local Assistance for that six-month period and submit an invoice as soon as practicable to avoid missing the 12-month invoicing and reimbursement deadline. Agencies with projects that have not been invoiced against and reimbursed within a 12-month period, regardless of federal fund source, will have restrictions placed on future programming and OA until the project is properly invoiced. Funds that are not invoiced and reimbursed against at least once every 12 months are subject to de-obligation by FHWA."	For Con phase: Once For all other phases: Once within 6 months following Obligation and then once every 6 months thereafter, for each phase and federal program code.
7a	Inactive Projects	
	Per MTC Resolution 3606-Revised, "Caltrans requires administering agencies to submit invoices at least once every 6 months from the time of obligation (E-76 authorization). Projects that have not received a reimbursement of federal funds in the previous 12 months are considered inactive with the remaining un-reimbursed funds subject to de-obligation by FHWA with no guarantee the funds are available to the project sponsor. To ensure funds are not lost in the region, regional deadlines have been established in advance of federal deadlines. Project Sponsors must submit a valid invoice to Caltrans Local Assistance at least once every 6 months and receive a reimbursement at least once every 9 months, but should not submit an invoice more than quarterly. Agencies with projects that have not been invoiced against at least once in the previous 6 months or have not received a reimbursement within the previous 9 months have missed the invoicing/reimbursement deadlines and are subject to restrictions placed on future regional discretionary funds and the programming of additional federal funds in the federal TIP until the project receives a reimbursement."	Funds must be invoiced against at least once every 6 months to remain active.

Appendix B
Definitions of the Required Activities per Resolution 3606 (As revised January 22, 2014)

Index	Definition	Deadline
8	Liquidate Funds	
	Per MTC Resolution 3606-Revised, "California Government Codes 16304.1 and 16304.3 places additional restrictions on the liquidation of federal funds. Generally, federal funds must be liquidated (fully expended, invoiced and reimbursed) within 4 state fiscal years following the fiscal year in which the funds were appropriated. CTC-administered funds must be expended within 2 state fiscal years following the fiscal year in which the funds were allocated. Funds that miss the state's liquidation/ reimbursement deadline will lose State Budget Authority and will be de-obligated if not re-appropriated by the State Legislature, or extended in a Cooperative Work Agreement (CWA) with the California Department of Finance. CTC-administered funds must also be extended by the CTC. This requirement does not apply to FTA transfers."	Federal funds must be liquidated within four years of obligation. CTC administered funds must be liquidated within 2 year of obligation.
9	Estimated Completion Date/Project Closeout	
	Per MTC Resolution 3606-Revised, "Implementing Agencies must fully expend federal funds on a phase one year prior to the estimated completion date provided to Caltrans. At the time of obligation (E-76 authorization) the implementing agency must provide Caltrans with an estimated completion date for that project phase. Any unreimbursed federal funding remaining on the phase after the estimated completion date has passed, is subject to project funding adjustments by FHWA. Implementing agencies must submit to Caltrans the Final Report of Expenditures within six months of project completion. Projects must proceed to right of way acquisition or construction within 10 years of federal authorization of the initial phase. Federal regulations require that federally funded projects proceed to construction or right of way acquisition within 10 years of initial federal authorization of any phase of the project. Furthermore, if a project is canceled, or fails to proceed to construction or right of way acquisition in 10 years, FHWA will de-obligate any remaining funds, and the agency may be required to repay any reimbursed funds. If a project is canceled as a result of the environmental process, the agency may not be required to repay reimbursed costs for the environmental activities. However, if a project is canceled after the environmental process is complete, or a project does not proceed to right of way acquisition or construction within 10 years, the agency is required to repay all reimbursed federal funds. Agencies with projects that have not been closed out within 6 months of final invoice will have future programming and OA restricted until the project is closed out or brought back to good standing by providing written explanation to Caltrans Local Assistance, the applicable CMA and MTC. Note that funds managed and allocated by the CTC may have different and more stringent funding deadlines. A CTC allocated-project must fully expend those funds within 36 months of the CTC funding allocation."	Est. Completion Date: For each phase, fully expend federal funds 1 year prior to date provided to Caltrans. Project Close-out: Within 6 months of final project invoice.

Notes:

- ¹ Approval in the TIP: For administrative/ minor TIP Amendments it is the date of Caltrans approval. For formal TIP Amendments, it is the date of FHWA approval.
- ² Per DOT letter from Caltrans Local Assistance to MPOs, regarding "Procedural Changes in Managing Obligations", dated 9/15/05.

TDA 3 Project List - September 2014

Index	TIP ID	Sponsor	Project Title							
	Source	Prog'd Amount (\$x 1,000)	Phase	FY	Req'd Activity	Date Req'd By	Zone	Notes	Prev Zone	
1	TDA 3	City of Napa \$72	SR29 Undercrossing PE	12/13				20% complete		
2	TDA 3	American Canyon \$190	Broadway Bike/Pedestrian Improvements CON	10/11	close out needed		G	funds invoiced and received	Y	
3	TDA 3	City of Napa \$163	Tulocay Creek Bridge and Trail Completion CON	13/14	recently approved by NCTPA Board			Awaiting MTC approval		
4	TDA 3	American Canyon 47,855	Rio Del Mar/Los Altos/Theresa Ped Project CON	14/15			G	Awaiting MTC approval		
5	TDA 3	St. Helena \$107,278	Mitchell Drive Sidewalk Project CON	14/15			G	Awaiting MTC approval		
6	TDA 3	Calistoga \$106,427	Riverside Ped Project CON	14/15			G	Awaiting MTC approval		
7	TDA 3	Yountville 51,086	Washington St. Sidewalk Project CON	14/15			G	Awaiting MTC approval		

STIP At Risk Report
2014 STIP Locally-Sponsored Napa County Projects

Status Date: September 2014

Green Zone Projects

Index	PPNO	Sponsor	Project Title			Req'd Activity	Date Req'd By	Zone	Notes	Prev Zone	
			Source	Prog'd Amount (\$x 1,000)	Phase						FY
1	FMS 5932	American Canyon	Devlin Road and Vine Trail Extension								
				\$297	PE	15/16	Request obligation	11/1/15	G	state only funds	
	RIP - T4 -ST		\$1,665	CON	17/18	Request obligation	11/1/17	G	state only funds		
2	FMS 5725	American Canyon	Eucalyptus Drive Extension								
	RIP -T4-FED		\$1,154	CON	18/19	Request obligation	11/1/18	G			
3	2130F	City of Napa	California Roundabouts								
				\$431	ROW	14/15	Request extension for STIP funds	3/1/15		If funds can't be obligated by 6/30/14 request extension	
	RIP-T4-FED		\$1,070	CON	16/17	Request obligation	11/1/16	G	project also has OBAG funds in CON		
4	FMS 6013	Calistoga	Petrified Forest Road and SR 128 Intersection Improvements								
				\$105	PS&E	15/16	Request obligation	11/1/15	G		
			RIP-T4-FED	\$50	ROW	16/17	Request obligation	11/1/16	G		
			\$425	CON	17/18	Request obligation	11/1/17	G			
5	FMS 5942	Yountville	Hopper Creek Pedestrian Path								
				\$100	PS&E	16/17	Request obligation	11/1/16	G		
	RIP-T4-FED		\$400	CON	17/18	Request obligation	11/1/17	G			
6	FMS 5934	County of Napa	Airport Boulevard Rehab								
				\$57	PS&E	17/18	Request obligation	11/1/17	G		
			\$1,275	CON	18/19	Request obligation	11/1/18	G			
7		City of Napa	Silverado Five-Way Intersection Improvements								
			\$1,153	CON	17/18	Request obligation	11/1/17	G	Project likely to become a SHOPP project - not in the TIP yet needs to be amended once PID is complete		
8	2130H	Yountville	North Yountville bike lanes & extend sidewalk (ext 6-12)								
			RTIP-TE	\$43	PSE	10/11	complete				
	RTIP-TE		\$86	CON	11/12	complete			closed out		
9	2130G	American Canyon	Napa Jct. Elementary School ped improvements (ext 6-12)								
			RTIP-TE	\$24	PSE	10/11	complete				
			RTIP-TE	\$14	CON	11/12	submit invoice to Caltrans or risk deobligation	2/20/15	G	Invoice due on 8/20/14 accepted; next invoice due on 2/20/2015	R
	RTIP-TE		\$183	CON	11/12	submit invoice to Caltrans or risk deobligation	2/20/15	G	Invoice due on 8/20/14 accepted; next invoice due on 2/20/2015	R	

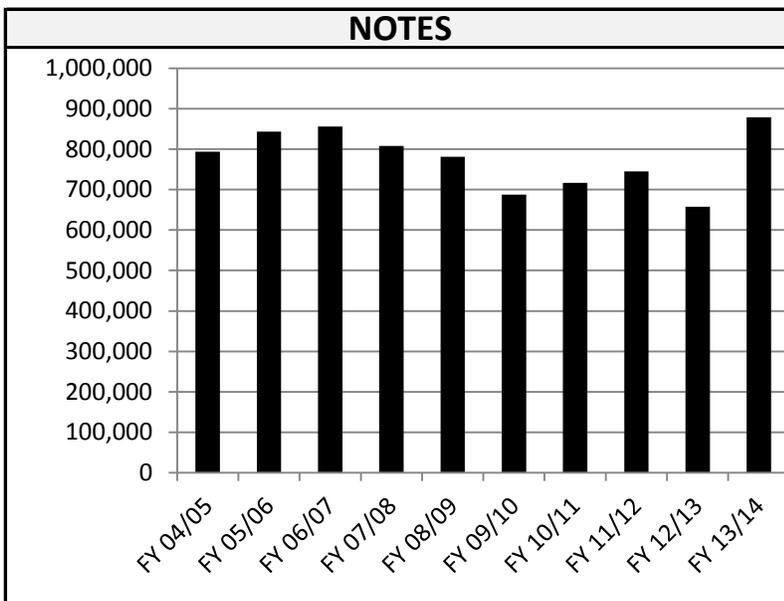
TRANSIT SERVICE ANALYSIS

DRAFT

TAC Agenda Item 5.3

July 2013 - June 2014

SYSTEMWIDE		
July - June		
2012/13	2013/14	
673,287	893,029	33%



RIDERS BY SERVICE			
	July - June		
	2012/13	2013/14	
VINE Routes 1 - 11	517,906	707,241	37%
VINE Route 21		10,668	N/A
VINE Route 25	4,603	6,690	45%
VINE Route 29	29,250	38,913	33%
Am Can Transit	28,032	26,934	-4%
Calistoga Shuttle	18,222	21,989	21%
St. Helena Shuttle	9,153	16,212	77%
Yountville Trolley	29,826	29,255	-2%
VINE GO	19,525	21,127	8%
Taxi Program	9,972	7,786	-22%
Shared Vehicle Prg.	6,798	6,214	-9%

Chart does not include Taxi or Shared Vehicle Programs.

MILES BETWEEN ROAD CALLS	
2012/13	2013/14
1 per 15,428	1 per 26,092
Standard = 1 per 10,000 mi	

PREVENTABLE ACCIDENTS	
Per 100,000 miles	
2012/13	2013/14
Act = .5	Act = .8
Std. = 1.4	Std. = 1.6

	Weekday Passengers Per Revenue Service Hour	
	Goal	Actual
Route 1	12	7.7
Route 2	12	13.9
Route 3	12	13.6
Route 4	12	11.9
Route 5	12	11.7
Route 6	12	9.7
Route 7	12	6.1
Route 8	12	17.5
Route 10	12	9.5
Route 11	12	11.8
Route 21	7	5.4
Route 25	5	14.8
Route 29	7	5.8
Am Can Transit	5	6.0
Calistoga Shuttle	2	4.3
St. Helena Shuttle	2	5.2
Yountville Trolley	2	6.5

On Time Performance	
Oct '13 - June '14	
Goal	Actual
90%	96.8%
90%	91.8%
90%	91.9%
90%	95.4%
90%	89.6%
90%	92.7%
90%	90.6%
90%	89.0%
90%	77.4%
90%	78.2%
90%	90.0%
90%	89.1%
90%	83.1%

**Technical Advisory Committee
(TAC)**

MINUTES

Thursday, July 10, 2014

ITEMS

1. Call to Order

Vice Chair Whan called the meeting to order at 2:00 PM (local).

Mike Kirn	City of Calistoga
Eric Whan, Vice Chair	City of Napa
Rick Tooker	City of Napa
Steve Palmer	City of St. Helena
Nathan Steele	Town of Yountville
Rick Marshall	County of Napa
Doug Weir	PCC

2. Introductions

New NCTPA Staff: Alberto Esqueda, Assistant Program Planner/Administrator
Fiorella Silva, Assistant Program Planner/Administrator, Benson Kwong,
Assistant Planner, Transit Technical Analyst.

3. Public Comments

None

4. TAC Member and Staff Comments

NCTPA - Staff provided TAC with the following information and handouts:

- The first ITOC meeting date is August 7, 2014 at 11:00am, NCTPA Board Room.
- September Board meeting: Davis Tour
- CTP Draft Guidelines Handout
- Legislative Update
- Cap and Trade Funding overview

5. Standing

5.1 Congestion Management Agency (CMA) Report. Staff provided information on the latest meeting topics and/or discussions to TAC:

- CTP Guidelines-There has not been a revision to the guidelines since 2000. The guidelines are being updated to include SCS and SB375 strategies. Keeping flexibility in the goals and vision for individual CMAs is a priority for those CMAs already in the process of updating their plans.
- Complete Streets requirement must be included in circulation elements by January 31, 2015 to meet deadline for next round of OBAG funding. It is up to individual agencies to come into compliance. Alameda Co. has a good white paper example – staff will email it out to group.

5.2 Project Monitoring Funding Programs. Staff provided TAC with the latest project reporting data and deadlines.

- City of Napa invoice due to Caltrans for the PDA planning funds by August 20, 2014.
- N/S bike path problem – Vice Chair Whan to send email re: de-obligation.

5.3 Transit Report (*VINE Ridership*). Staff provided TAC with a new schedule. A quarterly ridership report will be available next month. An on board survey took place in May and June. June showed a record ridership. The new passenger counters will be a great planning tool for stop improvements and route efficiency adjustment. The new Mileage Reimbursement Program will allow seniors and persons with disabilities living outside the regular service area to have volunteer drivers provide rides to lifeline services, medical appointments and groceries. Qualified drivers can receive vouchers for mileage reimbursement. The VINE had extended service hours for the Bottlerock music festival and provided significant rides throughout the course of the weekend. Napa City PD was pleased with the overall success of the event.

5.4 Vine Trail Report

- TAC member Rick Marshall provided Vine Trail update: Calistoga segment progress is moving along well.

Action Requested: APPROVE

- Napa Pipe-Vine Trail alignment-there will be an interim alignment prior to construction of the Napa Pipe project, and a final alignment once the Napa Pipe project moves forward.

6. **Caltrans Report.** –Caltrans staff was not present, NCTPA staff provided update:
- 3E220 Digouts in Napa and Yountville will begin in early August 2014. Work will take place at night and is expected to be completed in 30 days.
 - 3E370 Digouts in American Canyon-expected to begin in mid-August 2014. Work will take place at night and is expected to be completed in 30 days.
 - Traffic advisories for both projects will go out one week in advance of start of work.
 - TAC member Rick Tooker requested Caltrans do something about multiple sections of broken fencing along Hwy. 29 near Salvador Ave., Wine Country Ave. and Trower. He will request code enforcement to take photos of the downed fencing. NCTPA staff will add it to Caltrans monthly issues meeting.

7. **CONSENT AGENDA ITEMS (7.1)**

7.1 **Approval of Meeting Minutes**

MSC* MARSHALL/KIRN for APPROVAL and unanimously carried

8. **REGULAR AGENDA ITEMS (8.1-8.6)**

8.1 **Napa Countywide Transportation Plan-Project Evaluation Criteria**

NCTPA Staff changed the previous spreadsheet format to checklist format to assist with self- evaluation and scoring of jurisdiction projects. Project lists and program lists need to be turned in by mid-August. Look at capital programs matrix, it will help move forward in the near term (5 years).

Checklist comments:

- Concern over tally at end related to score as priority.
- Aggregate the entire county list, show projects meeting goals.
- Political influence must be considered.
- Some goals have more objectives.
- No weighting-all should be considered equal related to goals.
- Include a table along with criteria for ease of identification.

8.2 Napa Countywide Transportation Plan (CTP).

Staff presented TAC with update on the Countywide Transportation Plan process.

- Public outreach over the next few months with a focus on the Community Based Transportation Plan (CBTP).
- CBTP is very specific to projects.

8.3 Countywide Pedestrian Master Plan Scope of Work.

Staff presented minor changes within the Pedestrian Plan Scope of Work:

- Make certain there is a manipulative deliverable for GIS, not just a PDF.
- The plan would not be considered a project under NEPA.

8.4 Legislative Update and State Bill Matrix.

Staff provided TAC with the latest Federal and State legislative update to be presented to the NCTPA Board at their July 16, 2014 for their approval. Bills under consideration: AB 1705 (Williams) –staff does not support extension of sunset date until next year.

MSC* MARSHALL / PALMER for APPROVAL and unanimously carried

8.5 NCTPA Board of Directors Agenda for July 16, 2014

TAC reviewed the draft NCTPA Board of Directors Agenda for their next meeting on July 16, 2014.

8.6 Topics of Next Meeting

- Countywide Transportation Plan
- Corridor Management (SR 29)-Issue Paper, Cost Benefit

9. ADJOURNMENT

Next regular meeting date of September 4, 2014, was approved and meeting was adjourned at 3:15 PM.



September 4, 2014
TAC Agenda Item 8.1
Continued From: NEW
Action Requested: INFORMATION

NAPA COUNTY TRANSPORTATION AND PLANNING AGENCY TAC Agenda Letter

TO: Technical Advisory Committee (TAC)
FROM: Kate Miller, Executive Director
REPORT BY: Tom Roberts, Manager of Public Transit,
(707) 259-8635/ Email: troberts@nctpa.net
SUBJECT: Transit On-Board Passenger Survey

RECOMMENDATION

Review the results of the recent transit on-board passenger survey.

EXECUTIVE SUMMARY

In the spring of 2014 a comprehensive VINE on-board ridership survey was conducted in order to gain a profile of rider demographics, travel patterns, and ascertain public input on a variety of issues germane to future transit planning. The last similar survey was conducted in 2008.

FINANCIAL IMPACT

Is there a Fiscal Impact? No.

BACKGROUND AND DISCUSSION

Periodic on-board passenger surveys provide useful information to understand the demographics and travel patterns of VINE riders. In the spring of 2014, the surveying firm ETC institute conducted on-board passenger surveys consisting of a statistically valid random sample of 11% of VINE riders proportioned across all 13 VINE bus routes. The survey was administered as face-to-face interviews using iPads interfaced with Google Maps to allow real-time encoding of stop and address information. Riders who did not have time to complete the survey but wished to participate were asked to provide their phone number and received call backs. Surveys were administered in the rider's primary language.

The complete survey report is attached. Highlights include

Percent Students 33%

Home City of Riders

Napa	64.1%
Vallejo	11.7%
American Canyon	6.7%
Calistoga	5.2%
Yountville	3.9%
St. Helena	2.7%
Fairfield	1.5%
Clearlake/Middletown	1.5%
Sonoma	1.0%
Other	1.8%

Age of riders

4 - 13	1%
14 - 23	32%
24 - 33	18%
34 - 43	15%
44 - 53	12%
54 - 64	13%
At least 65	9%

Income Level of Riders

Less than \$10,000	21%
\$10,000 - \$24,999	19%
\$25,000 - \$49,999	32%
\$50,000 - \$74,999	7%
\$75,000 - \$99,999	3%
\$100,000 - \$149,999	2%
More than \$150,000	2%
Don't know	13%

Trip Purpose

Home	32%
Work	21%
Social or recreational	13%
School	12%
Shopping	8%
Medical/dental	5%
Business	4%
Dining/coffee	3%
Maintenance/personal business	1%
Escorting others (children, elderly)	1%

There are some changes in the ridership demographic since 2008 (noted below). Of particular interest is the dramatic change between 2008 and the current survey in the percentage of riders who have access to a car. This may indicate that a significantly larger number of riders are taking the bus by choice.

	2008	2014
Have Cars in Household - Vehicle Availability:	22%	63%
A higher percentage of male riders:	46%	53%
And an increase in riders who live alone:	16%	27%

Some shifts in the age of riders:

13 - 24	34%	32%
25 - 34	20%	17%
35 - 44	15%	15%
45 - 54	15%	14%
55 - 64	8%	11%
65+	8%	10%

A shift in income levels*:

	2008	2014*
0 - \$24,999	67%	40%
\$25,000 - \$49,000	17%	32%
\$50,000 - \$74,999	5%	7%
\$75,000 - \$99,999	4%	3%
\$100,000 - \$149,000	3%	2%
Over \$150,000	4%	2%
<i>"I don't know"</i> **		14%*

*The *"I don't know"* category does not appear in the 2008 survey. In 2014, 75% of those who answered *"I don't know"* were college age or younger.

The complete survey document contains additional information not contained in this staff report.

SUPPORTING DOCUMENTS

Attachments: (1) Draft 2014 VINE Transit On-Board Transit Survey Summary Report

2014 VINE TRANSIT ON-BOARD TRANSIT SURVEY

SUMMARY REPORT

Developed by:



August 2014

TABLE OF CONTENTS

Chapter 1: Overview	1
Data Requirements	1
Sampling Methodology	2
Sampling Plan: Goal vs. Actual Completes	3
Survey Administration/Quality Control Procedures	4
Editing Procedures	4
Data Expansion.....	5
Chapter 2: Detailed Description of the On-Board Survey Administration	7
Chapter 3: Characteristics of Transit Riders and Select Findings	9
Chapter 4: Major Results of the Survey as Charts and Graphs	13
Chapter 5: The Database Description	32
Chapter 6: Weighted Tabular Data	37
Chapter 7: Survey Instrument	48

CHAPTER 1: OVERVIEW

In May and June of 2014, ETC Institute implemented an On-Board Transit Survey for VINE in Napa, California. Administration of the survey by ETC Institute occurred during the weeks prior to summer break for area schools. The primary objective for conducting the On-Board Transit Survey was to gather accurate travel data from transit riders to update the regional travel demand model. The universe for the survey consisted of 13 local bus routes operated by VINE transit agency. The goal was to obtain usable surveys from at least 325 transit riders, which represented approximately 11% of the entire system ridership. The actual number of completed, usable surveys was 407.

This overview contains a description of the data requirements, sampling methodology including the sampling plan, survey administration/quality control procedures, and data entry/editing procedures. More detailed information is provided in subsequent chapters of this report:

- A more detailed description of the administration of the on-board survey is provided in Chapter 2.
- Characteristics of transit riders and select findings are provided in Chapter 3.
- Major results of the survey are shown as charts and graphs in Chapter 4.
- A detailed description of the final survey database is provided in Chapter 5.
- Weighted survey results, which have adjusted the results to reflect the actual ridership on each route, is provided in Chapter 6.
- A copy of the survey instrument are provided in Chapter 7.

Data Requirements

ETC Institute worked closely with VINE staff to design the survey instrument. Some of the specific types of information that were gathered on the survey included:

- The location where the rider initially started his/her trip
- How the rider traveled from their starting place to the bus
- The location where the rider boarded the bus
- The location where the rider got off the bus
- How the rider traveled from the bus to his/her final destination
- The location of the rider's final destination
- Personal and Household information (number of occupants, gender, employment status, etc.)

The survey was administered as a face-to-face interview on local routes using iPads which interfaced with Google Maps to allow real-time geocoding of address information. While most respondents completed the survey during their trip, call center callbacks were available for riders who did not have time to complete the survey during their trip or did not speak fluent English/preferred the survey administered in their primary language. This was done to ensure that short-trips were captured and no other biases were created during the survey administration.

Riders who did not have time to complete the survey during the trip but indicated that would like to participate, were asked to provide their phone number. Those who provided their phone number were contacted by ETC Institute's call center the following day and asked to provide the survey information by phone.

Initial Test of the Survey Instrument. ETC Institute conducted a pilot test of the survey to ensure the survey worked properly. The pilot test was conducted with a total of 50 riders on 2 different routes. No problems with the survey instrument or sampling procedures were identified during the pilot test.

Sampling Methodology and Report on Complete and Usable Surveys

ETC Institute developed a sampling plan to ensure that the overall results of the survey would be statistically valid for the region as a whole. The sampling plan identifies the number of completed surveys that were needed from each route. The sampling plan was designed to obtain completed surveys from approximately 11% of the average daily ridership on each bus route. Oversampling was done on selected routes during the evening hours to ensure evening ridership was captured.

A copy of the report of the goals and the completed versus the usable surveys is provided below.

VINE Transit On-Board Transit Survey

Report on Completed and Usable Surveys

	Route	Direction	Route Goal (11%)	Actual Number of Completed Surveys	Goal Met within 10% (or 10 surveys)
<i>W e e k d a y</i>	Route 1	Loop	5	6	Yes
	Route 2	Loop	18	19	Yes
	Route 3	Loop	16	19	Yes
	Route 4	Loop	13	15	Yes
	Route 5	Loop	14	15	Yes
	Route 6	Loop	6	11	Yes
	Route 7	Loop	1	1	Yes
	Route 8	North	10	15	Yes
		South	11	18	Yes
	Route 10	North	23	24	Yes
		South	19	24	Yes
	Route 11	North	21	23	Yes
		South	27	30	Yes
	Route 21	East	2	4	Yes
		West	2	2	Yes
	Route 25	East	1	2	Yes
		West	1	1	Yes
	Route 29	North	5	8	Yes
South		6	12	Yes	
Total			200	249	Yes
<i>S a t u r d a y</i>	Route 1	Loop	2	3	Yes
	Route 2	Loop	5	4	Yes
	Route 3	Loop	13	13	Yes
	Route 4	Loop	4	5	Yes
	Route 5	Loop	8	8	Yes
	Route 6	Loop	9	9	Yes
	Route 7	Loop	1	1	Yes
	Route 8	North	4	3	Yes
		South	2	1	Yes
	Route 10	North	12	25	Yes
		South	15	24	Yes
	Route 11	North	8	12	Yes
		South	11	11	Yes
Total			93	119	Yes
<i>S u n d a y</i>	Route 10	North	10	12	Yes
		South	7	9	Yes
	Route 11	North	7	9	Yes
		South	9	9	Yes
	Total			32	39

Survey Administration/Quality Control Procedures

Some of the survey administration and quality control procedures utilized by ETC Institute are listed below.

- Each interviewer was trained to understand the purpose of the survey so they could explain the importance of the survey to riders.
- One interviewer was assigned per bus and at least one bus was selected from each route.
- Interviewers conducted surveys on their assigned bus for the entire day that the route was in operation in accordance with the hours shown in the sampling plan. Short breaks were allowed for interviewers in conjunction with breaks that were taken by the driver.
- Riders on local routes on which the iPads were used were selected at random by a computer algorithm that selected participants at random based on the number of boardings at each stop.
- Following the completion of each run along a route, the interviewer would briefly get off the bus and take completed surveys from that route to ETC Institute's Team Leader. The Team Leader worked at the transit center.
- ETC Institute's Team Leader and two assistants reviewed all the completed surveys that were submitted by interviewers to ensure the usability, accuracy, and completeness of the data collected.
- ETC Institute's Team Leader ensured that the total number of usable surveys exceeded the sampling goals for each route.

Editing Procedures

Following the administration of the survey, ETC Institute's Team Leader and the interviewing team conducted a secondary review of the completed surveys. Errors that were identified during the secondary review were corrected when possible. When data was missing, incomplete, or illegible, internet research was conducted to retrieve the data. Specific procedures that were followed by ETC Institute are described below:

- ETC Institute personnel conducted a 100% review of all completed surveys.
- If an entry on a survey form did not conform to the specifications established for the field, was incomplete, or illegible, ETC Institute employees took one of two actions:
 - they corrected the entry; the corrections were sometimes easy to make given the data provided; or
 - they utilized the internet to research origin/destination addresses and intersections to ensure they were complete as possible. When ETC

Institute personnel took these actions, the employee noted the action taken and reported the action to the project supervisor. This review process was done prior to ensure all survey data was as complete as possible before the information was ready for logic tests.

Development of Weighting Factors to Expand the Sample

This section describes the process for developing the weighting factors that were used to expand the survey database to the total transit ridership in the region. **Unlinked trip weighting factors** were developed to expand the total number of completed surveys to the actual number of transit boardings in the region by direction and time period.

Unlinked Trip Weighting Factors for Bus Routes

A total of 407 surveys were completed with bus passengers. The number of completed bus surveys represented approximately 11% of the average weekly boardings on the region's bus system.

In order to ensure that the survey data accurately represented the travel patterns of the passengers who use bus service in the region on a typical weekday, unlinked trip weighting factors were prepared for each survey record. The 407 passenger surveys were expanded by direction and time of day.

The process for calculating unlinked trip weighting factors for bus routes simply involved dividing the number of boardings in each direction by time of day on each route by the number of surveys that were completed. For most local routes, expansion factors were developed for the following four types of trips:

- Westbound/Eastbound/Northbound/Southbound/Circular Trips during the Pre AM Peak (5-6am)
- Westbound/Eastbound/Northbound/Southbound/Circular Trips during the AM Peak (6-10am)
- Westbound/Eastbound/Northbound/Southbound/Circular Trips during the Midday (10am-3pm)
- Westbound/Eastbound/Northbound/Southbound/Circular Trips during the PM Peak (3pm-7pm)
- Westbound/Eastbound/Northbound/Southbound/Circular Trips during the Post PM Peak (after 7pm)

Weighting is used to adjust a dataset so that it better represents a known population. When done correctly, weighting a dataset can make the overall results more accurate and representative of what is really occurring on your transit system.

The weighting factors used for data expansion are shown in the Table below.

VINE Transit On-Board Transit Survey

Report on Weight Factors

Weight Factors								
	Route	Direction	5-6 am	6-10am	10am-3pm	3pm-7pm	7pm-9pm	
<i>W e e k d a y</i>	Route 1	Loop		6.39	7.54	11.87		
	Route 2	Loop		7.35	8.76	10.46		
	Route 3	Loop		6.37	9.45	6.95		
	Route 4	Loop		8.77	9.55	3.35		
	Route 5	Loop		8.97	8.17	8.43		
	Route 6	Loop		2.42	8.68	8.43		
	Route 7	Loop		18.35				
	Route 8	North			9.09	3.88	7.61	
		South			4.32	3.24	9.75	
	Route 10	North		13.48	8.68	8.00	8.77	6.35
		South			5.39	8.89	9.75	4.78
	Route 11	North			8.88	8.93	6.32	5.30
		South		5.83		9.37	8.50	10.48
	Route 21	East			3.52		4.37	
		West			13.70		2.09	
	Route 25	East			5.48		4.52	
		West			11.70			
	Route 29	North			9.09	2.00	7.78	
		South		7.11	6.89	1.02	4.46	
	Total			6.75	7.15	7.33	7.50	6.73
<i>S a t u r d a y</i>	Route 1	Loop	N/A	5.75		4.00		
	Route 2	Loop	N/A	7.50				
	Route 3	Loop	N/A	6.13	6.53	6.00		
	Route 4	Loop	N/A	7.00	2.38	5.75		
	Route 5	Loop	N/A	7.75	6.00	6.75		
	Route 6	Loop	N/A	5.00	7.10	5.63		
	Route 7	Loop	N/A		6.25			
	Route 8	North			8.25			
		South			10.75			
	Route 10	North		5.00	3.86	2.56	2.63	
		South		N/A	3.22	4.25	6.88	
	Route 11	North		N/A	1.92	6.90	3.63	
		South		N/A	5.33	6.93	9.50	
Total			5.00	5.10	5.27	4.73		
<i>S u n d a y</i>	Route 10	North	N/A	4.69	5.65	6.00	N/A	
		South	N/A	7.38	3.90	6.50	N/A	
	Route 11	North	N/A	4.13		6.00	N/A	
		South	N/A	5.00	6.50	6.30	N/A	
	Total			N/A	4.87	5.17	6.19	

CHAPTER 2: ADMINISTRATION OF THE ON-BOARD TRANSIT SURVEY

Conduct the Pretest

ETC Institute conducted a pre-test with 50 riders on 2 different routes. The pre-test was designed to ensure the survey worked properly and the process covered all aspects of the survey administration procedures including:

- placing surveyors on the transit vehicles at the designated time
- recording the total number of people who boarded the bus
- asking a random sample of riders to complete the survey
- briefly exiting the bus after each route to check in and give completed surveys to ETC Institute's Team Leader

No problems with the survey instrument were found from the pilot test. Based upon these findings, the survey administration procedures and survey instrument were finalized. A copy of the survey instrument is provided in Chapter 7 of this report.

Administer the On-Board Passenger Survey

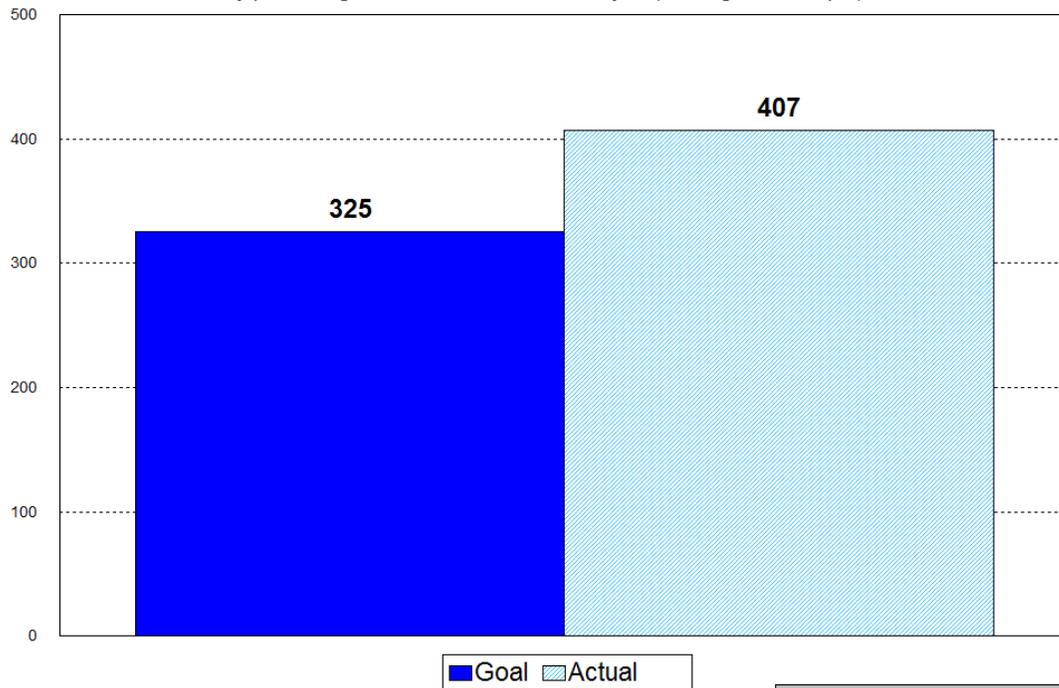
ETC Institute fielded a survey administration team on weekdays between May 1, 2014 and June 30, 2014. The survey team consisted of ETC Institute employees who had previous experience with the administration of on-board transit surveys and local employees hired and trained by ETC Institute. The OD surveys were administered via iPad and call center callback surveys in accordance with the procedures that were previously described. A total of 407 useable surveys were obtained. The goal and actual number of surveys that were completed are shown in the chart below.

Alternative Methods of Completing the Survey

Although most surveys were completed via iPad interview by riders during their trip, riders who did not have time to complete a survey were asked to provide their phone number. Those who provided their phone number were contacted by ETC Institute's call center the following day and asked to provide the survey information by phone.

UNWEIGHTED DATA

Goal vs. Actual Number of Completed Surveys by percentage of the transit riders surveyed (Unweighted Sample)



Source:ETC Institute (2014 VINE Transit On-Board Transit Survey)

Weekday/Weekend Results

CHAPTER 3: CHARACTERISTICS OF TRANSIT RIDERS AND SELECT FINDINGS

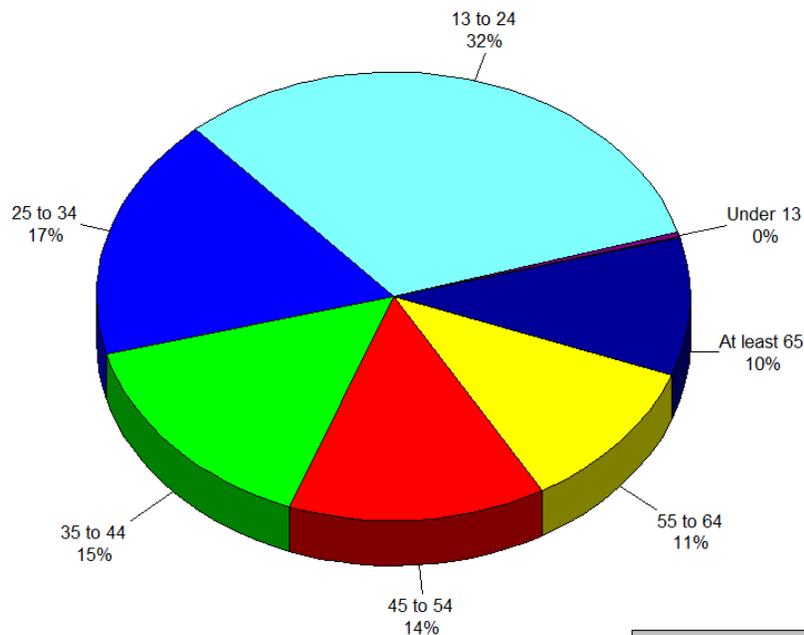
Estimated Age of Transit Riders

The chart below shows the estimated age distribution of transit ridership in the region. Based on the expanded survey results, nearly half (49%) of the riders were under the age of 34. Fifteen percent (15%) of the riders were between the ages of 35 and 44, 14% between 45 and 54, and 21% over the age of 55.

WEIGHTED DATA - UNLINKED

Estimated Age Distribution of Transit Users

Based on the EXPANDED Survey Results



Source:ETC Institute (2014 VINE Transit On-Board Transit Survey)

Weekday/Weekend Results

Estimated Percentage of Transit Users with a Valid Driver's License

Based on the expanded survey results, fifty-five percent (55%) of the transit users DID have a valid driver's license; 45% DID NOT have a valid driver's license.

Employment Status of Transit Users

Based on the expanded survey results, fifty-two percent (52%) of the transit users were employed full-time or part time. Forty-eight percent (48%) of transit users were either not employed but seeking work or not employed and not seeking work.

Estimated Percentage of Students Using Public Transportation

Based on the expanded survey results, sixty-seven percent (67%) of the transit riders were NOT students; 33% of the transit riders surveyed were either college/university students or students through the 12th grade.

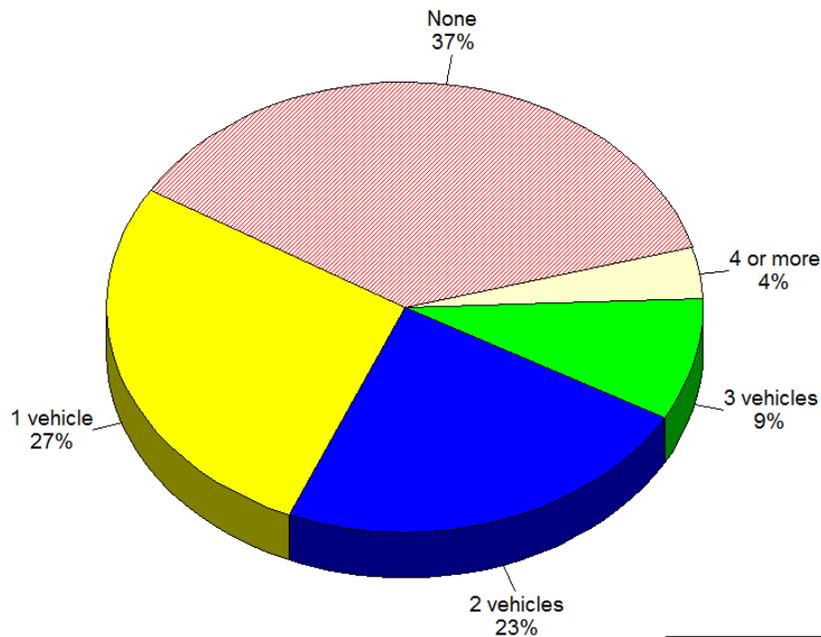
Estimated Distribution of Vehicle Availability

Based on the expanded survey results, thirty-seven percent (37%) of the transit riders did not have a vehicle in the household. Twenty-seven percent (27%) of the riders indicated they had at least one vehicle in the household; 23% had two vehicles in the household, and 13% had three or more vehicles in the household.

WEIGHTED DATA- UNLINKED

Estimated Distribution of Vehicle Availability

Based on the EXPANDED Survey Results



Source:ETC Institute (2014 VINE Transit On-Board Transit Survey)

Weekday/Weekend Results

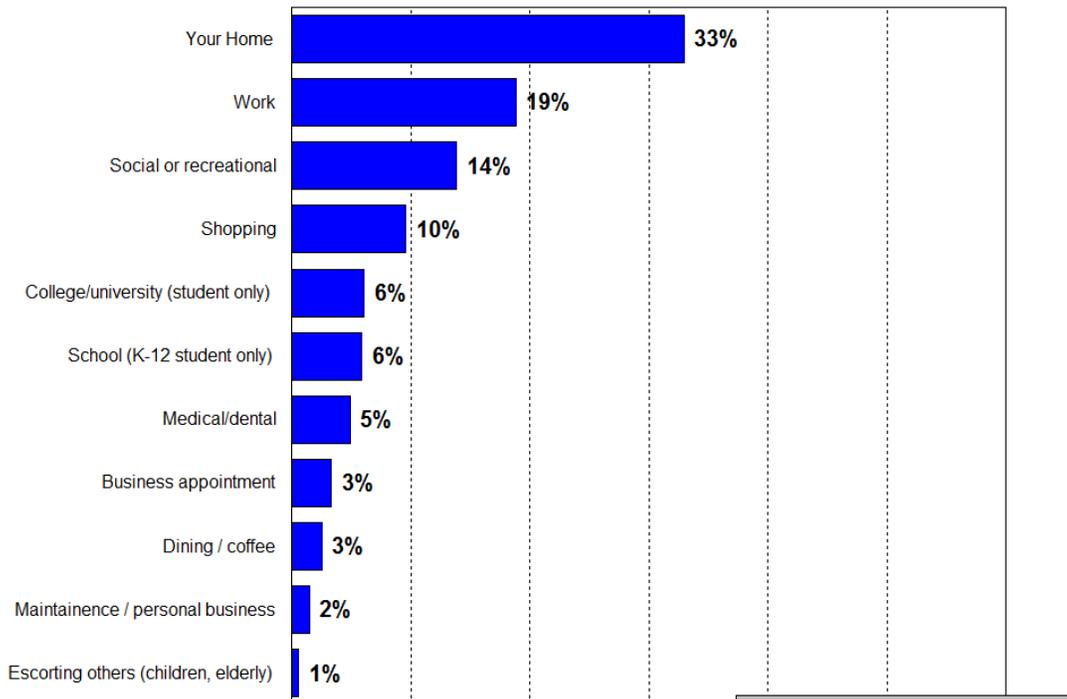
Where Transit Riders Were Going

Based on the expanded survey results, 52% of the trips completed by transit riders in the region involved the rider's home or workplace. 19% involved a trip to work and 33% involved a return trip home. The chart on the following page, which is based on weighed data, shows these estimates and provides a complete listing of destinations for transit riders.

WEIGHTED DATA- UNLINKED

What type of place are you GOING TO now?

Based on the EXPANDED Survey Results



Source:ETC Institute (2014 VINE Transit On-Board Transit Survey)

Weekday/Weekend Results

How Transit Riders Got to Their Destination

Based on the expanded survey results, ninety-one percent (91%) of the riders indicated they would walk; 5% will get picked up and 2% will get in a parked vehicle and drive alone.

How Transit Riders Got to the Bus

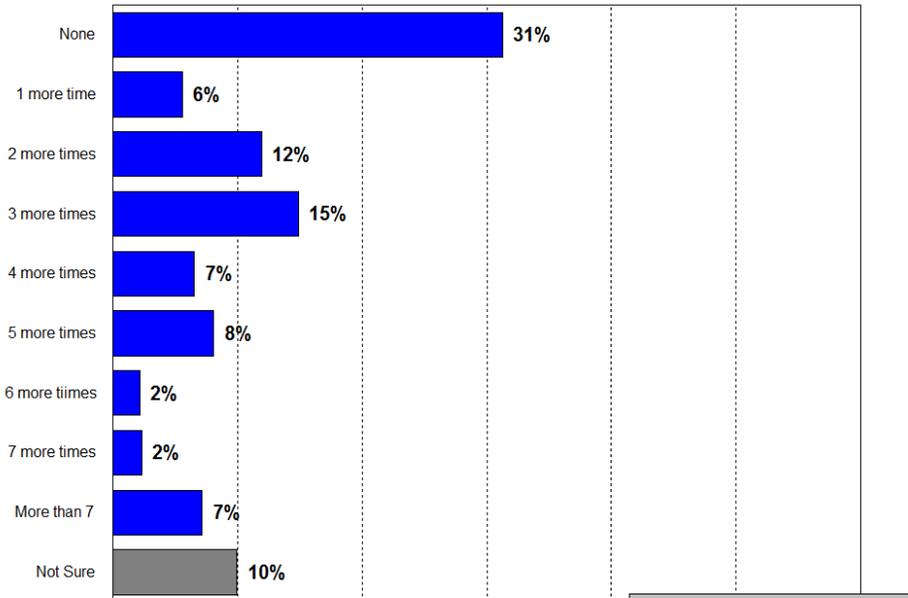
Based on the expanded survey results, eighty-seven percent (87%) of riders indicated that they got to their bus by walking; 8% were dropped off and 2% drove alone and parked, and 3% used some other mode.

Estimated Frequency of Transit Use on Route 10 and 11 if Times Expanded

Of the 2,632 expanded trips captured in the survey, 823 (31%) indicated that “no” additional trips would be made on route 10 or 11 if service times were expanded. The chart below shows these results.

WEIGHTED DATA - UNLINKED

Ride Frequency if Route 10 and 11 Times were Expanded
Based on the EXPANDED Survey Results



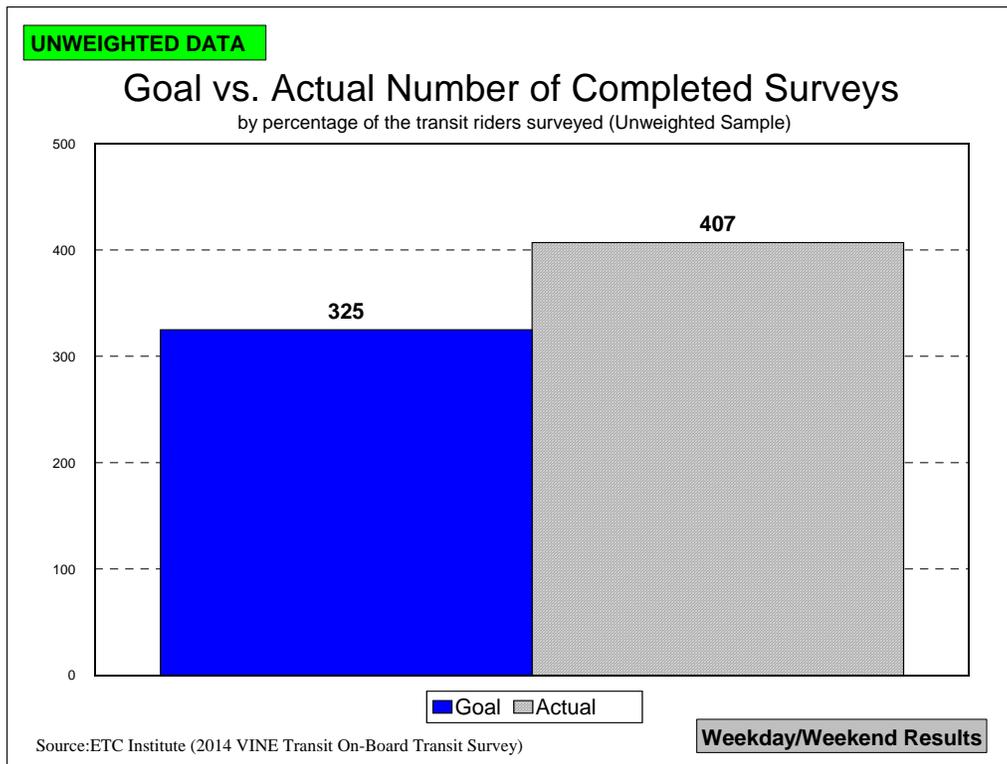
Source:ETC Institute (2014 VINE Transit On-Board Transit Survey)

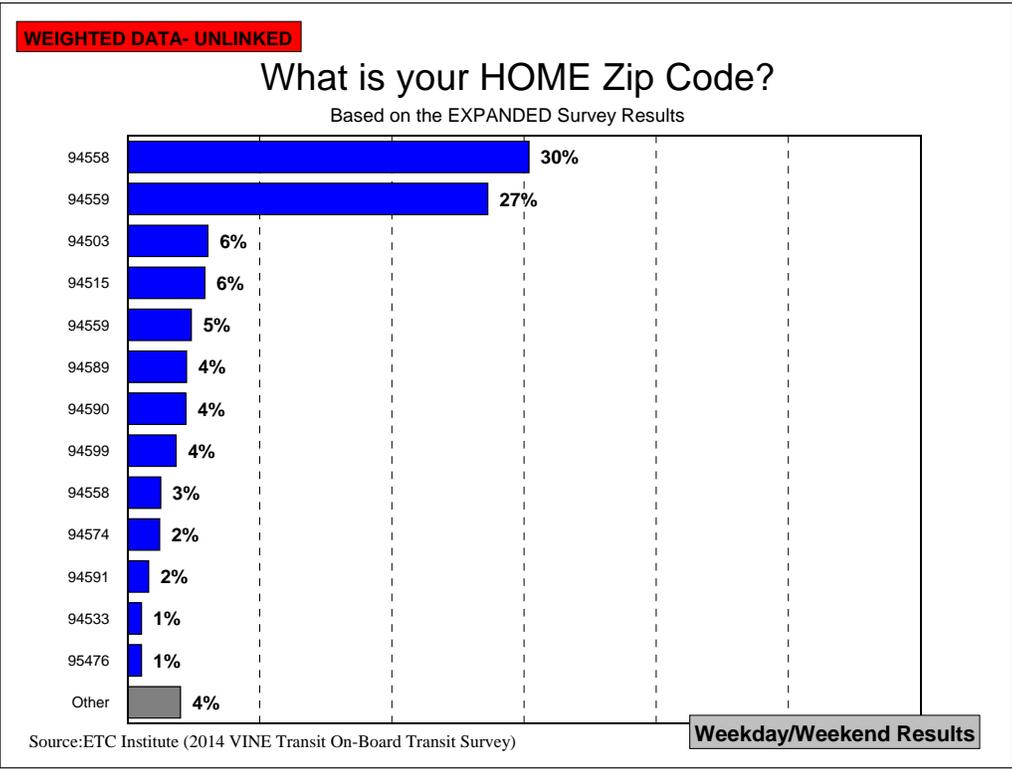
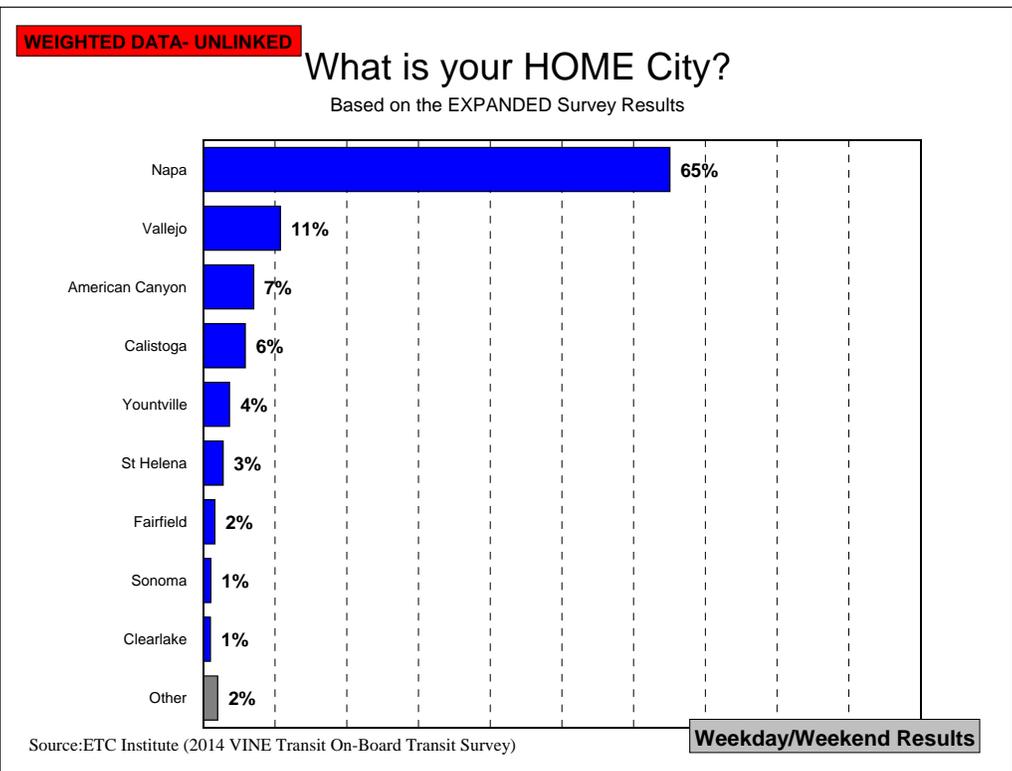
Weekday/Weekend Results

CHAPTER 4: CHARTS AND GRAPHS

Charts and graphs displaying the results of selected questions on the survey are provided on following pages.

2014 VINE Transit On-Board Transit Survey

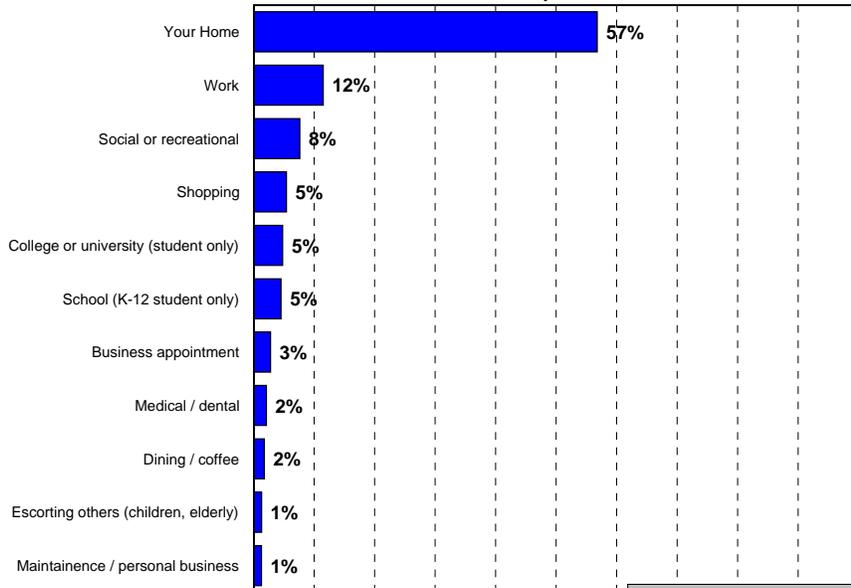




WEIGHTED DATA- UNLINKED

What type of place are you COMING FROM now?

Based on the EXPANDED Survey Results



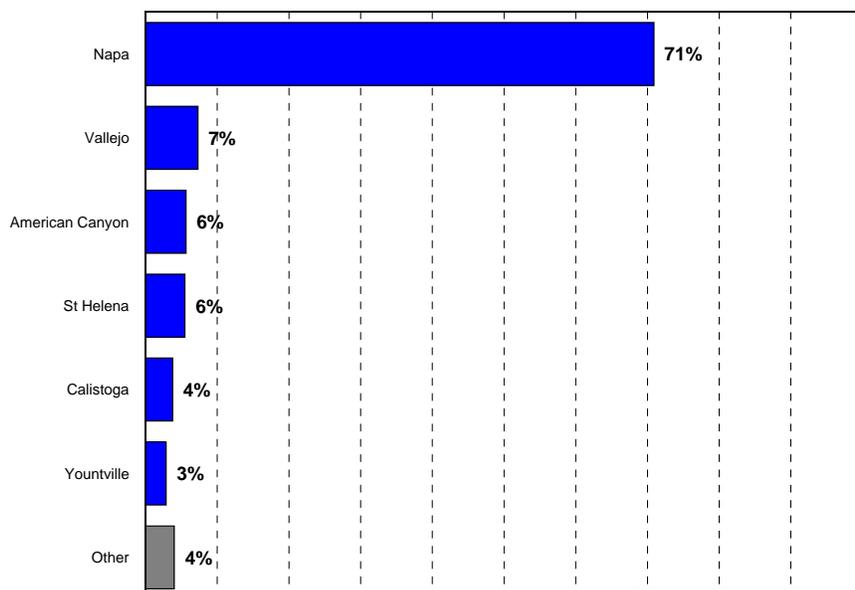
Source:ETC Institute (2014 VINE Transit On-Board Transit Survey)

Weekday/Weekend Results

WEIGHTED DATA- UNLINKED

What is the City of the place you are coming from?

Based on the EXPANDED Survey Results



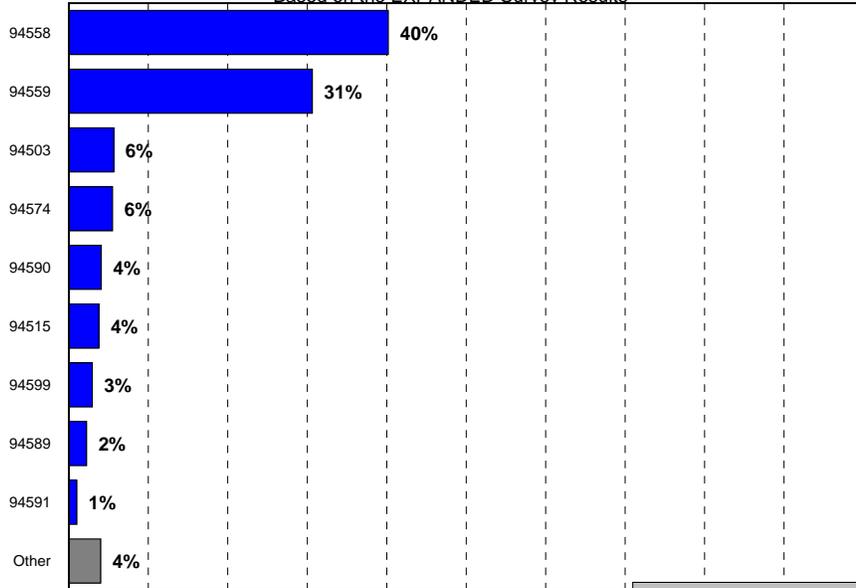
Source:ETC Institute (2014 VINE Transit On-Board Transit Survey)

Weekday/Weekend Results

WEIGHTED DATA- UNLINKED

What is the Zip Code of the place you are coming from?

Based on the EXPANDED Survey Results



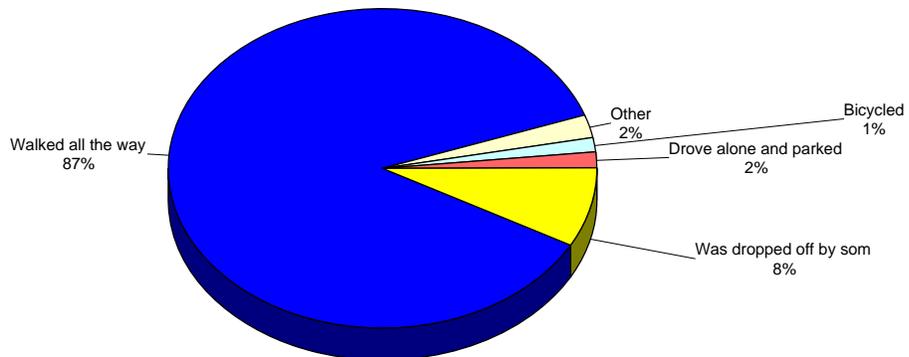
Source:ETC Institute (2014 VINE Transit On-Board Transit Survey)

Weekday/Weekend Results

WEIGHTED DATA- UNLINKED

How Transit Riders Got to the First Bus Used

Based on the EXPANDED Survey Results

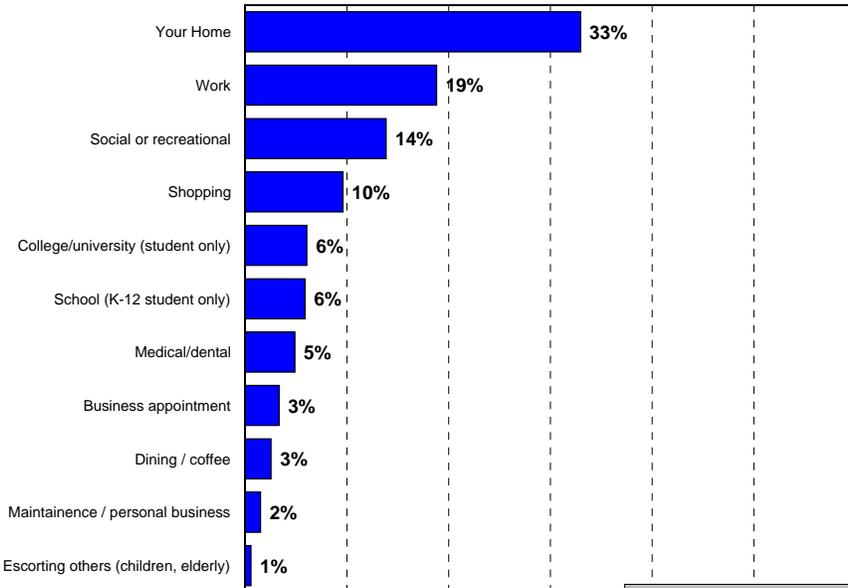


Source:ETC Institute (2014 VINE Transit On-Board Transit Survey)

Weekday/Weekend Results

WEIGHTED DATA- UNLINKED

What type of place are you GOING TO now? Based on the EXPANDED Survey Results

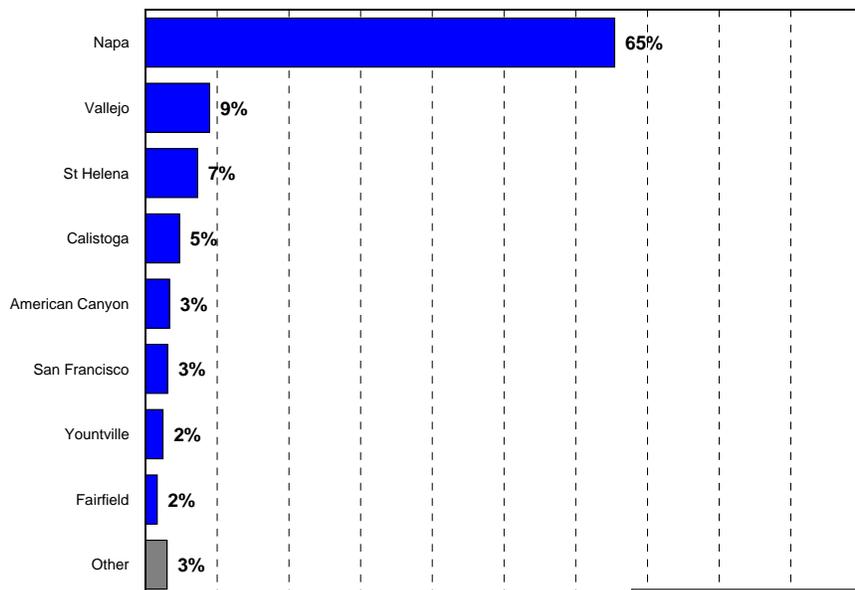


Source:ETC Institute (2014 VINE Transit On-Board Transit Survey)

Weekday/Weekend Results

WEIGHTED DATA- UNLINKED

What is the City of the place you are going to? Based on the EXPANDED Survey Results



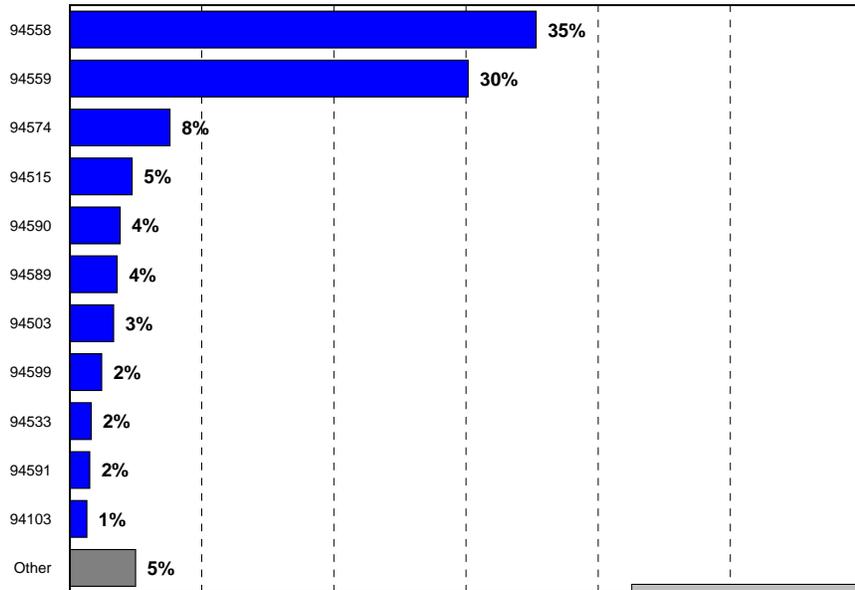
Source:ETC Institute (2014 VINE Transit On-Board Transit Survey)

Weekday/Weekend Results

WEIGHTED DATA- UNLINKED

What is the Zip Code of the place you are going to?

Based on the EXPANDED Survey Results



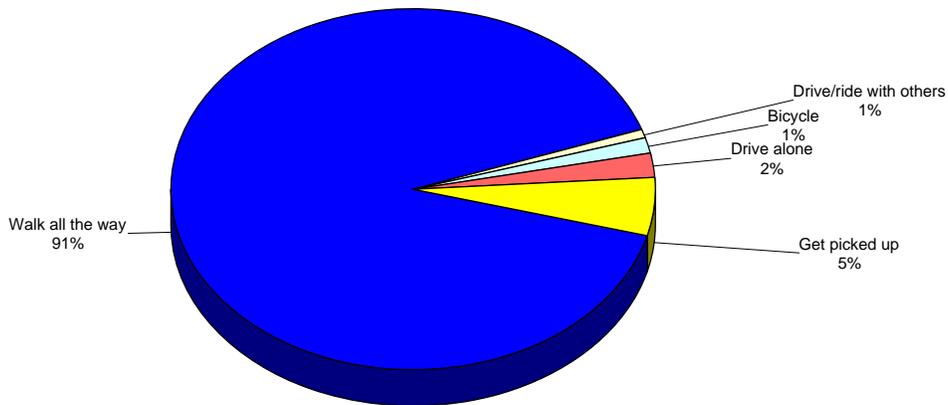
Source:ETC Institute (2014 VINE Transit On-Board Transit Survey)

Weekday/Weekend Results

WEIGHTED DATA- UNLINKED

How Transit Riders Will Get to Their Destination

Based on the EXPANDED Survey Results



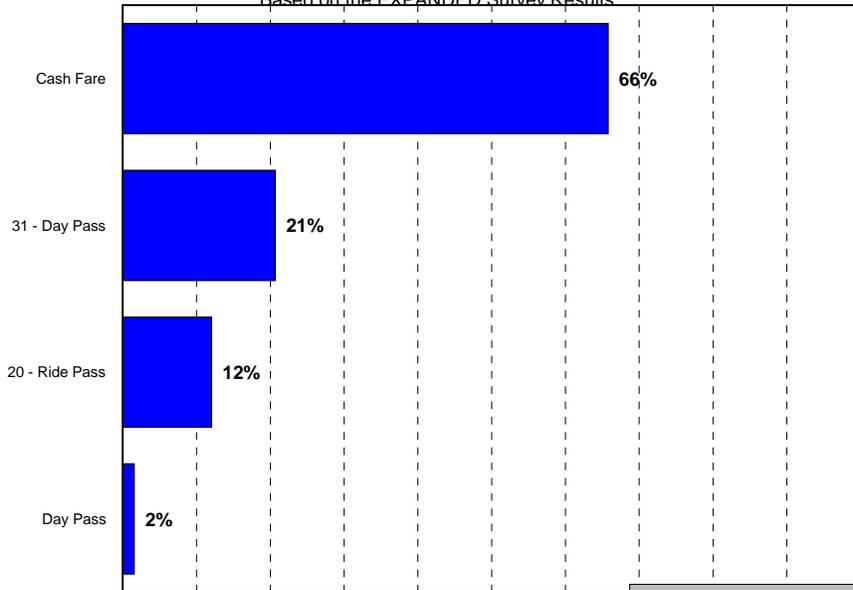
Source:ETC Institute (2014 VINE Transit On-Board Transit Survey)

Weekday/Weekend Results

WEIGHTED DATA- UNLINKED

How did you pay for your trip today?

Based on the EXPANDED Survey Results



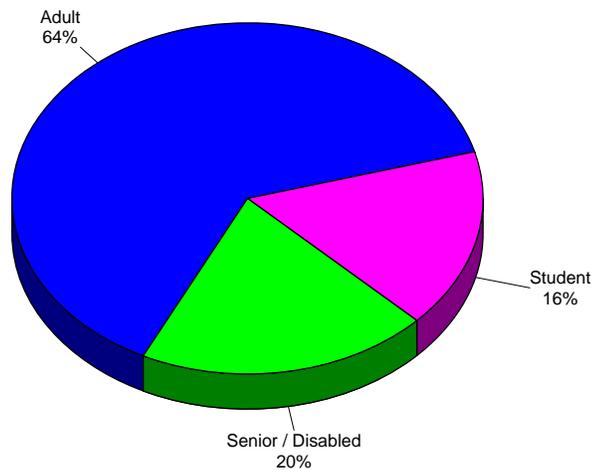
Source:ETC Institute (2014 VINE Transit On-Board Transit Survey)

Weekday/Weekend Results

WEIGHTED DATA- UNLINKED

Did you receive any of the following special fare discounts for your trip today?

Based on the EXPANDED Survey Results



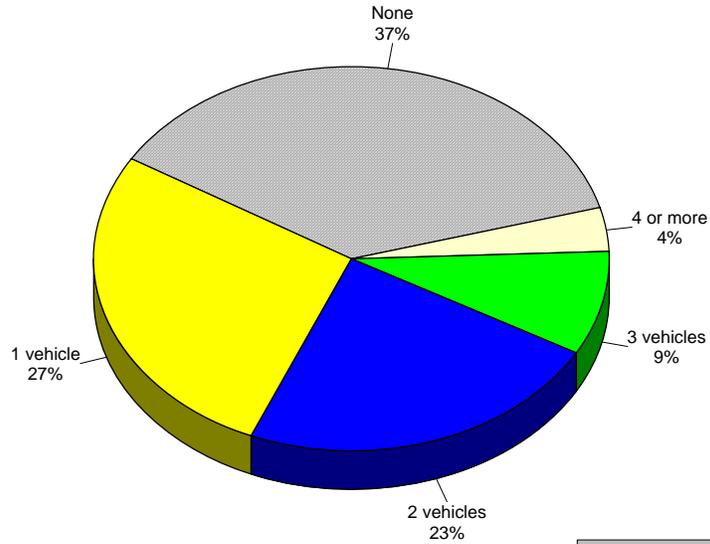
Source:ETC Institute (2014 VINE Transit On-Board Transit Survey)

Weekday/Weekend Results

WEIGHTED DATA- UNLINKED

Estimated Distribution of Vehicle Availability

Based on the EXPANDED Survey Results



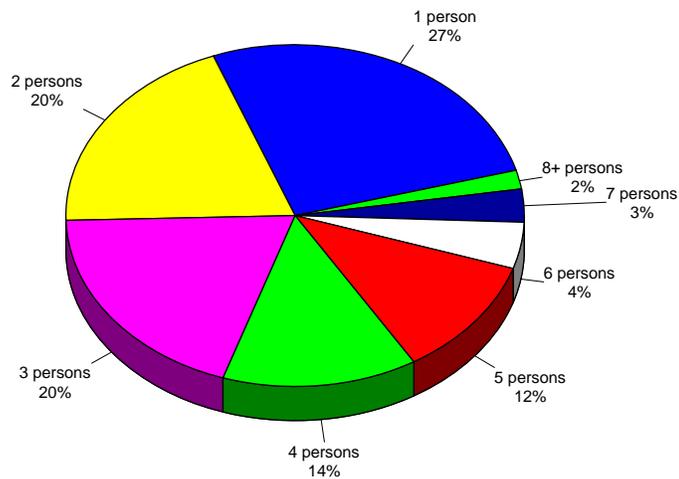
Source:ETC Institute (2014 VINE Transit On-Board Transit Survey)

Weekday/Weekend Results

WEIGHTED DATA- UNLINKED

Estimated Number of People Living in Transit Rider's Household

Based on the EXPANDED Survey Results



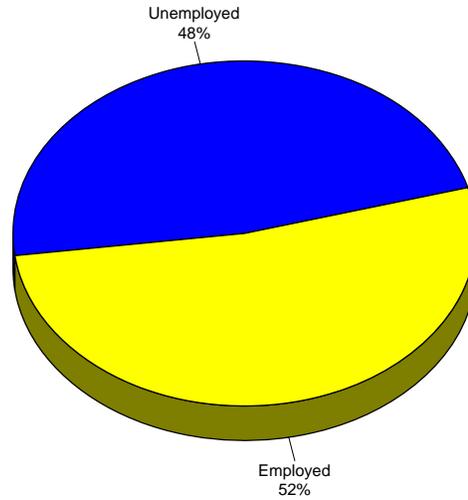
Source:ETC Institute (2014 VINE Transit On-Board Transit Survey)

Weekday/Weekend Results

WEIGHTED DATA- UNLINKED

Estimated Employment Status of Riders

Based on the EXPANDED Survey Results



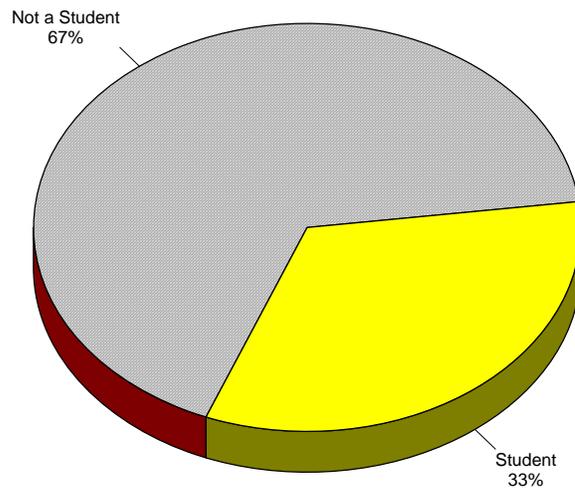
Source:ETC Institute (2014 VINE Transit On-Board Transit Survey)

Weekday/Weekend Results

WEIGHTED DATA- UNLINKED

Estimated Student Status of Riders

Based on the EXPANDED Survey Results



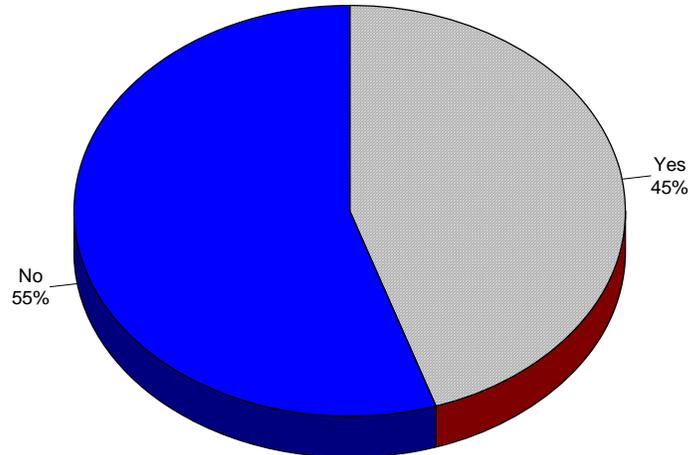
Source:ETC Institute (2014 VINE Transit On-Board Transit Survey)

Weekday/Weekend Results

WEIGHTED DATA- UNLINKED

Do respondents have a valid driver's license?

Based on the EXPANDED Survey Results



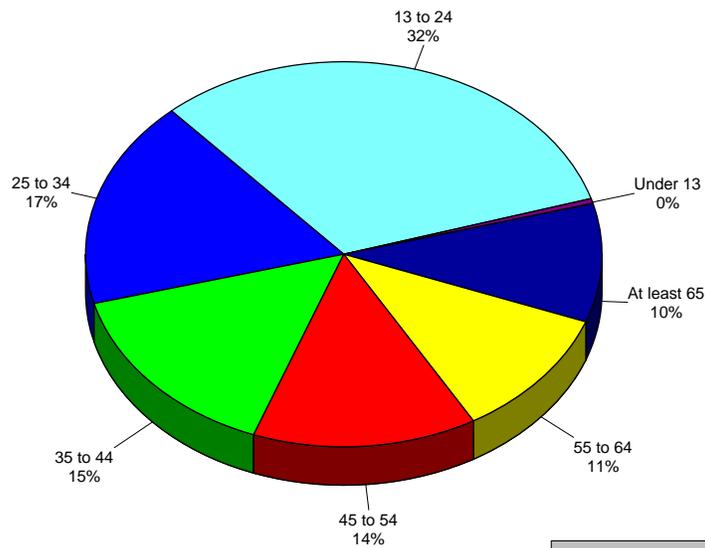
Source:ETC Institute (2014 VINE Transit On-Board Transit Survey)

Weekday/Weekend Results

WEIGHTED DATA- UNLINKED

Estimated Age Distribution of Transit Users

Based on the EXPANDED Survey Results



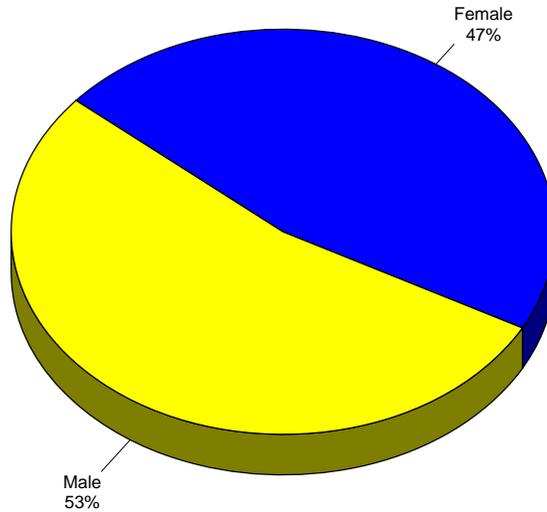
Source:ETC Institute (2014 VINE Transit On-Board Transit Survey)

Weekday/Weekend Results

WEIGHTED DATA- UNLINKED

Estimated Gender of Transit Users

Based on the EXPANDED Survey Results



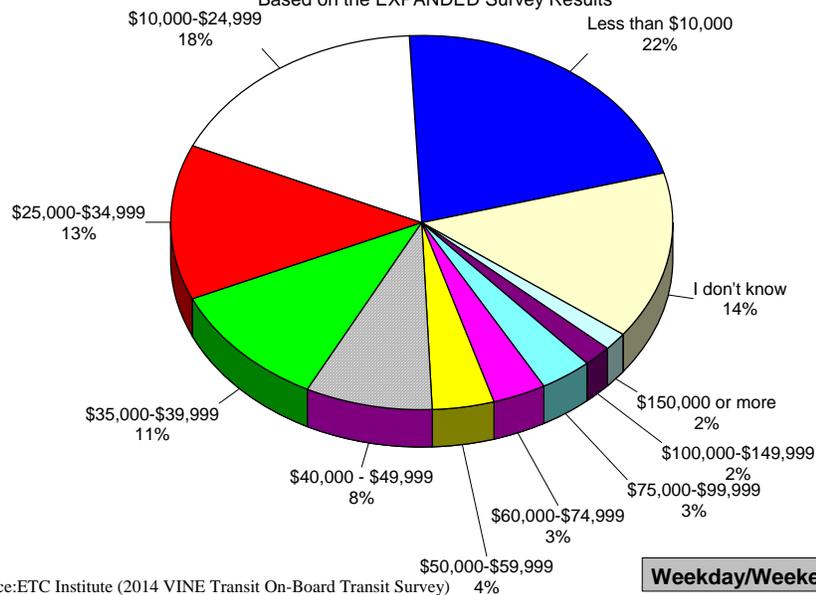
Source:ETC Institute (2014 VINE Transit On-Board Transit Survey)

Weekday/Weekend Results

WEIGHTED DATA- UNLINKED

Estimated Distribution of Annual Household Income Among Transit Users

Based on the EXPANDED Survey Results



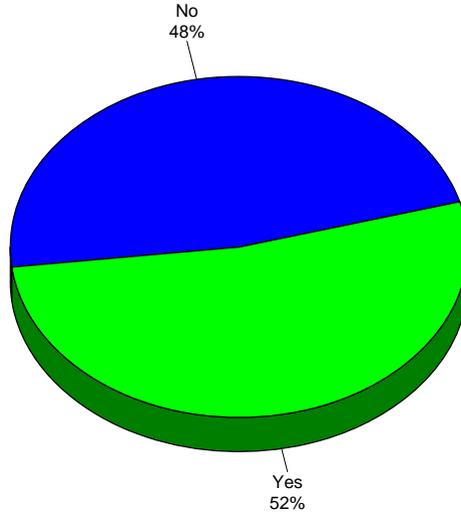
Source:ETC Institute (2014 VINE Transit On-Board Transit Survey)

Weekday/Weekend Results

WEIGHTED DATA- UNLINKED

Do You Ever Ride Route 10?

Based on the EXPANDED Survey Results



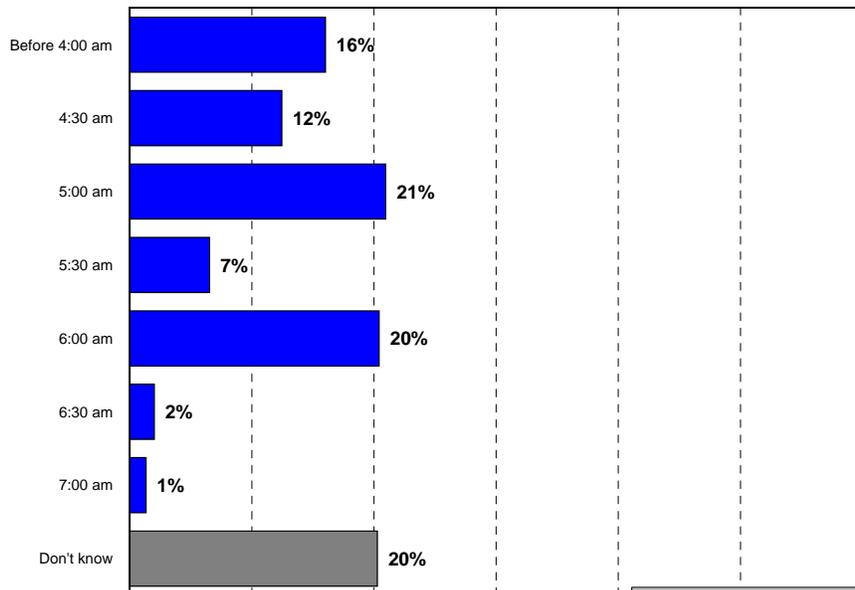
Source:ETC Institute (2014 VINE Transit On-Board Transit Survey)

Weekday/Weekend Results

WEIGHTED DATA- UNLINKED

How early do you think service on Route 10 should begin on weekdays?

Based on the EXPANDED Survey Results and the 52% of respondent who indicated they ride Route 10



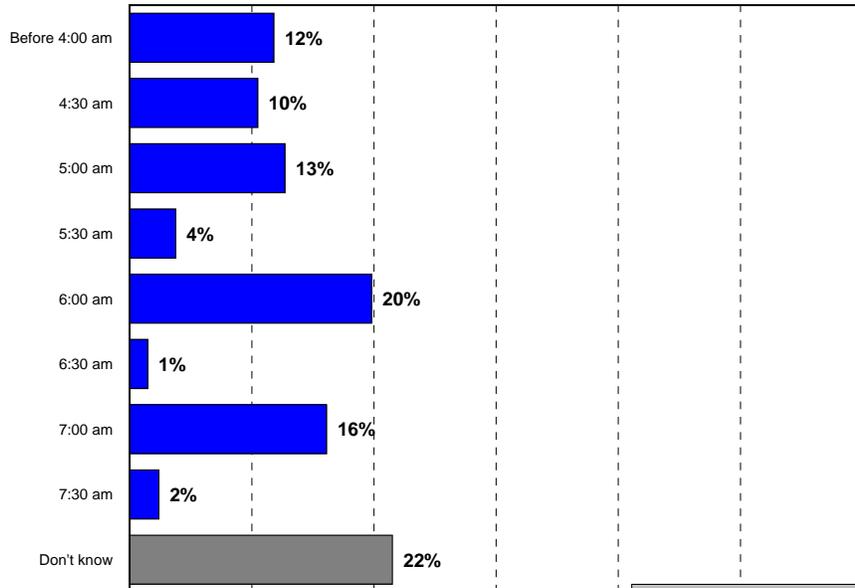
Source:ETC Institute (2014 VINE Transit On-Board Transit Survey)

Weekday/Weekend Results

WEIGHTED DATA- UNLINKED

How early do you think service on Route 10 should begin on weekends?

Based on the EXPANDED Survey Results and the 52% of respondent who indicated they ride Route 10



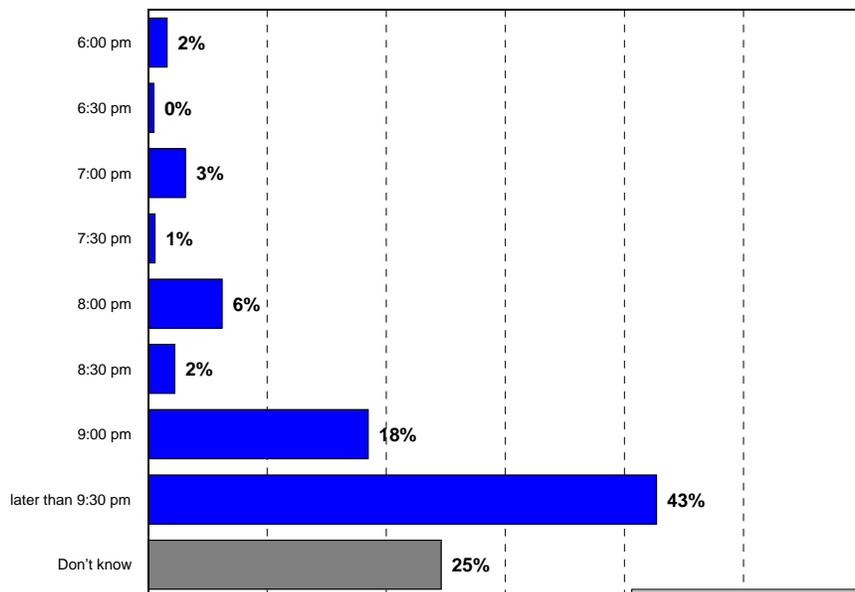
Source:ETC Institute (2014 VINE Transit On-Board Transit Survey)

Weekday/Weekend Results

WEIGHTED DATA- UNLINKED

How late do you think service on Route 10 should end on weekdays?

Based on the EXPANDED Survey Results and the 52% of respondent who indicated they ride Route 10



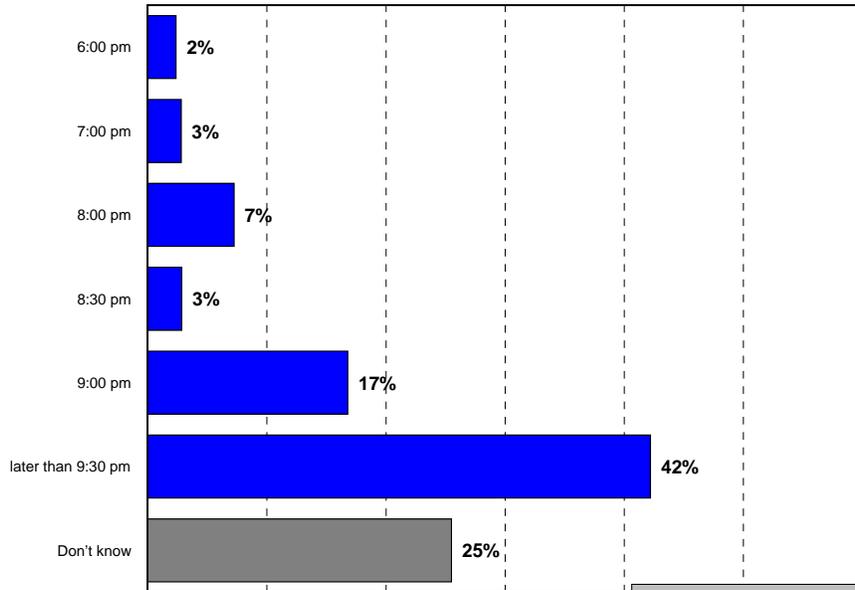
Source:ETC Institute (2014 VINE Transit On-Board Transit Survey)

Weekday/Weekend Results

WEIGHTED DATA- UNLINKED

How late do you think service on Route 10 should end on weekends?

Based on the EXPANDED Survey Results and the 52% of respondent who indicated they ride Route 10



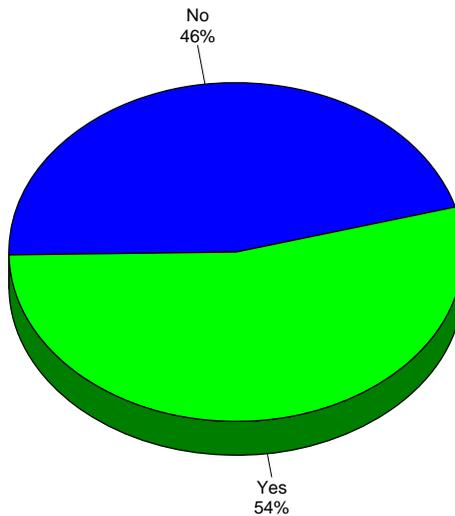
Source:ETC Institute (2014 VINE Transit On-Board Transit Survey)

Weekday/Weekend Results

WEIGHTED DATA- UNLINKED

Do You Ever Ride Route 11?

Based on the EXPANDED Survey Results



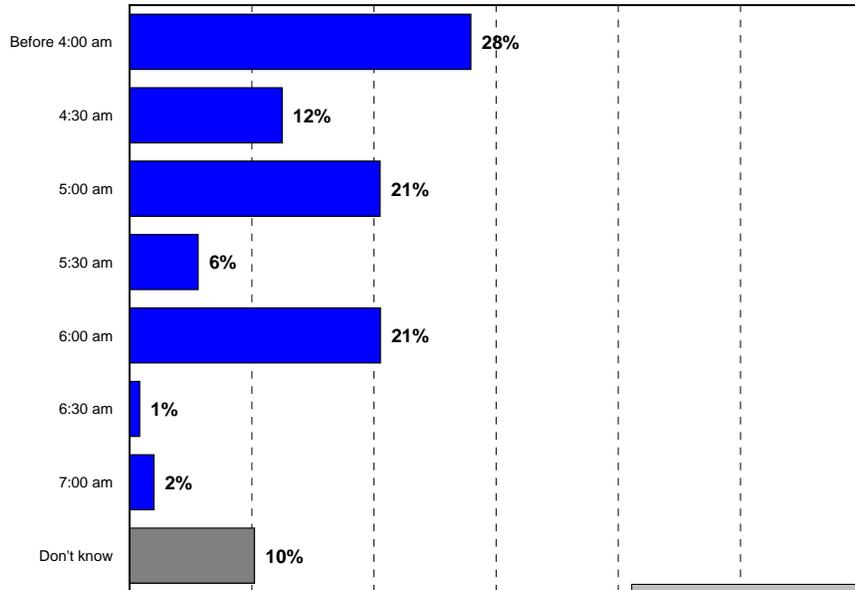
Source:ETC Institute (2014 VINE Transit On-Board Transit Survey)

Weekday/Weekend Results

WEIGHTED DATA- UNLINKED

How early do you think service on Route 11 should begin on weekdays?

Based on the EXPANDED Survey Results and the 54% of respondent who indicated they ride Route 11



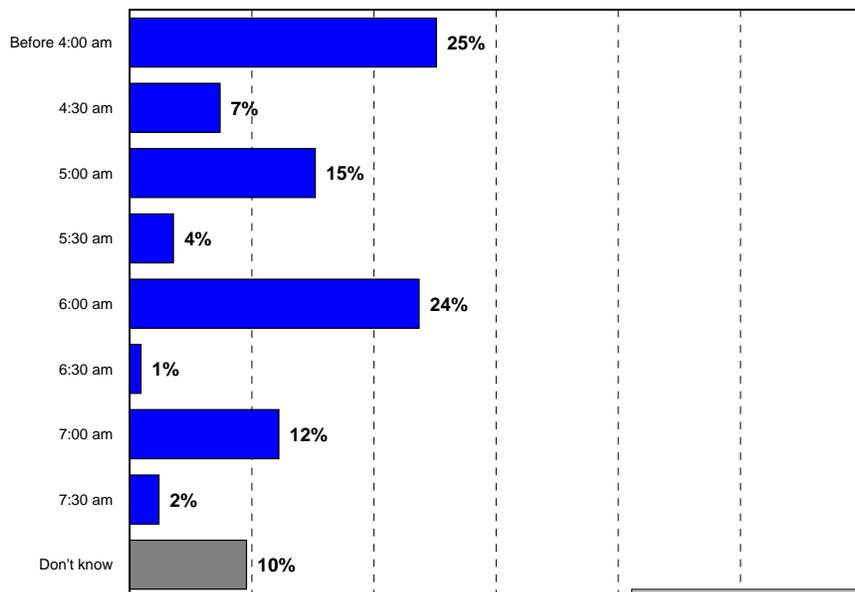
Source:ETC Institute (2014 VINE Transit On-Board Transit Survey)

Weekday/Weekend Results

WEIGHTED DATA- UNLINKED

How early do you think service on Route 11 should begin on weekends?

Based on the EXPANDED Survey Results and the 54% of respondent who indicated they ride Route 11



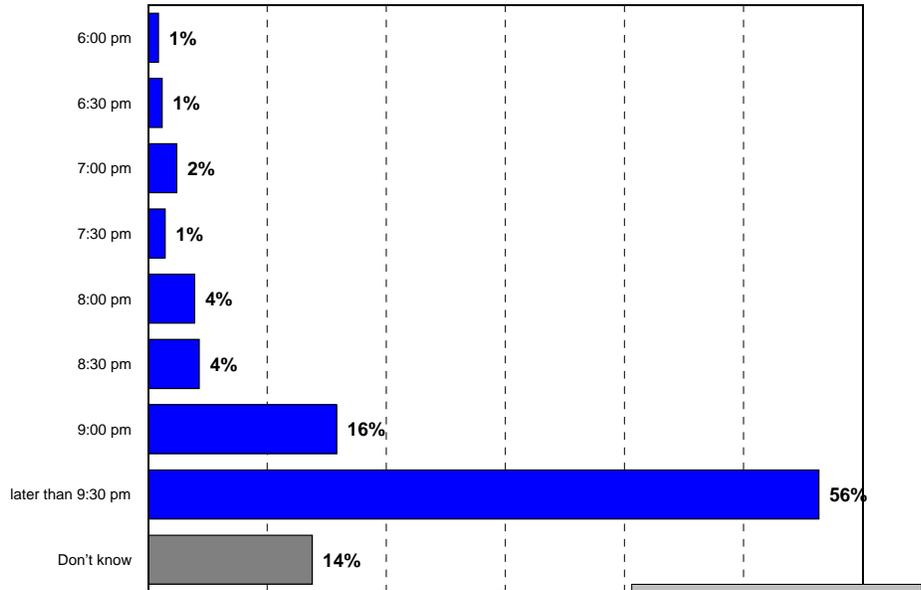
Source:ETC Institute (2014 VINE Transit On-Board Transit Survey)

Weekday/Weekend Results

WEIGHTED DATA- UNLINKED

How late do you think service on Route 11 should end on weekdays?

Based on the EXPANDED Survey Results and the 54% of respondent who indicated they ride Route 11

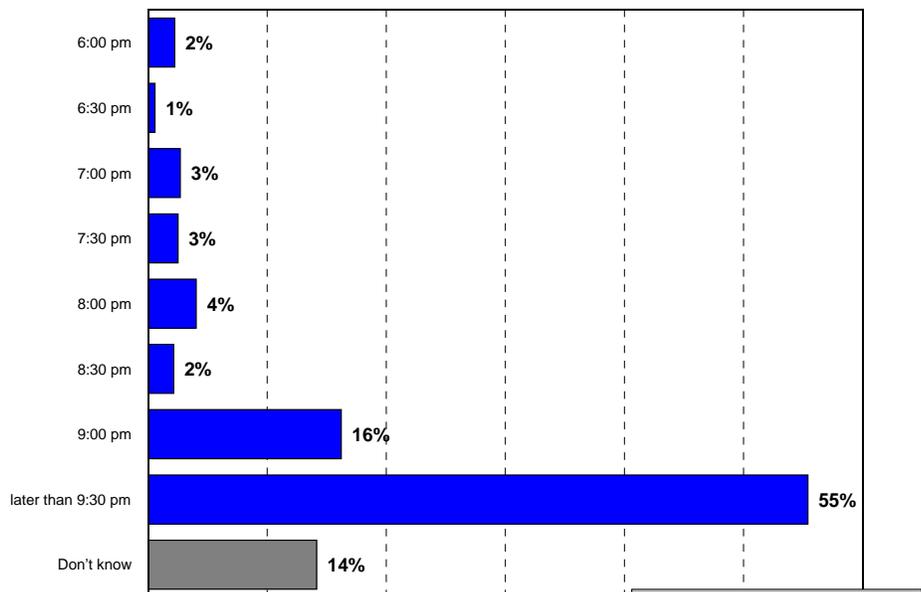


Source:ETC Institute (2014 VINE Transit On-Board Transit Survey)

WEIGHTED DATA- UNLINKED

How late do you think service on Route 11 should end on weekends?

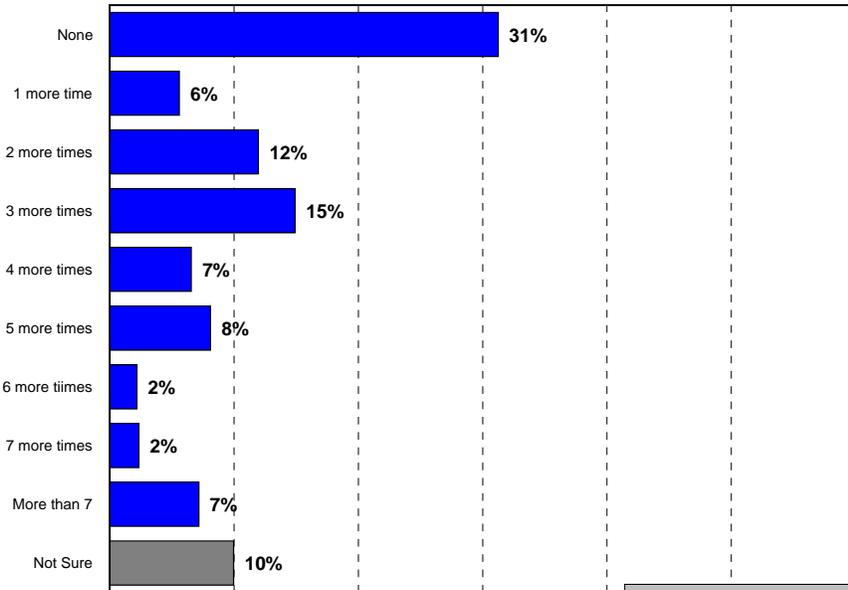
Based on the EXPANDED Survey Results and the 54% of respondent who indicated they ride Route 11



Source:ETC Institute (2014 VINE Transit On-Board Transit Survey)

WEIGHTED DATA- UNLINKED

Ride Frequency if Route 10 and 11 Times were Expanded Based on the EXPANDED Survey Results

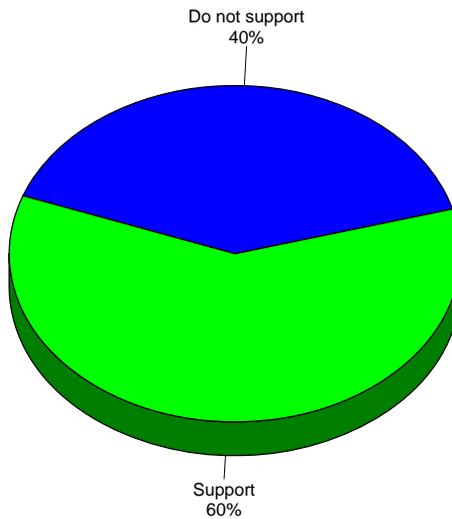


Source:ETC Institute (2014 VINE Transit On-Board Transit Survey)

Weekday/Weekend Results

WEIGHTED DATA- UNLINKED

Support for Allowing Dogs Onboard VINE Buses Based on the EXPANDED Survey Results



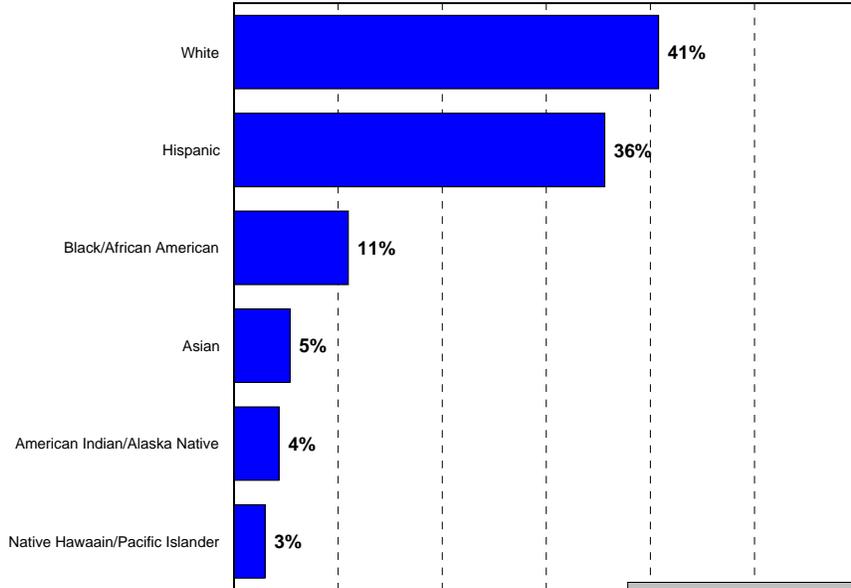
Source:ETC Institute (2014 VINE Transit On-Board Transit Survey)

Weekday/Weekend Results

WEIGHTED DATA- UNLINKED

Race/Ethnicity

Based on the EXPANDED Survey Results - Multiple Choices Allowed



Source:ETC Institute (2014 VINE Transit On-Board Transit Survey)

Weekday/Weekend Results

CHAPTER 5: DATABASE DESCRIPTION

A copy of the database description is provided below and on the following pages.

VINE Transit On-Board Transit Survey Data Dictionary

FIELD NAME	FIELD DESCRIPTION	FIELD VALUES
ID	Unique ID for each record	Actual Value
DATE	Date Survey was administered	Actual Value
WEEKDAY_OR_WEEKEND	Whether survey day was administered on a weekday or weekend	Actual Value
ROUTE_SURVEYED_CODE	Route Number/Direction of Travel Code	Actual Value
ROUTE_SURVEYED	Route Name/Number	Actual Value
DIRECTION	Direction of Travel Code	N=North S=South LP=Loop E=East W=West
ORIGIN_PLACE_TYPE_CODE	Type of place respondent is coming from now code	1=Your Home 2=Work 3=Business appointment 4=College or university (student only) 5=School (K-12 student only) 6=Shopping 7=Maintenance / personal business 8=Dining / coffee 10=Social or recreational 11=Medical / dental 15=Escorting others (children, elderly)
ORIGIN_PLACE_TYPE	Type of place respondent is coming from now	Actual Value
ORIGIN_NAME	Name of place where the trip began	Actual Value
ORIGIN_ADDRESS	Street address where the trip began	Actual Value
ORIGIN_CITY	City where the trip began	Actual Value
ORIGIN_STATE	State where the trip began	Actual Value
ORIGIN_ZIP	Zip code where the trip began	Actual Value
ORIGIN_LAT	Latitude coordinates where the trip began	Actual Value
ORIGIN_LON	Longitude coordinates where the trip began	Actual Value
ACCESS_MODE_CODE	Mode of access to transit Code	1=Walked all the way (includes skateboard / non-motorized scooter) 2=Bicycled 4=Motorcycled /motorized scooter / moped 5=Drove alone and parked 6=Drove or rode with others and parked / carpooled 7=Was dropped off by someone 8=Taxi 9=Shuttle
ACCESS_MODE	Mode of access to transit	Actual Value
DESTINATION_PLACE_TYPE_CODE	Type of place respondent is going to now Code	1=Your Home 2=Work 3=Business appointment 4=College/university (student only) 5=School (K-12 student only) 6=Shopping 7=Maintenance / personal business 8=Dining / coffee 10=Social or recreational 11=Medical/dental 15=Escorting others (children, elderly)
DESTINATION_PLACE_TYPE	Type of place respondent is going to now	Actual Value
DESTINATION_NAME	Name of place where the trip ended	Actual Value
DESTINATION_ADDRESS	Street address where the trip ended	Actual Value
DESTINATION_CITY	City where the trip ended	Actual Value
DESTINATION_STATE	State where the trip ended	Actual Value
DESTINATION_ZIP	Zip code where the trip ended	Actual Value
DESTINATION_LAT	Latitude coordinates where the trip ended	Actual Value
DESTINATION_LON	Longitude coordinates where the trip ended	Actual Value
EGRESS_MODE_CODE	Mode of egress from transit Code	1=Walk all the way (includes skateboard / non-motorized scooter) 2=Bicycle 5=Drive alone 6=Drive or ride with others / carpool 7=Get picked up by someone
EGRESS_MODE	Mode of egress from transit	Actual Value
BOARDING_LOCATION	Name/Description/Intersection where the respondent boarded the bus	Actual Value
BOARDING_STOP_LAT	Latitude coordinates of the boarding location	Actual Value
BOARDING_STOP_LON	Longitude coordinates of the boarding location	Actual Value
BOARDING_STOPID	Stop ID where the respondent boarded the bus	Actual Value
ALIGHTING_LOCATION	Name/Description/Intersection where the respondent alighted the bus	Actual Value
ALIGHTING_STOP_LAT	Latitude coordinates of the alighting location	Actual Value
ALIGHTING_STOP_LON	Longitude coordinates of the alighting location	Actual Value
ALIGHTING_STOPID	Stop ID where the respondent got off the bus	Actual Value
TRANSFERS_FROM_CODE	Number of transfers a respondent took before surveyed route from Origin Code	0=None 1=One 2=Two 3=Three or more
TRANSFERS_FROM	Number of transfers a respondent took before surveyed route from Origin	Actual Value
TRANSFER_FROM_1ST	Name of first route (if taken)	Actual Value
TRANSFER_FROM_1ST_OTHER_AGENCY	Name of first route (if route belonged to an agency other than Tri Delta)	Actual Value
TRANSFER_FROM_2ND	Name of second route (if taken)	Actual Value
TRANSFER_FROM_2ND_OTHER_AGENCY	Name of second route (if route belonged to an agency other than Tri Delta)	Actual Value
TRANSFER_FROM_3RD	Name of third route (if taken)	Actual Value
TRANSFER_FROM_3RD_OTHER_AGENCY	Name of third route (if route belonged to an agency other than Tri Delta)	Actual Value
TRANSFERS_TO_CODE	Number of transfers a respondent took after surveyed route to Destination Code	0=None 1=One 2=Two 3=Three or more
TRANSFERS_TO	Number of transfers a respondent took after surveyed route to Destination	Actual Value
TRANSFER_TO_1ST	Name of first route (if taken)	Actual Value
TRANSFER_TO_1ST_OTHER_AGENCY	Name of first route (if route belonged to an agency other than Tri Delta)	Actual Value
TRANSFER_TO_2ND	Name of second route (if taken)	Actual Value
TRANSFER_TO_2ND_OTHER_AGENCY	Name of second route (if route belonged to an agency other than Tri Delta)	Actual Value
TRANSFER_TO_3RD	Name of third route (if taken)	Actual Value
TRANSFER_TO_3RD_OTHER_AGENCY	Name of third route (if route belonged to an agency other than Tri Delta)	Actual Value
LAST_LEFT_HOME_CODE	The approximate time the respondent last left their home code	1=Before 5 a.m. 2=5 - 6 a.m. 3=6 - 7 a.m. 4=7 - 8 a.m. 5=8 - 9 a.m. 6=9 - 10 a.m.

VINE Transit On-Board Transit Survey Data Dictionary

FIELD NAME	FIELD DESCRIPTION	FIELD VALUES
		7=10 - 11 a.m. 8=11 a.m. - 12 p.m. 9=12 - 1 p.m. 10=1 - 2 p.m. 11=2 - 3 p.m. 12=3 - 4 p.m. 13=4 - 5 p.m. 15=6 - 7 p.m. 99=Have not yet been home today
LAST_LEFT_HOME	The approximate time the respondent last left their home	Actual Value
RETURN_HOME_CODE	The approximate time the respondent will return to their home code	5=8 - 9 a.m. 6=9 - 10 a.m. 7=10 - 11 a.m. 8=11 a.m. - 12 p.m. 9=12 - 1 p.m. 10=1 - 2 p.m. 11=2 - 3 p.m. 12=3 - 4 p.m. 13=4 - 5 p.m. 14=5 - 6 p.m. 15=6 - 7 p.m. 16=7 - 8 p.m. 17=8 - 9 p.m. 18=9 - 10 p.m. 19=10 - 11 p.m. 20=After 11 p.m. 88=I don't know / I am not certain 99=Will not go home today
RETURN_HOME	The approximate time the respondent will return to their home	Actual Value
PAY_MODE_CODE	Payment method of respondent code	1=Cash Fare 2=Day Pass 3=20 - Ride Pass 4=31 - Day Pass
PAY_MODE	Payment method of respondent	Actual Value
FARE_TYPE_CODE	Type of fare code	1=Adult 2=Senior / Disabled 3=Student
FARE_TYPE	Type of fare	Actual Value
EMPLOYMENT_STATUS_CODE	Whether respondent is employed or not code	Y=Yes N=No
EMPLOYMENT_STATUS	Whether respondent is employed or not	Actual Value
WORKP_NAME	Name of place where respondent works (if applicable)	Actual Value
WORKP_ADDRESS	Street address where respondent works (if applicable)	Actual Value
WORKP_CITY	City where respondent works (if applicable)	Actual Value
WORKP_STATE	State where respondent works (if applicable)	Actual Value
WORKP_ZIP	Zip code where respondent works (if applicable)	Actual Value
WORKP_LAT	Latitude coordinates where respondent works (if applicable)	Actual Value
WORKP_LON	Longitude coordinates where respondent works (if applicable)	Actual Value
WORK_BEFORE_TRIP_CODE	Whether or not respondent had been to work code	Y=Yes N=No
WORK_BEFORE_TRIP	Whether or not respondent had been to work	Actual Value
WORK_AFTER_TRIP_CODE	Whether or not respondent would be going to work later code	Y=Yes N=No
WORK_AFTER_TRIP	Whether or not respondent would be going to work later	Actual Value
STUDENT_STATUS_CODE	Respondent student status code	Y=Yes N=No
STUDENT_STATUS	Respondent student status	Actual Value
SCHOOL_NAME	Name of place where respondent goes to school (if applicable)	Actual Value
SCHOOL_ADDRESS	Street address where respondent goes to school (if applicable)	Actual Value
SCHOOL_CITY	City where respondent goes to school (if applicable)	Actual Value
SCHOOL_STATE	State where respondent goes to school (if applicable)	Actual Value
SCHOOL_ZIP	Zip code where respondent goes to school (if applicable)	Actual Value
SCHOOL_LAT	Latitude coordinates where respondent goes to school (if applicable)	Actual Value
SCHOOL_LON	Longitude coordinates where respondent goes to school (if applicable)	Actual Value
BEEN_2SCHOOL_TODAY_CODE	Whether or not respondent had been to school code	Y=Yes N=No
BEEN_2SCHOOL_TODAY	Whether or not respondent had been to school	Actual Value
WILL_GO2SCHOOL_TODAY_CODE	Whether or not respondent would be going to school later code	Y=Yes N=No
WILL_GO2SCHOOL_TODAY	Whether or not respondent would be going to school later	Actual Value
PPL_IN_HH_CODE	Number of household members code	A1=1 A2=2 A3=3 A4=4 A5=5 A6=6 A7=7 A8=8 A9=9 A10PL=10+
PPL_IN_HH	Number of household members	Actual Value
EMPLYD_IN_HH_CODE	Number of employed household members code	0=None 1=1 2=2 3=3 4=4 5=5 6=6 or more
EMPLYD_IN_HH	Number of employed household members	Actual Value
VEH_IN_HH_CODE	Number of Working vehicles available to respondent household code	0=None 1=1 2=2 3=3 4plus=4 or more
VEH_IN_HH	Number of Working vehicles available to respondent household	Actual Value
HAVE_DRIVERS_LIC_CODE	Does respondent have a valid drivers license code	Y=Yes N=No
HAVE_DRIVERS_LIC	Does respondent have a valid drivers license	Actual Value
YEAR_BORN	The year respondent was born	Actual Value

VINE Transit On-Board Transit Survey Data Dictionary

FIELD NAME	FIELD DESCRIPTION	FIELD VALUES
HISP_LATINO_SPANISH_CODE	Whether respondent identified themselves as Hispanic, Latino, or Spanish origin code	Y=Yes N=No
HISP_LATINO_SPANISH	Whether respondent identified themselves as Hispanic, Latino, or Spanish origin	Actual Value
RACE_AMERICANINDIAN_ALASKANNATIVE	Whether respondent identified themselves as American Indian/Alaska Native	Actual Value
RACE_ASIAN	Whether respondent identified themselves as Asian	Actual Value
RACE_BLACK_AFRICANAM	Whether respondent identified themselves as Black/African American	Actual Value
RACE_NATHAWAIIAN_PACISLAND	Whether respondent identified themselves as Native Hawaiian/Pacific Islander	Actual Value
RACE_WHITE	Whether respondent identified themselves as White	Actual Value
RACE_OR_ETHNICITY_OTHER	Whether respondent identified themselves as a Race/Ethnicity not previously listed	Actual Value
LANG_OTHER_THAN_ENG_CODE	Whether or not respondent speaks a language other than English at home code	Y=Yes N=No
LANG_OTHER_THAN_ENG	Whether or not respondent speaks a language other than English at home	Actual Value
OTHER_LANG_CODE	If respondents speaks a language other than English at home, this is the language code	13=Arabic, Standard 84=Dutch 111=French 129=German 143=Spanish 152=Indonesian 208=Korean 297=Norwegian 358=Portuguese 465=Vietnamese 488=Hawaiian 498=Micronesian 503=TAGALOG 504=Chinese
OTHER_LANG	If respondents speaks a language other than English at home, this is the language	Actual Value
ENGLISH_FLUENCY_CODE	If respondents speaks a language other than English at home, this is how well they speak it code	1=Very well 2=Well 3=Not well 4=Not at all
ENGLISH_FLUENCY	If respondents speaks a language other than English at home, this is how well they speak it	Actual Value
HH_INCOME_CODE	Total annual household income before taxes code	1=Less than \$10,000 2=\$10,000-\$24,999 3=\$25,000-\$34,999 4=\$35,000-\$39,999 5=\$40,000 - \$49,999 6=\$50,000-\$59,999 7=\$60,000-\$74,999 8=\$75,000-\$99,999 9=\$100,000-\$149,999 10=\$150,000 or more 88=I don't know 99=Refused
HH_INCOME	Total annual household income before taxes	Actual Value
HOME_ADDRESS	Street address where respondent lives	Actual Value
HOME_CITY	City where respondent lives	Actual Value
HOME_STATE	State where respondent lives	Actual Value
HOME_ZIP	Zip code where respondent lives	Actual Value
HOME_LAT	Latitude coordinates where respondent lives	Actual Value
HOME_LON	Longitude coordinates where respondent lives	Actual Value
RIDE_R10_CODE	Whether respondent ever rides Route 10 code	Y=Yes N=No
RIDE_R10	Whether respondent ever rides Route 10	Actual Value
R10_BEGIN_OP_WKDAY_CODE	How early respondents think service on Route 10 should begin on weekdays code	1=Before 4:00 am 2=4:30 am 3=5:00 am 4=5:30 am 5=6:00 am 6=6:30 am 7=7:00 am 9=Don't know
R10_BEGIN_OP_WKDAY	How early respondents think service on Route 10 should begin on weekdays	Actual Value
R10_BEGIN_OP_WKEND_CODE	How early respondents think service on Route 10 should begin on weekends code	1=Before 4:00 am 2=4:30 am 3=5:00 am 4=5:30 am 5=6:00 am 6=6:30 am 7=7:00 am 8=7:30 am 9=Don't know
R10_BEGIN_OP_WKEND	How early respondents think service on Route 10 should begin on weekends	Actual Value
R10_STOP_OP_WKDAY_CODE	How late respondents think service on Route 10 should end on weekdays code	1=6:00 pm 2=6:30 pm 3=7:00 pm 4=7:30 pm 5=8:00 pm 6=8:30 pm 7=9:00 pm 8=later than 9:30 pm 9=Don't know
R10_STOP_OP_WKDAY	How late respondents think service on Route 10 should end on weekdays	Actual Value
R10_STOP_OP_WKEND_CODE	How late respondents think service on Route 10 should end on weekends code	1=6:00 pm 3=7:00 pm 4=7:30 pm 5=8:00 pm 6=8:30 pm 7=9:00 pm 8=later than 9:30 pm 9=Don't know
R10_STOP_OP_WKEND	How late respondents think service on Route 10 should end on weekends	Actual Value
RIDE_R11_CODE	Whether respondent ever rides Route 11 code	Y=Yes N=No
RIDE_R11	Whether respondent ever rides Route 11	Actual Value
R11_BEGIN_OP_WKDAY_CODE	How early respondents think service on Route 11 should begin on weekdays code	1=Before 4:00 am 2=4:30 am 3=5:00 am 4=5:30 am

VINE Transit On-Board Transit Survey Data Dictionary

FIELD NAME	FIELD DESCRIPTION	FIELD VALUES
		5=6:00 am 6=6:30 am 7=7:00 am 9=Don't know
R11_BEGIN_OP_WKDAY	How early respondents think service on Route 11 should begin on weekdays	Actual Value
R11_BEGIN_OP_WKEND_CODE	How early respondents think service on Route 11 should begin on weekends code	1=Before 4:00 am 2=4:30 am 3=5:00 am 4=5:30 am 5=6:00 am 6=6:30 am 7=7:00 am 8=7:30 am 9=Don't know
R11_BEGIN_OP_WKEND	How early respondents think service on Route 11 should begin on weekends	Actual Value
R11_STOP_OP_WKDAY_CODE	How late respondents think service on Route 11 should end on weekdays code	1=6:00 pm 2=6:30 pm 3=7:00 pm 4=7:30 pm 5=8:00 pm 6=8:30 pm 7=9:00 pm 8=later than 9:30 pm 9=Don't know
R11_STOP_OP_WKDAY	How late respondents think service on Route 11 should end on weekdays	Actual Value
R11_STOP_OP_WKEND_CODE	How late respondents think service on Route 11 should end on weekends code	1=6:00 pm 2=6:30 pm 3=7:00 pm 4=7:30 pm 5=8:00 pm 6=8:30 pm 7=9:00 pm 8=later than 9:30 pm 9=Don't know
R11_STOP_OP_WKEND	How late respondents think service on Route 11 should end on weekends	Actual Value
TRAVEL_FREQ_IF_EXTEN_CODE	If the hours of service on Route 10 and 11 were expanded to begin and end at the	0=None 1=One 2=Two 3=Three 4=Four 5=Five 6=Six 7=Seven 8=More than seven 9=Don't know
TRAVEL_FREQ_IF_EXTEN	If the hours of service on Route 10 and 11 were expanded to begin and end at the	Actual Value
DOGS_ALLOWED_CODE	Whether respondents would support allowing passengers to bring dogs on the bus	Y=Yes N=No
DOGS_ALLOWED	Whether respondents would support allowing passengers to bring dogs on the bus	Actual Value
GENDER_CODE	Gender of respondent Code	1= Male 2= Female
GENDER	Gender of respondent	Actual Value
TIME_BOARDED_CODE	At what time did respondent board this bus Code	1=Before 6 a.m. 2=6 - 6:59 a.m. 3=7 - 7:59 a.m. 3=12 - 12:59 p.m. 4=8 - 8:59 a.m. 5=9 - 9:59 a.m. 6=10 - 10:59 a.m. 7=11 a.m. - 11:59 a.m. 8=12 - 12:59 p.m. 9=1 - 1:59 p.m. 10=2 - 2:59 p.m. 11=3 - 3:59 p.m. 12=4 - 4:59 p.m. 13=5 - 5:59 p.m. 14=6 - 6:59 p.m. 15=7 - 7:59 p.m.
TIME_BOARDED	At what time did respondent board surveyed bus?	Actual Value
TIME_PERIOD_CODE	Period of Day Survey was Administered code	AM1=EARLY AM AM2=AM PEAK MID=MIDDAY PM1=PM PEAK PM2=LATE PM
TIME_PERIOD	Period of Day Survey was Administered	Actual Value
UNLINKED_WGHT_FCTR_NAME	Unlinked Weight Factor Code created for data expansion (adjusts to boardings)	Actual Value
UNLINKED_WGHT_FCTR	Unlinked trip weight factor used to expand the database to total boardings	Actual Value
TOTAL_TRANSFERS	Total number of transfers from plus total transfer to	Actual Value
LINKED_TRIP_FACTOR	Factor used to convert unlinked trips to linked trips (1/1+# transfers)	Actual Value

CHAPTER 6: WEIGHTED TABULAR DATA

The weighted survey results are provided on the following pages.

Surveys Completed by Time Period

	Count	Percent
5am to 6am	31	1.19%
6am to 10am	722	27.44%
10am to 3pm	1211	46.02%
3pm to 7pm	647	24.58%
7pm to 9pm	20	0.77%
Total	2632	100.00%

*percentages based on unlinked weighted data results

Respondent's Home City

	Count	Percent
Napa	1712	65.05%
Vallejo	283	10.74%
American Canyon	185	7.03%
Calistoga	154	5.85%
Yountville	96	3.66%
St Helena	73	2.76%
Fairfield	43	1.62%
Sonoma	28	1.05%
Clearlake	16	0.62%
Middletown	12	0.44%
Hidden Valley Lake	9	0.36%
Calgary	9	0.35%
Richmond	5	0.20%
Oakland	5	0.19%
Angwin	2	0.08%
Total	2632	100.00%

*percentages based on unlinked weighted data results

Respondent's Home Zip Code

	Count	Percent
94558	799	30.37%
94559	717	27.26%
94503	160	6.08%
94515	154	5.85%
94559	127	4.82%
94589	117	4.46%
94590	116	4.41%
94599	97	3.67%
94558	66	2.51%
94574	64	2.43%
94591	42	1.60%
94533	28	1.05%
95476	28	1.05%
94503	25	0.95%
94533	15	0.57%
95422	12	0.45%
95461	12	0.44%
95467	9	0.36%
T2P 2M3	9	0.35%
94574	9	0.33%
23219	5	0.20%
94607	5	0.19%
95422	4	0.17%
94589	3	0.13%
94591	3	0.13%
94599	2	0.08%
94508	2	0.08%
Total	2632	100.00%

*percentages based on unlinked weighted data results

Trip Origin

	Count	Percent
Your Home	1495	56.80%
Work	303	11.52%
Social or recreational	201	7.63%
Shopping	143	5.42%
College or university (student only)	127	4.81%
School (K-12 student only)	119	4.53%
Business appointment	73	2.79%
Medical / dental	56	2.12%
Dining / coffee	47	1.77%
Escorting others (children, elderly)	35	1.32%
Maintenance / personal business	34	1.30%
Total	2632	100.00%

*percentages based on unlinked weighted data results

Origin City

	Count	Percent
Napa	1866	70.91%
Vallejo	192	7.30%
American Canyon	149	5.64%
St Helena	145	5.50%
Calistoga	99	3.77%
Yountville	76	2.87%
Clearlake	17	0.66%
Fairfield	17	0.65%
Sonoma	16	0.60%
Middletown	12	0.44%
El Cerrito	12	0.44%
Hidden Valley Lake	9	0.36%
Rutherford	9	0.36%
Oakland	5	0.19%
Turlock	4	0.16%
San Francisco	3	0.11%
Total	2632	100.00%

*percentages based on unlinked weighted data results

Origin Zip Code

	Count	Percent
94558	1058	40.19%
94559	806	30.63%
94503	149	5.64%
94574	145	5.50%
94590	107	4.08%
94515	99	3.77%
94599	78	2.96%
94589	58	2.22%
94591	26	1.00%
95422	17	0.66%
94533	17	0.65%
95476	16	0.60%
95461	12	0.44%
94530	12	0.44%
95467	9	0.36%
94573	9	0.36%
94607	5	0.19%
95380	4	0.16%
94107	2	0.06%
94103	1	0.03%
Total	2632	100.00%

*percentages based on unlinked weighted data results

Access Mode

	Count	Percent
Walked all the way (skateboard / non-motorized scooter)	2286	86.86%
Was dropped off by someone	209	7.92%
Drove alone and parked	40	1.50%
Bicycled	37	1.41%
Drove or rode with others and parked / carpoled	17	0.65%
Drive alone	15	0.58%
Motorcycled /motorized scooter / moped	12	0.45%
Taxi	9	0.35%
Shuttle	7	0.27%
Total	2632	100.00%

*percentages based on unlinked weighted data results

Trip Destination

	Count	Percent
Your Home	868	32.97%
Work	495	18.81%
Social or recreational	365	13.85%
Shopping	253	9.61%
College/university (student only)	160	6.06%
School (K-12 student only)	155	5.88%
Medical/dental	128	4.88%
Business appointment	88	3.33%
Dining / coffee	67	2.54%
Maintenance / personal business	40	1.51%
Escorting others (children, elderly)	15	0.57%
Total	2632	100.00%

*percentages based on unlinked weighted data results

Destination City

	Count	Percent
Napa	1722	65.42%
Vallejo	235	8.94%
St Helena	191	7.26%
Calistoga	124	4.73%
American Canyon	88	3.33%
San Francisco	81	3.07%
Yountville	64	2.43%
Fairfield	43	1.64%
Sonoma	20	0.74%
Oakland	14	0.52%
Eldridge	10	0.39%
Rutherford	9	0.34%
Berkeley	7	0.26%
Hercules	6	0.23%
San Pablo	6	0.22%
Oakville	5	0.20%
Middletown	5	0.18%
Angwin	2	0.08%
Total	2632	100.00%

*percentages based on unlinked weighted data results

Destination Zip Code

	Count	Percent
94558	929	35.30%
94559	794	30.16%
94574	200	7.60%
94515	124	4.73%
94590	101	3.82%
94589	95	3.60%
94503	88	3.33%
94599	64	2.43%
94533	43	1.64%
94591	40	1.52%
94103	35	1.31%
94102	20	0.75%
95476	20	0.74%
95431	10	0.39%
94115	9	0.35%
94612	7	0.26%
94720	7	0.26%
94607	7	0.26%
94111	6	0.23%
94117	6	0.23%
94572	6	0.23%
94806	6	0.22%
94132	5	0.21%
95461	5	0.18%
94558	4	0.16%
94508	2	0.08%
Total	2632	100.00%

*percentages based on unlinked weighted data results

Egress Mode

	Count	Percent
Walk all the way (skateboard / non-motorized scooter)	2397	91.08%
Get picked up by someone	133	5.06%
Drive alone	56	2.14%
Bicycle	37	1.41%
Drive or ride with others / carpool	8	0.31%
Total	2632	100.00%

*percentages based on unlinked weighted data results

Total Transfers

	Count	Percent
0	1581	60.07%
1 transfer	942	35.80%
2 transfers	85	3.23%
3 transfers	24	0.90%
Total	2632	100.00%

*percentages based on unlinked weighted data results

How Riders Paid For Trip

	Count	Percent
Cash Fare	1731	65.79%
31 - Day Pass	543	20.65%
20 - Ride Pass	316	12.02%
Day Pass	40	1.54%
Total	2632	100.00%

*percentages based on unlinked weighted data results

Type of Fare Discount Riders Received for Trip

	Count	Percent
Adult	1675	63.65%
Senior / Disabled	526	19.98%
Student	431	16.37%
Total	2632	100.00%

*percentages based on unlinked weighted data results

Working Vehicles Available in Household

	Count	Percent
None	978	37.17%
1 vehicle	720	27.37%
2 vehicles	610	23.20%
3 vehicles	227	8.64%
4 or more	95	3.62%
Total	2632	100.00%

*percentages based on unlinked weighted data results

Total Number of Persons in Household

	Count	Percent
1 person	698	26.53%
2 persons	519	19.74%
3 persons	516	19.63%
4 persons	357	13.55%
5 persons	303	11.51%
6 persons	113	4.30%
7 persons	79	3.01%
8 persons	26	0.97%
9 persons	2	0.08%
10+	18	0.69%
Total	2632	100.00%

*percentages based on unlinked weighted data results

Employment Status

	Count	Percent
Unemployed	1258	47.81%
Employed	1373	52.19%
Total	2632	100.00%

*percentages based on unlinked weighted data results

Student Status

	Count	Percent
Not a Student	1754	66.63%
Student	859	32.65%
Total	2632	100.00%

*percentages based on unlinked weighted data results

Driver License Status

	Count	Percent
No	1446	54.94%
Yes	1186	45.06%
Total	2632	100.00%

*percentages based on unlinked weighted data results

Year Respondent Born

	Count	Percent
1927	2	0.09%
1929	8	0.29%
1931	7	0.26%
1933	15	0.56%
1935	4	0.14%
1938	21	0.78%
1939	5	0.20%
1940	14	0.54%
1941	24	0.92%
1942	5	0.20%
1943	11	0.42%
1944	12	0.45%
1945	9	0.33%
1946	25	0.97%
1947	26	0.99%
1948	49	1.86%
1949	8	0.31%
1950	20	0.77%
1951	13	0.49%
1952	40	1.54%
1953	5	0.18%
1954	29	1.10%
1955	22	0.83%
1956	36	1.36%
1957	63	2.40%
1958	32	1.21%
1959	21	0.80%
1960	54	2.05%
1961	38	1.45%
1962	21	0.80%
1963	43	1.65%
1964	35	1.33%
1965	20	0.77%
1966	35	1.34%
1967	51	1.94%
1968	34	1.30%
1969	16	0.61%
1970	22	0.84%
1971	34	1.30%
1972	32	1.21%
1973	16	0.62%
1974	58	2.20%
1975	44	1.68%
1976	41	1.56%
1977	53	2.03%
1978	20	0.75%
1979	68	2.59%
1980	64	2.42%
1981	49	1.87%
1982	29	1.10%
1983	38	1.45%
1984	26	0.98%
1985	53	2.03%
1986	49	1.87%
1987	39	1.47%
1988	28	1.07%
1989	63	2.39%
1990	69	2.61%
1991	52	1.98%
1992	112	4.25%
1993	93	3.52%
1994	43	1.65%
1995	161	6.13%

Year Respondent Born

	Count	Percent
1997	104	3.94%
1998	36	1.37%
1999	116	4.40%
2000	22	0.84%
2002	3	0.12%
2003	7	0.25%
Total	2632	100.00%

*percentages based on unlinked weighted data results

Gender

	Count	Percent
Female	1226	46.59%
Male	1406	53.41%
Total	2632	100.00%

*percentages based on unlinked weighted data results

Household Income

	Count	Percent
Less than \$10,000	568	21.60%
\$10,000-\$24,999	464	17.63%
\$25,000-\$34,999	347	13.20%
\$35,000-\$39,999	289	10.97%
\$40,000 - \$49,999	212	8.06%
\$50,000-\$59,999	102	3.89%
\$60,000-\$74,999	91	3.44%
\$75,000-\$99,999	90	3.43%
\$100,000-\$149,999	49	1.87%
\$150,000 or more	42	1.59%
I don't know	374	14.23%
Refused	2	0.09%
Total	2632	100.00%

*percentages based on unlinked weighted data results

SERVICE ISSUES

Do You Ever Ride Route 10

	Count	Percent
No	1254	47.64%
Yes	1378	52.36%
Total	2632	100.00%

*percentages based on unlinked weighted data results

How early do you think service on Route 10 should begin on weekdays?

	Count	Percent
Before 4:00 am	221	16.02%
4:30 am	172	12.45%
5:00 am	289	20.96%
5:30 am	90	6.54%
6:00 am	281	20.42%
6:30 am	28	2.01%
7:00 am	18	1.33%
Don't know	279	20.27%
Total	1378	100.00%

*percentages based on unlinked weighted data results

How early do you think service on Route 10 should begin on weekends?

	Count	Percent
Before 4:00 am	163	11.80%
4:30 am	144	10.48%
5:00 am	175	12.71%
5:30 am	52	3.76%
6:00 am	273	19.80%
6:30 am	20	1.47%
7:00 am	222	16.11%
7:30 am	33	2.38%
Don't know	296	21.50%
Total	1378	100.00%

*percentages based on unlinked weighted data results

How late do you think service on Route 10 should end on weekdays?

	Count	Percent
6:00 pm	22	1.59%
6:30 pm	6	0.47%
7:00 pm	43	3.14%
7:30 pm	8	0.58%
8:00 pm	86	6.22%
8:30 pm	31	2.23%
9:00 pm	254	18.47%
later than 9:30 pm	588	42.69%
Don't know	339	24.61%
Total	1378	100.00%

*percentages based on unlinked weighted data results

How late do you think service on Route 10 should end on weekends?

	Count	Percent
6:00 pm	33	2.37%
7:00 pm	39	2.80%
7:30 pm	4	0.26%
8:00 pm	100	7.25%
8:30 pm	39	2.85%
9:00 pm	231	16.79%
later than 9:30 pm	581	42.19%
Don't know	351	25.49%
Total	1378	100.00%

*percentages based on unlinked weighted data results

Do You Ever Ride Route 11

	Count	Percent
No	1213	46.09%
Yes	1419	53.91%
Total	2632	100.00%

*percentages based on unlinked weighted data results

How early do you think service on Route 11 should begin on weekdays?

	Count	Percent
Before 4:00 am	396	27.92%
4:30 am	177	12.47%
5:00 am	291	20.50%
5:30 am	79	5.60%
6:00 am	291	20.52%
6:30 am	11	0.81%
7:00 am	28	1.98%
Don't know	145	10.21%
Total	1419	100.00%

*percentages based on unlinked weighted data results

How early do you think service on Route 11 should begin on weekends?

	Count	Percent
Before 4:00 am	356	25.10%
4:30 am	105	7.39%
5:00 am	216	15.19%
5:30 am	51	3.57%
6:00 am	336	23.69%
6:30 am	13	0.92%
7:00 am	173	12.20%
7:30 am	34	2.39%
Don't know	135	9.55%
Total	1419	100.00%

*percentages based on unlinked weighted data results

How late do you think service on Route 11 should end on weekdays?

	Count	Percent
6:00 pm	12	0.87%
6:30 pm	17	1.17%
7:00 pm	34	2.40%
7:30 pm	20	1.43%
8:00 pm	55	3.90%
8:30 pm	61	4.29%
9:00 pm	225	15.84%
later than 9:30 pm	799	56.33%
Don't know	196	13.78%
Total	1419	100.00%

*percentages based on unlinked weighted data results

How late do you think service on Route 11 should end on weekends?

	Count	Percent
6:00 pm	32	2.23%
6:30 pm	8	0.58%
7:00 pm	38	2.70%
7:30 pm	36	2.51%
8:00 pm	57	4.04%
8:30 pm	30	2.15%
9:00 pm	230	16.22%
later than 9:30 pm	786	55.41%
Don't know	201	14.15%
Total	1419	100.00%

*percentages based on unlinked weighted data results

Ride Frequency if Route 10 and 11 Times were Expanded

	Count	Percent
None	823	31.25%
One	147	5.59%
Two	314	11.95%
Three	392	14.90%
Four	173	6.56%
Five	213	8.10%
Six	57	2.18%
Seven	62	2.34%
More than seven	189	7.17%
Don't know	262	9.96%
Total	2632	100.00%

*percentages based on unlinked weighted data results

Support for Allowing Dogs Onboard VINE Buses

	Count	Percent
Do not support	1061	40.33%
Support	1570	59.67%
Total	2632	100.00%

*percentages based on unlinked weighted data results

Race/Ethnicity

	Count	Percent
White	1212	40.78%
Hispanic	1059	35.61%
Black/African American	326	10.97%
Asian	160	5.37%
American Indian/Alaska Native	128	4.31%
Native Hawaain/Pacific Islander	88	2.96%
Total	2973	100.00%

*percentages based on unlinked weighted data results

*multiple choices allowed

CHAPTER 7: SURVEY INSTRUMENT

The survey instrument is provided on the following pages.

VINE Transit On-Board Transit Survey

Please take a few moments to complete this important survey. Your input will be used to plan transportation improvements to serve Vine Transit customers better. *All information will be kept strictly confidential.*

COMING FROM?

- 1. What type of place did you just COME FROM?**
 - Work
 - Business appointment
 - Your Home
 - Social or recreational
 - Shopping
 - School (K-12) (student only)
 - College or University (student only)
 - Airport (airline passenger only)
 - Medical / dental
 - Dining / coffee
 - Escorting others (children, elderly)
 - Maintenance / personal business
 - Other: _____
- 2. If you are NOT coming from HOME, what is the NAME of the place you are coming from?**

- 3. What is the address of this place (or nearby intersection if you do not know the address)?**

City: _____ Zip: _____
- 4. How did you get to the very first bus or train you used for this trip?**
 - Walked all the way (includes skateboard / non-motorized scooter)
 - Bicycled
 - Drove alone and parked
 - Drove or rode with others and parked / carpoled
 - Was dropped off by someone
 - Taxi
 - Motorcycle / motorized scooter / moped
 - Other: _____

GOING TO?

- 5. What type of place are you GOING TO now?**
 - Work
 - Business appointment
 - Your Home
 - Social or recreational
 - Shopping
 - School (K-12) (student only)
 - College or University (student only)
 - Airport (airline passenger only)
 - Medical / dental
 - Dining / coffee
 - Escorting others (children, elderly)
 - Maintenance / personal business
 - Other: _____
- 6. If you are NOT going HOME, what is the NAME of the place you are going to?**

- 7. What is the address of this place (or nearby intersection if you do not know the address)?**

City: _____ Zip: _____
- 8. How will you get from the very last bus or train you will use for this trip to get to the place listed above?**
 - Walk all the way (includes skateboard / non-motorized scooter)
 - Bicycle
 - Drive alone
 - Drive or ride with others / carpool
 - Get picked up by someone
 - Taxi
 - Motorcycle / motorized scooter / moped
 - Other: _____

THIS BUS

- 9. Where did you get ON this bus?**
Please provide the nearest intersection/station name/park-and-ride: _____
- 10. Where will you get OFF this bus?**
Please provide the nearest intersection/station name/park-and-ride: _____

TRANSFERS

- 11. INCLUDING THIS BUS, how many TOTAL BUSES/TRAINS will you use to make THIS ONE-WAY TRIP?**
 One, only this bus/train Two Three Four or more

11a. Please list the BUS ROUTES and/or RAIL Lines in the exact order you use them for this one-way trip.

START	→		→		→		→		END
		1 st Route/RAIL Line		2 nd Route/RAIL Line		3 rd Route/RAIL Line		4 th Route/RAIL Line	

OTHER TRIP INFORMATION

- 12. Approximately what time did you last leave home today?** Hour/Minute: _____ am / pm **OR** Have not been yet home today
- 13. Approximately what time will you return home today?** Hour/Minute: _____ am / pm **OR** Will not go home today
- 14. How did you pay your fare for the trip you were surveyed?** Cash Fare Day Pass 20 Ride Pass 31-Day Pass
- 15. What type of fare did you pay for this Vine Transit trip?** Adult Senior / Disabled Student

ABOUT YOU

- 16. Are you currently employed either full- or part-time?** Yes – answer 16a-c No
- 16a. IF YOU ARE EMPLOYED:** Have you been to work today since you last left home? Yes No
- 16b. IF YOU ARE EMPLOYED:** Will you be going to work (or going back to work) before going home today? Yes No
- 16c. What is your WORK address?** This information will help use plan routes that will better serve people where they work. If you do not want to provide this information, please provide the name of an intersection that is near your work (e.g., W. Main St. & N. Oak).

Work Address (or intersection): _____

Work City: _____

Work Zip Code: _____

17. Are you a student? (check the one response that BEST describes you)
- Not a student Yes – College/university (specify institution's name): _____
- Yes – student thru 12th grade Yes – other (specify institution's name): _____
- 17a. **IF YOU ARE A STUDENT:** Have you been to school today since you last left home? Yes No
- 17b. **IF YOU ARE A STUDENT:** Will you be going to school (or going back to school) before going home today? Yes No
18. Including YOU, how many people live in your household? _____ people
19. Including YOU, how many people age 16 and older in your household are employed full-time or part-time? _____ people
20. How many drivable vehicles (cars, trucks, or motorcycles) are available to your household?
- None One Two Three Four or more
21. Do you have a valid driver's license? Yes No
22. In what year were you born? _____
23. Are you Hispanic, Latino or Spanish origin? Yes No
24. Are you? (check all that apply)
- American India/Alaska Native Asian Black/African American
- Native Hawaiian/Pacific Islander White Other: _____
25. Do you speak a language other than English at home? No Yes
- IF YES:** 25a. What language do you speak? _____
- 25b. How well do you speak English? Very Well Well Not well Not well at all
26. What is your home address? This information will help use plan routes that will better serve people where they live. If you do not want to provide this information, please provide the name of an intersection that is near your home (e.g., W. Main St. & N. Oak). If you are not from the Napa area, please enter the location where you are staying (friend's home, hotel, etc.)
- Home Address (or intersection): _____
- Home City: _____ Home Zip Code: _____
27. What is your gender? Male Female
28. Which of the following categories BEST describes your TOTAL ANNUAL HOUSEHOLD INCOME before taxes?
- Less than \$10,000 \$10,000-\$24,999 \$25,000 - \$34,999 \$35,000 - \$39,999 \$40,000 - \$49,999
- \$50,000-\$59,999 \$60,000-\$74,999 \$75,000 - \$99,999 \$100,000-\$149,999 \$150,000 or more

SERVICE ISSUES

29. Do you ever ride Route 10? Yes – answer 29a-d below No
- 29a. How early do you think service on Route 10 should begin on weekdays?
- Before 4:00 am 4:30 am 5:00 am 5:30 am 6:00 am 6:30 am 7:00 am 7:30 am Don't know
- 29b. How early do you think service on Route 10 should begin on weekends?
- Before 4:00 am 4:30 am 5:00 am 5:30 am 6:00 am 6:30 am 7:00 am 7:30 am Don't know
- 29c. How late do you think service on Route 10 should end on weekdays?
- 6:00 pm 6:30 pm 7:00 pm 7:30 pm 8:00 pm 8:30 pm 9:00 pm later than 9:30 pm Don't know
- 29d. How late do you think service on Route 10 should end on weekends?
- 6:00 pm 6:30 pm 7:00 pm 7:30 pm 8:00 pm 8:30 pm 9:00 pm later than 9:30 pm Don't know
30. Do you ever ride Route 11? Yes – answer 30a-d below No
- 30a. How early do you think service on Route 11 should begin on weekdays?
- Before 4:00 am 4:30 am 5:00 am 5:30 am 6:00 am 6:30 am 7:00 am 7:30 am Don't know
- 30b. How early do you think service on Route 11 should begin on weekends?
- Before 4:00 am 4:30 am 5:00 am 5:30 am 6:00 am 6:30 am 7:00 am 7:30 am Don't know
- 30c. How late do you think service on Route 11 should end on weekdays?
- 6:00 pm 6:30 pm 7:00 pm 7:30 pm 8:00 pm 8:30 pm 9:00 pm later than 9:30 pm Don't know
- 30d. How late do you think service on Route 11 should end on weekends?
- 6:00 pm 6:30 pm 7:00 pm 7:30 pm 8:00 pm 8:30 pm 9:00 pm later than 9:30 pm Don't know
31. If the hours of service on Route 10 and 11 were expanded to begin and end at the times you selected above, approximately how many more times would you ride Vine Transit each week?
- none one two three four five six seven more than seven don't know
32. The VINE is considering a proposal that would allow passengers to bring their dogs onboard its buses. Knowing that certain standards and safety rules would apply, would you support allowing passengers to bring dogs on the bus?
- Yes No

REGISTER TO WIN a \$100 Visa card

People who submit a completed survey will be entered in a random drawing for a Visa gift.
You must provide your name, phone number and/or e-mail address below to be eligible.

Your Name: _____ Phone Number: (____) _____

e-mail address: _____

Thank you for your help!

If you completed this survey before getting off the bus, please return this survey to the survey staff.
If you did not have time to complete the survey during your trip, please return it within 24 hours
using the postage-paid envelope that was provided.



September 4, 2014
TAC Agenda Item 8.3
Continued From: July 2014
Action Requested: INFORMATION

NAPA COUNTY TRANSPORTATION AND PLANNING AGENCY TAC Agenda Letter

TO: Technical Advisory Committee (TAC)
FROM: Kate Miller, Executive Director
REPORT BY: Danielle Schmitz, Planning Manager
(707) 259-5968 / Email: dschmitz@nctpa.net
SUBJECT: Napa Countywide Transportation Plan (CWTP) – Draft Project and Program Lists

RECOMMENDATION

That the TAC review the Napa Countywide Transportation Plan (CWTP) Draft Project and Program Lists and provide comment.

EXECUTIVE SUMMARY

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

NCTPA staff and its consulting team developed a new set of goals and objectives based upon the NCTPA Board feedback at its January 15, 2014 CWTP kickoff retreat. The new goals and objectives were approved at the March 19, 2014 Board Meeting. As part of an effort to make a meaningful plan the Board asked staff to create performance measures to go along with the goals and objectives and provide an annual progress report to the Board. In an effort to ensure projects and programs included in the plan are consistent with the goals and objectives, project sponsors scored their projects using the evaluation criteria that was approved at the July TAC meeting.

FISCAL IMPACT

Is there a Fiscal Impact? None.

BACKGROUND AND DISCUSSION

At the January 15, 2014 Board retreat, the Board asked staff to create performance measures to supplement the Plan's Goals and Objectives. At the July 2014 meeting the TAC approved the evaluation criteria. TAC has used the evaluation criteria to self-evaluate their transportation projects and programs. The scoring process is a simple one (1) point for every objective met – there are 27 objectives in all. NCTPA also used the evaluation criteria to assess transportation projects that the agency administers as well as transit projects and programs.

Unlike the RTP the CWTP plans can be used as visionary planning documents and include financially unconstrained project and program lists. NCTPA will include a priority project list that will reflect the constrained project and programs and a visionary list that will provide an unconstrained list of projects and programs. Staff will work with the CWTP consultant team and local jurisdictions over the coming months to set constrained project list for the CWTP. Priority projects will be included in the constrained project list. As future funding becomes available projects will be pulled from the unconstrained project list.

SUPPORTING DOCUMENTS

Attachments: (1) CWTP Project List
(2) CWTP Program List
(3) Project and Program Evaluation Criteria

**Napa Countywide Transportation Plan
Project Listing**

Countywide Transportation Plan - Project Inventory List - City of Napa

Provide Project with a clear start and end date and has a cost ≥ \$250,000 in first 5 years and ≥ \$1 million in years 6 - 25; small jurisdictions can include projects <\$250,000/\$1 million

Sponsor	Project Title	Project Description	Project Location			Mode	Project Phase	Total Cost	Total Committed	Types of funds Committed	Total Need	Start Year	End Year	Included in Plan Bay Area	# of Objectives Met
			Location	Start Point	End Point										
City of Napa	Trower Avenue Extension	Extend Trower Avenue east to connect with Big Ranch Road	Trower Avenue	Eastern terminus of Trower Ave	Big Ranch Road	Vehicle	Planning	> 5,000,000	-	-	> 5,000,000	>5 Years	>5 Years	NO	12
City of Napa	Linda Vista Bridge and Extension	New bridge at Redwood Creek and extension of Linda Vista Avenue to Robinson Lane over new Linda Vista Bridge	Linda Vista Avenue	Southern terminus of Linda Vista	Robinson lane	Vehicle	Planning	> 5,000,000	-	-	> 5,000,000	>5 Years	>5 Years	NO	12
City of Napa	South Terrace Bridge and Extension	New bridge at Cayetano Creek and extension of Terrace Drive from the southern terminus of Terrace Drive to the northerly terminus of South Terrace Drive	Terrace Drive	Southern terminus of Terrace Dr	Northern terminus of S Terrace Dr	Vehicle	Planning	> 5,000,000	-	-	> 5,000,000	>5 Years	>5 Years	NO	12
City of Napa	Solano Bridge and Extension	New bridge at Napa Creek and extension of Solano Avenue south to connect with First Street	Solano Avenue	Southern terminus of Solano Ave	First Street	Vehicle	Planning	>5,000,000	-	-	>5,000,000	>5 Years	>5 Years	NO	12
City of Napa	Lincoln/California Intersection	Lincoln/California intersection modification	Lincoln/California Intersection	-	-	Vehicle	Planning	1,000,000 >< 5,000,000	-	-	1,000,000 >< 5,000,000	>5 Years	>5 Years	NO	8
City of Napa	Lincoln/SR29 Off-ramp	Reconfigure northbound SR 29 off-ramp at Lincoln Avenue	Lincoln/SR29 Off-ramp	-	-	Vehicle	Planning	1,000,000 >< 5,000,000	-	-	1,000,000 >< 5,000,000	>5 Years	>5 Years	YES	8
City of Napa	Salvador Avenue Widening	Widen Salvador Avenue from SR29 to Jefferson Street	Salvador Avenue	SR29	Jefferson Street	Vehicle	Planning	1,000,000 >< 5,000,000	-	-	1,000,000 >< 5,000,000	>5 Years	>5 Years	NO	12
City of Napa	Imola Corridor Sidewalk Improvements	Construct sidewalks along Imola Avenue where none exist or gaps are present from Foster Road to eastern City Limits	Imola Avenue	Foster Road	Eastern City Limits	Ped	Planning	>5,000,000	20,000	NCTPA	>5,000,000	2014	<5 Years	NO	17
City of Napa	SR29 under Pueblo Avenue	Pueblo Avenue Overpass connecting Pueblo Avenue to West Pueblo Avenue	Pueblo Avenue	Pueblo Avenue	West Pueblo Avenue	Vehicle	Planning	>5,000,000	-	-	>5,000,000	>5 Years	>5 Years	NO	10
City of Napa	SR29 over Trower	Trower Avenue Underpass	Trower Avenue/ SR29 Intersection	-	-	Vehicle	Planning	>5,000,000	-	-	>5,000,000	>5 Years	>5 Years	NO	10
City of Napa	Jefferson/Laurel Signal	New signal at Jefferson Street/Laurel Street Intersection	Jefferson/ Laurel Intersection	-	-	Vehicle	Planning	<1,000,000	-	-	<1,000,000	>5 Years	>5 Years	NO	7
City of Napa	Jefferson/Old Sonoma Signal	New signal at Jefferson Street/Old Sonoma Road Intersection	Jefferson/ Old Sonoma Intersection	-	-	Vehicle	Planning	<1,000,000	-	-	<1,000,000	>5 Years	>5 Years	NO	7
City of Napa	Jefferson/Imola Intersection Widening	Jefferson/Imola intersection modification	Jefferson/ Imola Intersection	-	-	Vehicle	Planning	1,000,000 >< 5,000,000	-	-	1,000,000 >< 5,000,000	>5 Years	>5 Years	NO	8
City of Napa	Solano/Redwood Intersection Widening	Widening and restriping modifications to the Solano Avenue/ Redwood Road Intersection	Solano/ Redwood Intersection	-	-	Vehicle	Planning	<1,000,000	-	-	<1,000,000	>5 Years	>5 Years	NO	8
City of Napa	Vine Trail Gap Closure (3rd-Vallejo)	Construct Class I multiuse path between 3rd Street and Vallejo Street	Adjacent to Soscol	Third Street	Vallejo	Ped/Bike	Planning	1,000,000 >< 5,000,000	100,000	TDA-3; NVVT Coalition	1,000,000 >< 5,000,000	<5 Years	<5 Years	YES*	17

**Napa Countywide Transportation Plan
Project Listing**

Sponsor	Project Title	Project Description	Project Location			Mode	Project Phase	Total Cost	Total Committed	Types of funds Committed	Total Need	Start Year	End Year	Included in Plan Bay Area	# of Objectives Met
			Location	Start Point	End Point										
City of Napa	SR29 Bike & Pedestrian Undercrossing	Construct at bicycle and pedestrian undercrossing along the north bank of Napa Creek under SR29 at approximately post mile 11.67	North bank Napa Creek	-	-	Ped/Bike	Design	<1,000,000	97,000	BTA; TDA-3	<1,000,000	2013	2017	YES	17
City of Napa	Soscol Avenue Widening	Widen Soscol Avenue-SR221-SR121 to six lanes from Magnolia Drive to Silverado Trail including median widening	Soscol Avenue	Magnolia Drive	Silverado Trail	Vehicle	Planning	>5,000,000	-	-	>5,000,000	>5 Years	>5 Years	NO	8
City of Napa	Lincoln/Jefferson Right Turn Lane(s)	Modify Lincoln/Jefferson intersection with right turn lanes	Jefferson/ Lincoln Intersection	-	-	Vehicle	Planning	<1,000,000	-	-	<1,000,000	>5 Years	>5 Years	NO	7
City of Napa	Lincoln/Soscol Right turn Lane(s)	Modify Lincoln/Soscol intersection with right turn lanes	Lincoln/Soscol intersection	-	-	Vehicle	Planning	<1,000,000	-	-	<1,000,000	>5 Years	>5 Years	NO	7
City of Napa	First Street Roundabouts (west side)	Construct roundabouts on First Street at Freeway Drive and SR29 Southbound ramps	1st/Freeway SR29 Ramp	-	-	Vehicle	Design	>5,000,000	-	-	>5,000,000	>5 Years	>5 Years	YES	9
City of Napa	Soscol/Silverado Trail Modification	Soscol/Silverado intersection modification with Southbound duel left turn lanes on Silverado Trail	Soscol/ Silverado Trail Intersection	-	-	Vehicle	Planning	<1,000,000	-	-	<1,000,000	>5 Years	>5 Years	NO	8
City of Napa	Jefferson/Sierra Signal	New signal at Jefferson Street/ Sierra Avenue Intersection	Jefferson/ Sierra Intersection	-	-	Vehicle	Planning	<1,000,000	-	-	<1,000,000	>5 Years	>5 Years	NO	7
City of Napa	Browns Valley Road Widening	Widen Browns Valley Road from Westview Drive to McCormick Lane	Browns Valley Road	Westview Drive	McCormick Lane	Vehicle	Planning	1,000,000 >< 5,000,000	-	-	1,000,000 >< 5,000,000	>5 Years	>5 Years	NO	7
City of Napa	Salvador Creek Bike Trail	Construct a Class I multiuse path along Salvador Creek	adjacent to Salvador Creek	Mahe Street	Big Ranch Road	Ped/Bike	Planning	<1,000,000	-	-	<1,000,000	>5 Years	>5 Years	YES*	16
City of Napa	5-way Intersection Modification	Construct intersection improvements at Silverado Trail/Third Street/Coombsville Road/East Avenue	Silverado/ Coombsville/ 3rd/ East Ave Intersection	-	-	Vehicle	Design	>5,000,000	3,500,000	Caltrans	>5,000,000	2014	<5 Years	YES	10
City of Napa	California Roundabouts	Construct roundabouts at First Street/California Boulevard and Second Street/California Boulevard	1st/California 2nd/California	-	-	Vehicle	Design	>5,000,000	6,500,000	Local; OBAG; STIP	Fully Funded	2013	2018	YES	9
City of Napa	Oxbow Preserve Pedestrian Bridge	Construct a pedestrian bridge from the Oxbow Preserve over the Napa River to the River Trail	Napa River	Oxbow Preserve	River Trail	Ped/Bike	Planning	1,000,000 >< 5,000,000	-	-	1,000,000 >< 5,000,000	>5 Years	>5 Years	YES*	16
City of Napa	Oxbow District Pedestrian Bridge	Construct a pedestrian bridge from the River Trail over the Napa River to Third Street	Napa River	River Trail	Third Street	Ped/Bike	Planning	1,000,000 >< 5,000,000	-	-	1,000,000 >< 5,000,000	>5 Years	>5 Years	YES*	16
NCTPA	VT (Oak Knoll segment)	Construct a Class I multiuse path from the northern terminus of the Commuter Bike Path to the northern City Limits adjacent to Solano Ave	adjacent to Solano Avenue	Redwood Road	Northern City Limits	Ped/Bike	Design	1,000,000 >< 5,000,000	2,510,000	Local; TCSP	1,000,000 >< 5,000,000	<5 Years	<5 Years	YES*	17
City of Napa	Laurel Street Sidewalk	Construct sidewalks along Laurel Street from Laurel Park to Laurel Manor	Laurel Street	Laurel park	Laurel Manor	Ped	Planning	1,000,000 >< 5,000,000	-	-	1,000,000 >< 5,000,000	>5 Years	>5 Years	NO	14
City of Napa	Traffic Operations Center	Citywide signal coordination	-	-	-	Vehicle	Planning	1,000,000 >< 5,000,000	-	-	1,000,000 >< 5,000,000	>5 Years	>5 Years	YES**	12

**Napa Countywide Transportation Plan
Project Listing**

Sponsor	Project Title	Project Description	Project Location			Mode	Project Phase	Total Cost	Total Committed	Types of funds Committed	Total Need	Start Year	End Year	Included in Plan Bay Area	# of Objectives Met
			Location	Start Point	End Point										
City of Napa	Sierra Avenue Sidewalks	Construct sidewalks along Sierra Avenue from Jefferson Street to SR29	Sierra Avenue	Jefferson Street	SR29	Ped	Planning	<1,000,000	-	-	<1,000,000	>5 Years	>5 Years	NO	14
City of Napa	Foster Road Sidewalk	Construct sidewalks along Foster Road adjacent to Irene M. Snow Elementary School	Foster Road adjacent to Snow School	-	-	Ped	Planning	<1,000,000	-	-	<1,000,000	>5 Years	>5 Years	NO	14
City of Napa	Terrace Drive Sidewalks	Construct Sidewalks along Terrace Drive where gaps are present	Terrace Drive	Coombsville Road	Southern terminus of Terrace Drive	Ped	Planning	1,000,000 >< 5,000,000	-	-	1,000,000 >< 5,000,000	>5 Years	>5 Years	NO	14
City of Napa	3rd/4th Conversion	Convert Third Street and Fourth Street from one-way streets to two-way streets	Third and Fourth Street	Church Street	Randolph Street	Vehicle	Design	<1,000,000	Fully Funded	Fully Funded	Fully Funded	<5 Years	<5 Years	NO	7
City of Napa	Main Street Sidewalk Widening	Widening the sidewalk on Main Street from First Street to Third Street	Main Street	First Street	Third Street	Ped	Planning	1,000,000 >< 5,000,000	30,000	Local	1,000,000 >< 5,000,000	<5 Years	<5 Years	NO	14

* RTPID 240612: Build out countywide primary bicycle network

** RTPID 22744: Improve traffic signalization countywide

Napa County - Countywide Transportation Plan - Project Inventory List

Provide Project with a clear start and end date and has a cost ≥ \$250,000 in first 5 years and ≥ \$1 million in years 6 - 25; small jurisdictions can include projects <\$250,000/\$1 million

Sponsor	Project Title	Project Description	Project Location	From	To	Mode	Project Phase	Total Cost	Total Committed	Types of funds Committed	Total Need	Start Year	End Year	Included in Plan Bay Area	# of objectives Met
Napa County	29 North County intersections	Improve intersection safety and operations Oakville Grade Rd, Oakville Crossroad, Rutherford Rd (SR 128), Deer Park Rd, Dunaweal Ln	SR 29	Napa	Calistoga	Regional Roadway System	CON	\$2,500,000	-		\$2,500,000	2025	2040	No	5
Napa County	Silverado Trail intersections	Improve intersection safety and operations Oak Knoll Avenue, Yountville Crossroad, Oakville Crossroad, Deer Park Rd, Dunaweal Ln	Silverado Trail, various	Napa	Calistoga	Local Roadway System	CON	\$2,500,000	-		\$2,500,000	2020	2040	No	5
Napa County	Route 221	Improve corridor operations	SR 221 Napa Vallejo Highway	SR 29	SR 121	Regional Roadway System	CON	\$5,200,000	-		\$5,200,000	2030	2040	No	7
Napa County	Napa Valley Vine Trail - Calistoga	Construct Class I mixed use path	SR 29 +	Silverado Trail	Bothe State Park	Bike/Ped	CON		-		\$0	2016	2018	Yes	11
Napa County	Napa Valley Vine Trail - Other	Construct Class I mixed use path	Countywide	Calistoga	Solano County line	Bike/Ped	CON		-		\$0	2015	2040	Yes	11
Napa County	Devlin Rd Extension	Complete construction of collector road as parallel facility for SR 29 corridor	Airport Industrial Area	Soscol Ferry Rd	Green Island Rd	Local Roadway System	CON	\$5,500,000	\$1,300,000	TMF	\$4,200,000	2015	2020	Yes	9
Napa County	Solano Ave flood improvement	Construct improvements to reduce flooding in corridor	Solano Ave	Yountville	Dry Creek	Local Roadway System	CON	\$300,000	-		\$300,000	2020	2025	Yes	3
Napa County	Imola Ped Corridor	Construct pedestrian access and safety improvements along and crossing Imola Avenue	Imola Avenue	Skyline Park	Foster Rd	Local Roadway System	CON	\$500,000	-		\$500,000	2018	2020	Yes	10

Countywide Transportation Plan - Project Inventory List - St. Helena

Provide Project with a clear start and end date and has a cost ≥ \$250,000 in first 5 years and ≥ \$1 million in years 6 - 25; small jurisdictions can include projects <\$250,000/\$1 million

Sponsor	Project Title	Project Description	Project Location			Mode	Project Phase	Total Cost	Total Committed	Types of funds Committed	Total Need	Start Year	End Year	Included in Plan Bay Area	# of Objective Met
			Location	Start Point	End Point										
St Helena	Grayson Avenue at SR29 Traffic Signal	Install Traffic Signal at SR29 and Grayson Avenue	SR29	Grayson Ave		Arterial	PE-CON	\$432,091	432,091.00	STIP(FED)/LOCAL	\$0		2015	yes	7
St Helena	Downtown Pedestrian Improvements	outs), upgrade sidewalk, pedestrian lighting, pedestrian furniture, landscaping	Main Street (SR29)	Spring Street	Adams Street	Pedestrian	PE-CON	\$400,000	21,278.00	LOCAL	\$378,722	2011	2018		9
St Helena	Edwards Street Rehabilitation	Rehabilitate Edwards Street by cold plane, overlay, and reconstruction as needed	Edwards Street	Hunt Street	Pope Street	Collector	PE-CON	\$160,000			\$160,000	2015	2015		7
St Helena	Allison Avenue Rehabilitation	Rehabilitate Allison Avenue by cold plane, overlay, and reconstruction as needed	Allison Avenue	Charter Oak	Pope Street	Collector	PE-CON	\$180,000			\$180,000	2015	2015		7
St Helena	Charter Oak Avenue East Rehabilitation	Rehabilitate Charter Oak Avenue by cold plane, overlay, and reconstruction as needed	Charter Oak Avenue	Main Street	Allison Avenue	Collector	PE-CON	\$300,000			\$300,000	2015	2015		7
St Helena	Howell Mountain Road Rehabilitation	Rehabilitate Howell Mountain Road by cold plane, overlay, and reconstruction as needed	Howell Mountain Road	East of Oakwood	East of Oakwood	Collector	PE-CON	\$60,000			\$60,000	2015	2015		7
St Helena	Pope-Starr Lighted Crosswalk	Install lighted crosswalk	Pope Street	Starr Avenue	Starr Avenue	Collector	CON	\$25,000	25,000.00	LOCAL	\$0	2015	2015		7
St Helena	Oak Avenue Rehabilitation	Rehabilitate Oak Avenue by cold plane, overlay, and reconstruction as needed	Oak Avenue	Adams Street	Madrona Avenue	Collector	PE-CON	\$150,000			\$150,000	2015	2015		7
St Helena	Adams Street Rehabilitation	Rehabilitate Adams Street by cold plane, overlay, and reconstruction as needed	Adams Street	Hudson Avenue	Main Street	Collector	PE-CON	\$150,000			\$150,000	2015	2015		7
St Helena	Hunt Avenue Rehabilitation	Rehabilitate Hunt Avenue by cold plane, overlay, and reconstruction as needed	Hunt Avenue	Grove Court	Starr Avenue	Collector	PE-CON	\$131,250			\$131,250	2015	2015		7
St Helena	Pope Street Rehabilitation	Rehabilitate Pope Street by cold plane, overlay, and reconstruction as needed	Pope Street	Main Street	Allison Avenue	Collector	PE-CON	\$250,000			\$250,000	2015	2015		7
St Helena	Grayson Avenue Rehabilitation	Rehabilitate Grayson Avenue by cold plane, overlay, and reconstruction as needed	Grayson Avenue	Main Street	Crane Avenue	Collector	PE-CON	\$500,556			\$500,556	2015	2015		7
St Helena	McCormick Street Rehabilitation	Rehabilitate McCormick Street by cold plane, overlay, and reconstruction as needed	McCormick Street	Dowdell Lane	Vintage Avenue	Collector	PE-CON	\$180,000			\$180,000	2015	2015		7
St Helena	Hudson Avenue Rehabilitation	Rehabilitate Hudson Avenue by cold plane, overlay, and reconstruction as needed	Hudson Avenue	Madrona Avenue	Spring Street	Collector	PE-CON	\$262,000			\$262,000	2016	2016		7

St Helena	Spring Mountain Road Rehabilitation	Rehabilitate Spring Mountain Road by cold plane, overlay, and reconstruction as needed	Spring Mountain Road	Hillview Place	2000' north of Hillview Place	Collector	PE-CON	\$180,000			\$180,000	2016	2016		7
St Helena	South Crane Avenue Rehabilitation	Rehabilitate South Crane Avenue by cold plane, overlay, and reconstruction as needed	South Crane Avenue	Grayson Ave	Sulphur Springs Avenue	Collector	PE-CON	\$245,000			\$245,000	2017	2017		7
St Helena	Mitchell Drive Rehabilitation	Rehabilitate Mitchell Drive by cold plane, overlay, and reconstruction as needed	Mitchell Drive	Main Street	N. Crane Avenue	Collector	PE-CON	\$306,667			\$306,667	2017	2017		7
St Helena	Sulphur Creek Class I Bikeway	Construct Class I Bikeway	Sulphur Creek	Sulphur Springs Avenue	Napa River	Bicycle		\$5,800,000			\$5,800,000	2020	2030		11
St Helena	Spring Mountain Road Class I Bikeway	Construct Class I Bikeway	Spring Mountain Road	Lower Reservoir	Spring Mountain Court	Bicycle		\$1,700,000			\$1,700,000	2020	2030		14
St Helena	Starr Avenue Extension	Extend Starr Avenue	Starr Avenue	Hunt Avenue	Adams Street	Collector		\$617,000			\$617,000	2025	2030		10
St Helena	Adams Street Extension	Extend Adams Street	Adams Street	end	Starr Avenue	Collector		\$851,000			\$851,000	2025	2030		10
	New North-South Collector	Extend College Avenue, or Starr Avenue, or Allison Avenue	New	Mills Lane	Pope Street	Collector		\$1,900,000			\$1,900,000	2025	2030		10
	Oak Avenue Extension	Extend Oak Avenue	Oak Avenue	Charter Oak Avenue	Grayson Avenue	Collector		\$1,800,000			\$1,800,000	2020	2025		10
	New East-West Collector	Extend Adams Street or Mills Lane	New	End	Silverado Trail	Collector		\$2,900,000			\$2,900,000	2035	2040		10
	Mills Lane Safety Improvements	Improve Mills Lane to two lanes with bike/ped access	Mills Lane	Main Street (SR29)	End	Collector		\$3,500,000			\$3,500,000	2025	2030		12
	Fulton Lane Safety Improvements	Improve Fulton Lane to two lanes with bike/ped access	Fulton Lane	Railroad Ave	End	Collector		\$2,200,000			\$2,200,000	2035	2040		12
	Main Street (SR29) Signal Coordination	Signal coordination and ITS type improvements	Main Street (SR29)	Grayson Ave	Madrona Avenue	Collector		\$300,000			\$300,000	2015	2020		12
	Napa River Class I Bikeway	Construct Class I Bikeway	Napa River	South City Limit	North City Limit	Bicycle		\$9,800,000			\$9,800,000	2030	2040		14

Calistoga - Countywide Transportation Plan - Project Inventory List

Provide Project with a clear start and end date and has a cost ≥ \$250,000 in first 5 years and ≥ \$1 million in years 6 - 25; small jurisdictions can include projects <\$250,000/\$1 million

Sponsor	Project Title	Project Description	Project Location			Mode	Project Phase	Total Cost	Total Committed	Types of funds Committed	Total Need	Start Year	End Year	Included in Plan Bay Area	# of Objectives Met
			Location	Start Point	End Point										
Calistoga	Improvements at SR 128 & Petrified Forest	Signalization of Intersection at SR 128 & Petrified Forest	SR 128 & Pet Forest Road	SR 128	SR 128		PAED	\$ 650,000	\$ 650,000	STIP/LM	650,000	2015	2017	yes	14
Calistoga	Improvements at SR 29/128 & Lincoln Ave	Signalization of Intersection at SR 29/128 & Lincoln Ave	SR 29/128 & Lincoln Ave.	SR 29	SR 128		PID	\$ 100,000				2017	2019		14
Calistoga	Pedestrian Safety Improvements SR 29 & Cedar Street	In Pavement Lighting	SR 29 and Cedar Strret	SR 29	Cedar St		PSR/PSE	\$ 100,000				2017	2018		13
Calistoga	Pedestrian Safety Improvements SR 29 & Brannan Street	In Pavement Lighting	SR 29 and Brannan Strret	SR 29	Brannan St		PSR/PSE	\$ 100,000				2017	2018		13
Calistoga	Safe Routes to School	Construct foot bridge over the Nappa River at Pioneer Park	Pioneer Park and Napa River	Calistoga Community Center	Opioneer Park		PSR/PSE	\$ 850,000				2017	2018		17
Calistoga	LSR Rehab	Lake Street Reconstruction	Lake Street	Washington Ave	Grant St.		PSE	\$ 100,000				2015	2016		13
Calistoga	LSR Rehab	Lake Street Reconstruction	Lake Street	Washington Ave	Grant St.		CON	\$ 650,000				2016	2016		13
Calistoga	LSR Rehab	Pavement Preservation - Crack and Chip Seal	Various Locations				CON	\$ 400,000				2014	2015		13
Calistoga	LSR Rehab	Pavement Preservation - Grind and Overlay	Various Locations				CON	\$ 250,000				2014	2015		13
Calistoga	Cedar ADA Improvemtns	Install ADA Ramps	Cedar	Pine	Berry		CON	\$ 100,000				2015	2015		15
Calistoga	Pine/Hazel ADA Improvemtns	Install ADA Ramps	Pine & Hazel	Napa River	Foothill		CON	\$ 100,000				2016	2016		15
Calistoga	Sector A Sidewalk Replacement	Eliminate trip hazards by replacing sidewalk	Sector A	Lincoln Ave	First Street		CON	\$ 90,000				2014	2015		14
Calistoga	Sector B Sidewalk Replacement	Eliminate trip hazards by replacing sidewalk	Sector B	Myrtel	Washington		CON	\$ 90,000				2015	2016		14

Calistoga	Intersection Improvements at SR 128 & Berry Street	Widen SR 128 and install left turn lane onto Berry StreetS	SR 128 & Pet Forest Road	On SR 128 300' south of Berry St.	On SR 128 300' north of Berry St.		PID	\$ 50,000				2018	2019		14
Calistoga	Vine Trail Fair Way Extension	Construct Vine Trail	Fairway	Fair Way	Washington St.		CON	\$ 1,200,000				2015	2016		13
Calistoga	LSR Rehab	Washington Street Reconstruction	Washington Street	Lincoln	Oak		PSE	\$ 200,000				2017	2018		10
Calistoga	LSR Rehab	Lake Street Reconstruction	Washington Street	Lincoln	Oak		CON	\$ 1,000,000				2018	2019		10
Calistoga	Improvements at SR 29 & Washington Ave	left trun phasing at Intersection of SR 29 & Washington Ave	SR 29 & Washington Ave.	SR 29	Washington		CON	\$ 500,000				2020	2022		14
Calistoga	Intersection Improvements at SR 29 & Fair Way	Signalization of intersection at SR 29 & Fair Way	SR 29 and Fair Way	SR 29	Fair Way		CON	\$ 950,000				2021	2022		14
Calistoga	Intersection Improvements at SR 29 & Silverado Trail	Signalization of intersection at SR 29 & Silverado Trail	SR 29 and Silverado Trail	SR 29	Silverado Trail		CON	\$ 853,000				2027	2028		14
Calistoga	Intersection Improvements at SR 128 & Berry Street	Widen SR 128 and install left turn lane onto Berry Street	SR 128 & Pet Forest Road	On SR 128 300' south of Berry St.	On SR 128 300' north of Berry St.		PSE	\$ 100,000				2020	2021		14
Calistoga	Intersection Improvements at SR 128 & Berry Street	Widen SR 128 and install left turn lane onto Berry Street	SR 128 & Pet Forest Road	On SR 128 300' south of Berry St.	On SR 128 300' north of Berry St.		CON	\$ 500,000				2022	2023		14
Calistoga	Improvements at SR 29/128 & Lincoln Ave	Signalization of Intersection at SR 29/128 & Lincoln Ave	SR 29/128 & Lincoln Ave.	SR 29	Lincoln		PSE	\$ 200,000				2021	2022		14
Calistoga	Improvements at SR 29/128 & Lincoln Ave	Signalization of Intersection at SR 29/128 & Lincoln Ave	SR 29/128 & Lincoln Ave.	SR 29	Lincoln		CON	\$ 1,600,000				2023	2025		14
Calistoga	Sector C Sidewalk Replacement	Eliminate trip hazards by replacing sidewalk	Sector C	SR 29	Oak St		CON	\$ 100,000				2021	2022		14
Calistoga	Sector D Sidewalk Replacement	Eliminate trip hazards by replacing sidewalk	Sector D	Grant	Washington		CON	\$ 100,000				2023	2024		14

Yountville - Countywide Transportation Plan - Project Inventory List

Provide Project with a clear start and end date and has a cost ≥ \$250,000 in first 5 years and ≥ \$1 million in years 6 - 25; small jurisdictions can include projects <\$250,000/\$1 million

Sponsor	Project Title	Project Description	Project Location			Mode	Project Phase	Total Cost	Total Committed	Types of funds Committed	Total Need	Start Year	End Year	Included in Plan Bay Area	# of Objectives Met
			Location	Start Point	End Point										
Yountville	Pedestrian Path - Oak Circle to Mission (PK-0003)	As a part of the Town's General Plan and 2003 Path Plan, the Town has approved the long term goal of establishing a path for both pedestrians and bicyclists along Hopper Creek. This path will provide a safe path for children to go to school or travel to restaurants and stores to workers and tourists. A number of segments have been built to date, but there is a remaining segment from Oak Circle open space to Mission along Hopper Creek that remains to be built yet. The project includes the construction of a pedestrian bridge across Hopper Creek and construction of park path leading up to the bridge on both sides of the creek. This construction will connect two existing pedestrian path segments (along Heather to Oak Circle open space and south of Mission to the southern Town Limits).	Southeast of Washington and Oak Circle	Oak Circle	Mission	Pedestrian & Bike	Planning, Design, Construction	500,000	70,000	STIP General Fund	450,000	2014	2018	No	15

Countywide Transportation Plan - Project Inventory List - NCTPA

Provide Project with a clear start and end date and has a cost ≥ \$250,000 in first 5 years and ≥ \$1 million in years 6 - 25; small jurisdictions can include projects <\$250,000/\$1 million

Sponsor	Project Title	Project Description	Project Location			Mode	Project Phase	Total Cost	Total Committed	Types of funds Committed	Total Need	Start Year	End Year	Included in Plan Bay Area	# of Objectives Met
			Location	Start Point	End Point										
NCTPA	Soscol Flyover	Construct SB 221 to SB 29/12 flyover structure	SR 29/12/221			Regional Roadway System	CON	\$20,000,000	-		\$20,000,000	2015	2035	Yes	9
NCTPA	Airport Junction	Construct grade separated interchange	SR 29/12/Airport			Regional Roadway System	CON	\$40,000,000	-		\$40,000,000	2020	2040	Yes	9
NCTPA	29 South County intersections	operations SR 29/12/121 "Carneros Junction," S Kelly Rd, Green Island Rd	SR 29	American Canyon	Napa	Regional Roadway System	CON	\$1,500,000	-		\$1,500,000	2020	2035	Yes	9
NCTPA	Napa Valley Vine Trail - Oak Knoll	Construct Class I mixed use path	Solano Ave	Yountville	Napa	Bike/Ped	CON	\$6,000,000	\$5,093,764	TCSP/ ATP	\$906,236	2015	2016	Yes	13
NCTPA	SR 29 Gateway	Highway 29 improvements include adding additional traffic lane in each direction, pedestrian and bicycle infrastructure and transit amenities	SR 29	SR 221	Solano County line	Regional Roadway System	CON	\$12,000,000	-		\$12,000,000	2015	2030	Yes	20

**Napa Countywide Transportation Plan
Project Listing**

City of Napa - Countywide Transportation Plan - Program Listing - City of Napa

Sponsor	Program Category	Program Description	Mode	Total Cost	Total Committed	Types of funds Committed	Total Need	Included in Plan Bay Area	# of Objectives Met
City of Napa	LS&R Rehab	Street Resurfacing Program - funds the resurfacing of 10 miles of local streets each year	Vehicle	\$3,000,000 FY14/15*	\$3,000,000 FY14/15*	Local; Gas Tax	Fully Funded	YES	15
City of Napa	Pedestrian Network	Sidewalk Improvement Program - funds the installation of a minimum of 1,200 cubic yards of concrete each year including curb, gutter, sidewalk, driveway approaches, valley gutters, ADA ramps, etc.	Ped	\$1,500,000 FY14/15*	\$1,500,000 FY14/15*	Local; Gas Tax; CDBG	Fully Funded	YES	20

* Program costs and committed funding values are for FY 14/15 only. Funds for the programs are allocated annually. Future funding amounts may vary.

American Canyon - Countywide Transportation Plan - Program Listing

Sponsor	Program Category	Project Description	Mode	Total Cost	Total Committed	Types of funds Committed	Total Need	Included in Plan Bay Area
AC	Pedestrian Network	Improve safety and accessibility to local schools by eliminating access barriers and completing unfinished sidewalks; include Safe Route to School network	Pedestrian and Bicycle					
AC	Pedestrian Network	Implement the American Canyon trail master plan.	Predominantly pedestrian					
AC	Bicycle Network	Build out American Canyon Bicycle network including Class I, II and III	Predominantly bicycle					yes
AC	Other LS&R Maintenance/Safety	Make safety improvements and perform rehabilitation and preventative maintenance on local bridges	Vehicle	\$12				
AC	LS&R Rehab	Rehabilitate, restore, preserve and rejuvenate local streets, collectors and arterials pavement	Vehicle					

Agency: _____

Project: _____

Countywide Plan Project Evaluation Criteria Checklist

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

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

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

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

- d. Implements highway, street, road, and safety improvements

- 6. Objective 2: Educate all users so they may safely coexist:
 - a. Provides wayfinding and safety signage
 - b. Provides Public information/education
 - c. Provides education for school-aged children

- 7. Objective 3: Work with Napa Jurisdictions to adopt complete streets policies to meet the Metropolitan Transportation Commission's funding eligibility requirements:
 - a. Implements complete streets

- 8. Objective 4: Ensure Measure T roadway funds are maximized to improve infrastructure, as allowed under the Ordinance, to benefit all transportation modes:
 - a. Develop logical approach to Measure T rehab/maintenance
 - b. Implement projects on time and within budget

- 9. Objective 5: Prioritize projects that expand travel options for cyclists and pedestrians as well as those projects that improve operation and safety for vehicles, pedestrians, and cyclists.
 - a. Implement Complete Streets
 - b. Implement technologies that improve the operation of the road for all users
 - c. Close gaps on existing Class I path network
 - d. Expands or enhances the transit system

Goal 3: Use taxpayer dollars efficiently.

- 10. Objective 1: Continue to prioritize local streets and road maintenance, consistent with Measure T:
 - a. Adhere to Measure T ordinance
 - b. Implement state of good repair principles

- 11. Objective 2: Invest in fast and reliable bus service and infrastructure, so public transit is an attractive alternative to driving alone:
 - a. Implement bus rapid transit where appropriate
 - b. Implement rapid services in strategic locations
 - c. Maintain system effectively

- 12. Objective 3: Identify alternative solutions that minimize costs and maximize system performance:
 - a. Implement State of Good Repair Programs
 - b. Implement technologies that reduce cost

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

Goal 4: Support Napa County's economic vitality.

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

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

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

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

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

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

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

Total # of boxes checked: _____



September 4, 2014
TAC Agenda Item 8.4
Continued From: NEW
Action Requested: INFORMATION

NAPA COUNTY TRANSPORTATION AND PLANNING AGENCY TAC Agenda Letter

TO: Technical Advisory Committee (TAC)
FROM: Kate Miller, Executive Director
REPORT BY: Danielle Schmitz, Planning Manager
(707) 259-5968 / Email: dschmitz@nctpa.net
SUBJECT: Solano Napa Travel Demand Model - Socioeconomic and Demographic Data Update and Request for Review

RECOMMENDATION

Information only.

EXECUTIVE SUMMARY

As part of NCTPA's responsibilities under the interagency agreement with the Metropolitan Transportation Commission (MTC), the agency is tasked with establishing a land use and travel forecasting process and set of procedures that are consistent with that of ABAG / MTC. As part of transportation planning and programming, an effective traffic forecasting tool is necessary. NCTPA has worked with the Solano Transportation Authority (STA) over the past eight years to develop a cost effective way of modeling future traffic in Solano and Napa counties. This summarizes the efforts underway to update that model.

On August 12th NCTPA provided the datasets to the jurisdictions and asked for their review and feedback within two weeks. So far NCTPA has only received responses from the Town of Yountville. Given the circumstances caused by the earthquake, we have extended the deadline and would appreciate comments by Friday, September 12th. Your review and comments of the assumptions are essential for ensuring the most accurate and up to date modeling outputs.

FISCAL IMPACT

Is there a Fiscal Impact? None.

BACKGROUND AND DISCUSSION

Traffic models work in a variety of ways, but essentially they require updated information about current and forecasted land use changes, population and economic growth, the forecast split in modal usage (e.g. auto verses transit) and the existing transportation infrastructure. The updated model can be used to review the impact of major development proposals, transportation projects, and will be useful in the production of a number of planning studies such as the Countywide Transportation Plan.

For the model to be useful for planning purposes, it needs to have the most up to date land use assumptions. Cambridge Systematics (CS) is updating and refining socioeconomic and demographic projections for the Plan Horizon year 2040, as part of Demographic Modeling for the Napa Countywide Transportation Plan project. Under a separate contract with the Solano Transportation Authority (STA), CS is upgrading the Solano Napa Travel Demand Model (SNTDM) to the MTC Activity-based Model (ABM). The final 2040 socioeconomic and demographic projections for Napa County will be prepared to match the socioeconomic input data for the new ABM. It is critical to incorporate feedback from NCTPA member jurisdictions in developing the 2040 socioeconomic and demographic projections, because:

1. The socioeconomic data categories are quite different in the SNTDM and the new ABM.
2. The NCTPA member jurisdictions do not usually project future socioeconomic conditions in the same categories used in travel models (such as housing and employment projections in general plans), nor do they make future projections by traffic analysis zones (TAZ).

SUPPORTING DOCUMENTS

Attachments: (1) Memo from Cambridge on the model update

Memorandum

TO: Dahlia Chazan, Lauren Dong
FROM: Lawrence Liao
DATE: August 7, 2014
RE: Draft NCTPA 2040 Socioeconomic and Demographic Data Review

Introduction

Cambridge Systematics (CS) is updating and refining socioeconomic and demographic projections for the Plan Horizon year 2040, as part of Task 2 Socio-Economic/ Demographic Modeling of the Napa Countywide Transportation Plan project.

Under a separate contract with the Solano Transportation Authority (STA), CS is upgrading the Solano Napa Transportation Demand Model (SNTDM) to the MTC Activity-based Model (ABM). The final 2040 socioeconomic and demographic projections for Napa County will be prepared to match the socioeconomic input data for the new ABM. It is critical to incorporate feedback from NCTPA member jurisdictions in developing the 2040 socioeconomic and demographic projections, because:

1. The socioeconomic data categories are quite different in the SNTDM and the new ABM.
2. The NCTPA member jurisdictions do not usually project future socioeconomic conditions in the same categories used in travel models (such as housing and employment projections in general plans), nor do they make future projections by TAZ.

Some NCTPA member jurisdictions have provided feedback on an earlier version of draft NCTPA 2040 land use data, which was developed based on SNTDM and ABAG Projections 2011. In order to gather feedback, we propose a three-step process to develop the 2040 socioeconomic and demographic projections. First, CS has developed draft 2040 total households and employment by TAZ based on SNTDM and Plan Bay Area. The reasons for providing the draft projections in this format are:

1. Some jurisdiction staff have previously seen this format.
2. The jurisdictions can compare the updated draft 2040 projections based on Plan Bay Area to the previous version of the draft NCTPA 2040 land use data.

The second step is for the jurisdictions to review the household and employment numbers by TAZ and provide feedback based on their expectations for 2040 conditions. That feedback is requested in the format of comments on the workbook described below.

The third step in the process is to consolidate the feedback from jurisdictions and finalize the 2040 projections for total households and employment by TAZ. The total household and employment by TAZ will be used to create the 2040 socioeconomic input data for the new ABM, using the same assumptions that are in the MTC ABM.

Draft 2040 Socioeconomic and Demographic Data Review Workbook

There are three worksheets in the review workbook:

1. Introduction
2. NCTPA TAC Review
3. Summary

The “Introduction” worksheet contains definitions of the data in the “NCTPA TAC Review” worksheet, as well as simple instructions for the reviewers. The “NCTPA TAC Review” worksheet contains the total households and employment by TAZ data for review. The “Summary” worksheet is an interactive worksheet that shows the subtotal of households and employment by jurisdiction.

CS first developed draft 2040 households and employment by TAZ for Napa jurisdictions by extrapolating SNTDM 2030 data out to the year 2040. The extrapolated 2040 household and employment data was then adjusted proportionally to match those in Plan Bay Area. This is referred to as the Napa County Total (draft) and is compared to the Napa County Total for Plan Bay Area because the MTC Consistency Guidelines stipulate that the county socio-economic data totals must be within 1% of the totals used in MTC Model. The adjusted household and employment data is used as the default values for the Draft. The reviewers can filter records for a selected jurisdiction by clicking on dropdown button next to the “Jurisdiction” column header in the “NCTPA TAC Review” worksheet. Reviewers are tasked with adjusting the household and employment for TAZ data as needed in the in the Draft columns.

CS will work with NCTPA staff to finalize the draft 2040 households and employment by TAZ based on the comments from local jurisdictions.



September 04, 2014
TAC Agenda Item 8.5
Continued From: July 2014
Action Requested: INFORMATION

NAPA COUNTY TRANSPORTATION AND PLANNING AGENCY TAC Agenda Letter

TO: Technical Advisory Committee (TAC)
FROM: Kate Miller, Executive Director
REPORT BY: Alberto Esqueda, Assistant Planner
(707) 259-5976 / Email: aesqueda@nctpa.net
SUBJECT: MTC Countywide Transportation Plan (CTP) Draft Guidelines Update

RECOMMENDATION

Information only

EXECUTIVE SUMMARY

MTC is in the process of updating the CTP Guidelines to reflect passage of new legislation at both the State and Federal levels, specifically, the Sustainable Communities and Climate Protection Act (SB 375), and Moving Ahead for Progress in the 21st Century (MAP-21). Proposed changes to the guidelines would add new standards for CTPs in the areas of Outreach & Regional Coordination, Performance & Targets, Investments & Project Lists, Equity Analysis, Focus Initiative Areas (other plan elements) and Schedule and Effective date. MTC has proposed October 1, 2014 as the effective date for the new guidelines.

NCTPA began updating its CTP in January 2014 and it is currently midway through the update process. Although the proposed new guidelines were released after NCTPA began its update, NCTPA's plan satisfies a majority of the newly proposed content in the guidelines. However, NCTPA, along with other CMAS, is requesting the new CTP guidelines apply only to CTPs which commence after October 1, 2014.

FISCAL IMPACT

Is there a Fiscal Impact? None.

BACKGROUND AND DISCUSSION

In 1988, the State legislature passed Assembly Bill 3705 (Eastin), authorizing Bay Area counties, along with cities and transit operators, to develop CTPs on a voluntary basis.

The law states that CTPs should be developed with participation from the cities and transit operator within the county. State law calls for CTPs to be the “primary basis” for the RTP, and requires the Metropolitan Transportation Commission (MTC) to add policies of regional significance to the RTP. The law also states that CTPs should consider the most recent RTP, and that MTC may use the RTP to resolve inconsistencies between different counties’ CTPs.

In addition, the law directs MTC to “develop guidelines to be used in the preparation of county transportation plans.” MTC produced an original set of guidelines for CTPs in 1989 and revised the CTP Guidelines in 1995 and 2000.

The CMA Planning Directors have been meeting regularly with MTC staff on an update to the guidelines and have provided comments to the latest edition of the draft guidelines dated July 16, 2014 (see attached comments). CMAs are in general support of the update, understanding that the guidelines, last updated in 2000, make no reference to Plan Bay Area’s guiding legislation such as MAP 21, SB 375 or the Sustainable Communities Strategy. However, the CMAs have voiced their concerns about the guidelines being too prescriptive and not allowing each county the flexibility to create their own performance measures, goals and objectives. NCTPA has voiced support to maintain less restrictive guidelines, allowing each county to meet local priorities.

A joint letter signed by all CMA Directors was sent to MTC regarding the July 16th version of the guidelines, a copy of which is attached.

SUPPORTING DOCUMENTS

Attachments: (1) MTC Draft CTP Guidelines Update
(2) Summary of Proposed Changes
(3) CMA Letter to MTC on CTP Guidelines

DRAFT

July 16, 2014

Guidelines for Countywide Transportation Plans

Metropolitan Transportation Commission
July 2014

TABLE OF CONTENTS

I. BACKGROUND & PURPOSE	1
A. Background	1
B. Purpose & Opportunities.....	1
II. CTPs & THE REGIONAL TRANSPORTATION PLAN (RTP).....	2
A. Outreach & Regional Coordination	2
B. CTPs as the Primary Basis for the RTP.....	2
C. RTP Elements Which Should be Considered in CTPs	3
III. CTP CONTENT.....	4
A. Performance & Targets.....	4
B. Demographic & Land Use Projections.....	5
C. Investments & Project Lists.....	5
D. Revenue Forecasts & Financial Considerations.....	6
E. Equity Analysis.....	6
F. Other Plan Elements.....	6
IV. CTP UPDATES.....	7
ATTACHMENT A. State Code 66531: County Transportation Plans	9
ATTACHMENT B: Additional Links and Resources	11

I. BACKGROUND & PURPOSE

A. Background

In 1988, the State legislature passed Assembly Bill 3705 (Eastin), authorizing Bay Area counties, along with the cities and transit operators, to develop Countywide Transportation Plans (CTPs) on a voluntary basis. The provisions in AB 3705 are codified in Section 66531 (see [ATTACHMENT A](#)) of the California Government Code, and were modified by the passage of AB 1619 (Lee) (Statutes of 1994, Chapter 25). Among other things, the law suggests content to be included in the CTPs, and, if a county chooses to prepare one, the relationships between the CTP and the Regional Transportation Plan (RTP), and between the CTP and Congestion Management Programs (CMPs).

The law states that CTPs should be developed with participation from the cities and transit operators within the county. State law calls for CTPs to be the “primary basis” for the RTP, and states that the Metropolitan Transportation Commission (MTC) shall add proposals and policies of regional significance to the RTP. The law also states that CTPs should consider the most recent RTP, and that MTC may use the RTP to resolve inconsistencies between different counties’ CTPs.

In addition, the law directs MTC to “develop guidelines to be used in the preparation of county transportation plans.” MTC produced an original set of guidelines (“Guidelines”) for CTPs in 1989, after AB 3705 was passed. MTC revised the CTP Guidelines in 1995 and in 2000.

This update of the Guidelines reflects the passage of new legislation at both the State and Federal levels; specifically, the Sustainable Communities and Climate Protection Act (Sustainable Communities Act, SB 375, Chapter 728, Statutes of 2008), and the Moving Ahead for Progress in the 21st Century Act (MAP-21), (see [ATTACHMENT B](#)).

The intent of the CTP Guidelines is to:

- Affirm the relationship between CTPs and the RTP while recognizing local needs and priorities;
- Promote implementation of SB 375 and MAP-21; and,
- Identify appropriate content to include in the development of CTPs.

B. Purpose & Opportunities

These Guidelines are intended to create a framework for CTP development, and allow a county to expand upon them based on local needs and priorities. CTPs are intended to establish a county’s long-range transportation vision, goals, and priorities. This long-range transportation planning context is increasingly important given the complexity of the transportation system in the Bay Area. CTPs serve as critical input to MTC’s RTP, which explicitly addresses regional priorities and funding constraints.

CTPs can be particularly effective if they:

- Establish a transportation policy context;
- Provide a focal point for integrating city, county, and regional level transportation plans; and,
- Prioritize transportation investments for consideration in the RTP development process.

II. CTPs & THE REGIONAL TRANSPORTATION PLAN (RTP)

State law created an inter-dependent relationship between CTPs and the RTP. Any CTP adopted must consider the most recently adopted RTP. In turn, adopted CTPs form the “primary basis” for the next RTP. Thus, the CTP Guidelines must be “consistent with the Commission’s preparation of the RTP.” These requirements ensure that any CTPs and the RTP employ a common planning framework, even though the plans differ in scope, and even though the CTPs are tailored to the specific needs of each county and to the region as a whole. The following sections outline the coordinated development process, and RTP elements which should be considered in CTPs.

A. Outreach & Regional Coordination

State Statute(s):

“Each county within the jurisdiction of the commission, together with the cities and transit operators within the county, may, every two years, develop and update a transportation plan for the county and the cities within the county.” (66531(a))

Engaging the public, in addition to the agencies noted above, early and often in the decision-making process is critical to the success of transportation plans. As such, MTC recommends that CTP outreach and regional coordination should:

- Include a broad and open public participation process that includes:
 - Under-represented interests and communities, including Native American tribes; and,
 - Economic (business) and environmental interests and communities.
- Document the local public input process, emphasizing how the needs of minority, low-income, and other disadvantaged communities have been considered.
- Engage regional agencies while developing and adopting CTPs. Accordingly, MTC will make available, to the extent possible, its planning and analytical resources.
- Consult the Bay Area Air Quality Management District’s (BAAQMD) Clean Air Plan and its respective Transportation Control Measures (TCMs), ([see ATTACHMENT B](#)).

B. CTPs as the Primary Basis for the RTP

State Statute(s):

“The county transportation plans shall be the primary basis for the commission’s regional transportation plan and shall be considered in the preparation of the regional transportation improvement program. To provide regional consistency, the county transportation plans shall consider the most recent regional transportation plan adopted by the commission.” (66531(f))

CTPs can best inform the RTP if both plans use a common set of planning assumptions. As such, MTC recommends that CTPs should include:

- Demographic projections and transportation modeling methodologies that are consistent with those used in the RTP/SCS, ([see Section III.B](#)).
- Costs for maintenance and operations of the existing system, including the following categories, ([see Section III.C](#)):
 - Transit operations and capital rehabilitation;
 - Local streets and roads (pavement and non-pavement);

- Local bridges; and,
- Bicycle and pedestrian facilities.
- Revenue forecasts for State (e.g., STIP) and Federal (e.g., STP & CMAQ) revenue that are consistent with those used in the RTP, (see [Section III.D](#)).

C. RTP Elements Which Should be Considered in CTPs

State and federal laws govern the development and content of MTC's RTP. California law relating to the development of the RTP is contained in Government Code Section 65080, and discussed in detail in the California Transportation Commission's (CTC) *2010 California Regional Transportation Plan Guidelines*. Federal Code 23CFR, Part 450.322 governs the development and content of the Metropolitan Transportation Plan [RTP], (see [ATTACHMENT B](#)).

The CTC's RTP Guidelines identify three elements for the RTP: Policy; Action; and, Financial. These three elements, along with a brief description, are identified below, and additional information is available within the CTC's RTP guidelines. CTPs should address these same elements in an appropriate way.

Policy Element

- Describes the transportation issues in the region;
- Identifies and quantifies regional needs expressed within both short and long-range planning horizons (Government Code Section 65080 (b) (1));
- Maintains internal consistency with the Financial Element and fund estimates; and,
- The Policy Element should clearly convey transportation policies, including:
 - Describes how these policies were developed;
 - Identifies any significant changes in policies from previous plans; and,
 - Provides the reason(s) for any changes in policies from previous plans.

Action Element

- Consists of short-, mid-, and long-term projects and programs that address transportation issues and needs;
- Includes all transportation modes;
- Identifies investment strategies, alternatives and project priorities beyond what is already programmed; and,
- The Action element is divided into two sections:
 - Discussion of preparatory activities such as identification of existing needs, assumptions, and forecasting and potential alternative actions; and,
 - Discussion of data and conclusions.

Financial Element

- Identifies current and anticipated revenue sources and financing techniques available to fund the investments described in the Action Element;
- Defines realistic financing constraints and opportunities; and,
- The Financial Element is composed of six major components;
 1. Summary of costs to operate and maintain the current transportation system;
 2. Estimate of costs and revenues to implement the projects identified in the Action Element;

3. Inventory of existing and potential transportation funding sources;
4. List of candidate projects if funding becomes available;
5. Potential funding shortfalls; and,
6. Identification of alternative policy directions that affect the funding of projects.

In addition to state guidelines, the RTP is also developed in accordance with federal metropolitan law, which provides for the following considerations, (see [ATTACHMENT B](#)):

- Engage in a “continuing, cooperative, and comprehensive” multimodal transportation planning process;
- Provide for the establishment and use of a performance-driven, outcome-based approach to planning and transportation decision-making; and,
- Provide for consideration and implementation of projects and programs that address the eight planning factors: (66531(b))
 1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
 2. Increase the safety of the transportation system for motorized and non-motorized users;
 3. Increase the security of the transportation system for motorized and non-motorized users;
 4. Increase accessibility and mobility of people and freight;
 5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
 6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
 7. Promote efficient system management and operation; and
 8. Emphasize the preservation of the existing transportation system.

CTPs should also account for these federal considerations.

III. CTP CONTENT

In general, CTPs should consider,

“...achieving a coordinated and balanced regional transportation system, including, but not limited to, mass transportation, highway, railroad, maritime, bicycle, pedestrian, goods movement, and aviation facilities and services. The plan shall [should] be action-oriented and pragmatic, considering both the short-term and long-term future, and shall [should] present clear, concise policy guidance...” 65080(a) (see [ATTACHMENT B](#))

State Statute 66531(c) identifies elements for consideration in CTPs, and MTC provides recommendations of additional elements below.

A. Performance & Targets

Federal guidance, as noted above, calls for the establishment and use of a performance-driven, outcome-based approach to planning and transportation decision-making.

A performance framework helps to ensure that investment decisions align with established goals and targets. As such, CTP's should consider a performance-driven, outcome-based approach to transportation decision making (as resources permit) emphasizing the Economy, Environment, and Equity. MTC recommends that the CTP performance framework should:

- Consider regional goals and targets, but also reflect local priorities.
- Consider both project and/or investment and land use scenario analysis. MTC's land use and travel model will be available for scenario planning analysis, if desired.
- Provide a long-range vision for the CMP (Section 66531(b)).

B. Demographic & Land Use Projections

State Statute(s):

"Consideration of transportation impacts associated with land use designations embodied in the general plans of the county and cities within the county and projections of economic and population growth available from the Association of Bay Area Governments." (Section 66531(c)(3))

CTPs can best inform the RTP if both plans use a common set of planning assumptions, including demographic and land use projections. MTC recommends that CTPs should evaluate transportation system performance using the most recent Association of Bay Area Governments (ABAG) demographic and land use projections, to provide consistency with the RTP/SCS. Alternative land use scenarios may be of interest to local policy makers, and are encouraged for analysis.

C. Investments & Project Lists

State Statute(s):

"Recommendations for investments necessary to sustain the effectiveness and efficiency of the county portion of the metropolitan transportation system, as defined cooperatively by the commission and the agency designated pursuant to Section 65089 [CMPs]." (Section 66531(c)(1))

"The county transportation plan shall include recommended transportation improvements for the succeeding 10- and 20-year periods." (Section 66531(e))

CTPs provide a basis for transportation investments considered in the RTP. As such, MTC recommends that CTP investment and project lists assess and consider all modes including, but not limited to, mass transportation, street, highway, railroad, maritime, bicycle, pedestrian, goods movement, and aviation facilities and services, and should include:

- Description of all proposed, near-, mid-, and long-term, improvements and programs, including descriptions of MTC's regional programs and studies relevant in the county. Details for MTC's regional programs and studies are available from MTC.
- Both a financially constrained list and a vision project list. Project lists should:
 - Include cost estimates in year-of-expenditure dollars using inflation factors from the RTP;
 - Indicate how local, regional, state, and federal revenues are assigned for each project, whenever feasible;
 - Demonstrate differences from RTP assumptions; and,

- MTC's RTP project database will be available to the counties, and they are encouraged to use it.
- Transportation investments that, when integrated with the RTP/SCS's forecasted land use, support the region's adopted SCS (65080(b)(2)(B)(vii)), apart from exemptions noted in state law (65080(b)(2)(K), (see ATTACHMENT B).
- Remaining needs for maintaining and operating the transportation system, including:
 - Transit operations and capital rehabilitation;
 - Local streets and roads (pavement and non-pavement);
 - Local bridges; and,
 - Bicycle and pedestrian facilities.
- Caltrans, transit agencies, and other regional agencies' planning processes also provide a basis for transportation investments considered in the RTP.

D. Revenue Forecasts & Financial Considerations

State Statute(s):

"Consideration of expected transportation revenues as estimated by the commission, the impact of these estimated revenues on investment recommendations, and options for enhanced transportation revenues." (66531(c)(5))

Revenue forecasts are important to defining realistic funding opportunities to implement the CTP. As such, CTPs can best inform the RTP if both plans use a common set of assumptions. MTC recommends that CTPs revenue forecasts and financial considerations should:

- Consider the most recent MTC forecasts for future regional, state, and federal revenues, and include forecasts of local revenues, such as those from existing sales tax expenditure programs and/or local fee programs. Revenue projections should:
 - Include revenue projections in year-of-expenditure dollars using inflation factors from the RTP;
 - Indicate how local, regional, state, and federal revenues are assigned for each project, whenever feasible; and,
 - Demonstrate differences from RTP assumptions.
- Include discussion of any new revenue source and/or strategy to fund projects and programs within the county, including the source, amount of revenue, and the strategy to ensure its availability.

E. Equity Analysis

MTC recommends that counties conduct an equity analysis with input from the public, tailored to the specific character of the county, and with a focus on minority, low-income, and other underserved communities. As such, MTC will make available MTC's RTP equity analysis and U.S. Census Bureau data as a resource to the county, and will be available for technical assistance, and/or to provide models of equity analyses (e.g., RTP investment analysis).

F. Other Plan Elements

Counties are involved in and are leading a wide range of planning initiatives. MTC recommends that CTPs should reference and include a discussion of:

- Countywide planning initiatives, including:
 - Local/modal studies conducted by the county(s) or transit agency(s);
 - Corridor studies and relevant recommendations;
 - Community Based Transportation Plans (CBTPs);
 - Priority Development Area (PDA) Investment and Growth Strategies;
 - Active Transportation Plans and/or Complete Streets efforts; and,
 - Regional and/or sub-regional transportation studies.
- Transportation infrastructure's risk and/or vulnerability to climate change (e.g., sea level rise).
- Types of potential environmental mitigation activities and potential areas to carry out these activities. The discussion may focus on policies, programs, or strategies, rather than at the project level.

IV. CTP UPDATES

State Statute(s):

"Each county within the jurisdiction of the commission, together with the cities and transit operators within the county, may, every two years, develop and update a transportation plan for the county and the cities within the county." (Section 66531(a))

"The commission, in consultation with local agencies, shall develop guidelines to be used in the preparation of county transportation plans. These guidelines shall be consistent with the commission's preparation of the regional transportation plan pursuant to Section 65081." (Section 66531(c))

In order to promote the iterative relationship between CTPs and the RTP, MTC recommends that CTPs be regularly updated and adopted within 18-30 months (before or after) of adoption of the RTP/SCS. As such, MTC recommends that the CTP Guidelines should be updated following RTP/SCS adoption.

DRAFT

ATTACHMENT A. State Code 66531: County Transportation Plans

- (a) Each county within the jurisdiction of the commission, together with the cities and transit operators within the county, may, every two years, develop and update a transportation plan for the county and the cities within the county. The county transportation plan shall be submitted to the commission by the agency that has been designated as the agency responsible for developing, adopting and updating the county's congestion management program pursuant to Section 65089 [CMPs], unless, not later than January 1, 1995, another public agency is designated by resolutions adopted by the county board of supervisors and the city councils of a majority of the cities representing a majority of the population in the incorporated area of the county. Nothing in this section requires additional action by the cities and county, if a joint powers agreement delegates the responsibility for the county transportation plan to the agency responsible for developing, adopting, and updating the county's congestion management program pursuant to Section 65089 [CMPs].
- (b) The county transportation plans shall be consistent with, and provide a long-range vision for, the congestion management programs in the San Francisco Bay area prepared pursuant to Section 65089 [CMPs]. The county transportation plans shall also be responsive to the planning factors included in Section 134 of the federal Intermodal Surface Transportation Efficiency Act of 1991 (Public Law 102-240).
- (c) The commission, in consultation with local agencies, shall develop guidelines to be used in the preparation of county transportation plans. These guidelines shall be consistent with the commission's preparation of the regional transportation plan pursuant to Section 65081. These plans shall include recommendations for investment necessary to mitigate the impact of congestion caused by an airport that is owned by the county, or city and county, and located in another county. The plans may include, but are not limited to, the following:
 - (1) Recommendations for investments necessary to sustain the effectiveness and efficiency of the county portion of the metropolitan transportation system, as defined cooperatively by the commission and the agency designated pursuant to Section 65089 [CMPs].
 - (2) Consideration of transportation system and demand management strategies which reinforce the requirements contained in Section 65089 [CMPs].
 - (3) Consideration of transportation impacts associated with land use designations embodied in the general plans of the county and cities within the county and projections of economic and population growth available from the Association of Bay Area Governments.
 - (4) Consideration of strategies that conserve existing transportation system capacity, such as pricing policies or long-term land use and transportation integration policies jointly developed by the commission and the agencies designated pursuant to Section 65089 [CMPs].
 - (5) Consideration of expected transportation revenues as estimated by the commission, the impact of these estimated revenues on investment recommendations, and options for enhanced transportation revenues.
- (d) The commission shall adopt revised guidelines not later than January 1, 1995.

- (e) The county transportation plan shall include recommended transportation improvements for the succeeding 10- and 20-year periods.
- (f) The county transportation plans shall be the primary basis for the commission's regional transportation plan and shall be considered in the preparation of the regional transportation improvement program. To provide regional consistency, the county transportation plans shall consider the most recent regional transportation plan adopted by the commission. Where the counties' transportation plans conflict, the commission may resolve the differences as part of the regional transportation plan. The commission shall add proposals and policies of regional significance to the regional transportation plan.
- (g) With the consent of the commission, a county may have the commission prepare its county transportation plan.
- (h) The counties, together with the commission, shall jointly develop a funding strategy for the preparation of each county's transportation plan.

DRAFT

ATTACHMENT B: Additional Links and Resources

I. Regional

A. Plan Bay Area (RTP/SCS)

- <http://onebayarea.org/plan-bay-area/final-plan-bay-area.html>

B. Clean Air Plan

- <http://www.baaqmd.gov/Divisions/Planning-and-Research/Plans/Clean-Air-Plans.aspx>
- <http://www.baaqmd.gov/Divisions/Planning-and-Research/Plans/Clean-Air-Plan-Update.aspx>

II. State

A. State Code 66531: County Transportation Plans

- http://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?lawCode=GOV§ionNum=66531

B. State Code 65089: Congestion Management

- http://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?lawCode=GOV§ionNum=65089

C. Senate Bill 375: Sustainable Communities Strategy

- http://www.leginfo.ca.gov/pub/07-08/bill/sen/sb_0351-0400/sb_375_bill_20080930_chaptered.pdf

D. California Regional Transportation Plan Guidelines

- <http://www.dot.ca.gov/hq/tpp/offices/orip/rtp/>

III. Federal

A. MAP-21

- <http://www.fhwa.dot.gov/map21/>

B. 23CFR, Part 450

- <http://www.fhwa.dot.gov/legsregs/directives/cfr23toc.htm>
 - 450.300: Purpose
 - 450.306: Scope of the Metropolitan Transportation Planning Process
 - 450.316: Interested Parties, Participation, and Consultation
 - 450.322: Development and Content of the Metropolitan Transportation Plan

Guidelines for Countywide Transportation Plans: Summary of Proposed Changes

New Content	Section Page
<p>Outreach & Regional Coordination</p> <p>1) Document the local public input process, emphasizing how the needs of minority, low-income, and other disadvantaged communities have been considered. Outreach to Native American tribes is also encouraged.</p>	<p>Section II.A. Page 2</p>
<p>Performance & Targets</p> <p>2) Performance-driven, outcome-based approach to transportation decision making (as resources permit) emphasizing the Economy, Environment, and Equity. The performance framework:</p> <ul style="list-style-type: none"> a) Should look to regional goals and measure, but will also reflect local priorities. b) Could include both project and/or investment and land use scenario analysis. 	<p>Section III.A. Pages 4-5</p>
<p>Investments & Project Lists</p> <p>3) CTPs provide a basis for transportation improvements and programs considered in the RTP. As such, CTPs should include:</p> <ul style="list-style-type: none"> a) Identification of short-, medium-, and long-term improvements and programs; b) Both a financially constrained project list and a 'vision' project list: <ul style="list-style-type: none"> i) provide, as a resource, access to MTC's RTP project database; and ii) indicate the cost of projects in year-of-expenditure dollars, using inflation factors from the RTP. c) Discussion of relevant regional programs. <p>Caltrans, transit agencies, and other regional agencies planning processes will also provide a basis for transportation improvements and programs considered in the RTP.</p>	<p>Section III.C. Pages 5-6</p>
<p>Equity Analysis</p> <p>4) Conduct an equity analysis with input from the public, tailored to the specific character of the county, and with a focus on minority, low-income, and other disadvantaged communities.</p>	<p>Section III.E. Page 6</p>
<p>Focus Initiative Areas (other plan elements)</p> <p>5) Include a discussion of:</p> <ul style="list-style-type: none"> a) Local/modal studies conducted by the County(s) or Transit Agencies; b) Corridor studies and relevant recommendations; c) Community Based Transportation Plans (CBTPs); d) PDA Investment & Growth Strategies; e) Active transportation and/or complete streets; and, f) Climate change impacts to transportation infrastructure. 	<p>Section III.F. Pages 6-7</p>

New Content	Section Page
<p>Update Schedule & Effective Date</p> <p>6) CTPs should have regular updates (every 4 years), within 18-30 months before/after adoption of the RTP/SCS.</p> <p>7) CTP Guidelines should be updated every 4 years following RTP/SCS adoption.</p> <p>CTP Guidelines are proposed to go into effect for CTPs that were either, initiated after October 1st, or adopted after October 1st. – <i>for further discussion</i></p>	<p>Section IV. Page 7</p>
Updated Content	
<p>1) References to State and Federal law have been updated to reflect current law (e.g., SB 375 and MAP-21).</p> <p>2) References were updated to reflect the 2010 Clean Air Plan.</p>	
Removed Content	
<p>1) The guidelines will no longer refer to corridor planning explicitly.</p> <p>2) There will no longer be a reference to the Metropolitan Transportation System.</p> <p>3) References to committees or programs that no longer exist have been removed.</p> <p>4) There will no longer be a reference to the expectation CTPs conduct an environmental analysis though they are still able to do so. CTPs do not need to reference MTC's environmental analysis.</p>	



August 12, 2014

Jim Spering, Chairman
Metropolitan Transportation Commission Planning Committee
101 Eighth Street
Oakland CA 94607-4700

RE: CMA Comments on the Regional Transportation Plan (RTP)

Dear Mr. Spering,

The nine Bay Area Congestion Management Agencies (CMAs) appreciate the work that MTC is doing to update its CMAs countywide transportation plan (CTP) Guidelines. Because the CMAs are charged with preparing and implementing these CTPs, the preparation Guidelines are of great interest to us.

First of all, we wish to thank MTC for conducting an inclusive, open, and timely process. The schedule, from initiation to anticipated completion of the Guidelines update, is less than six months. During that time, MTC has held public meetings with the Partnership Technical Advisory Committee, the Regional Advisory Working Group, the MTC Policy Advisory Committee, and this Committee. In addition, MTC has met with those responsible for developing and implementing CTPs - the Planning staffs of the CMAs. This process has allowed MTC to hear a wide variety of perspectives to inform the new Guidelines.

The CMA's wish to bring the following points to the Committee's attention regarding modifications to those guidelines. These points are based on the draft Guidelines released by MTC on July 16, 2014.

The discussion over the CTP guidelines should be premised on them truly providing guidance for counties rather than mandatory requirements. While MTC has indicated it cannot require CMAs to adhere to guidelines and has emphasized the importance of local discretion in each county's CTP, the CMAs are still concerned that the Guidelines may eventually be a condition for regional funding. Currently, CTPs are a voluntary undertaking. The final Guidelines should contain a statement that CMA receipt of funding from MTC is not conditioned upon CMA adherence to the Guidelines.

CTPs are serving both local and regional needs and even a "minor update" represents a significant investment of staff and financial resources to be done well. We do not doubt that the CMAs will try to adhere to the Guidelines in spirit – and many of the CTPs already do. However, the level of effort to prepare CTPs, staff and resource constraints, and local priorities will affect the timing, frequency and focus of CTP updates. For instance, the Guidelines recommend that CTPs are regularly updated and adopted within

18-30 months (before or after) adoption of the RTP/SCS. We appreciate the benefits of this update schedule, but recognize that local considerations and constraints (such as staff and resource limitations or the local decision to target a particular election cycle for a new revenue measure) may drive the schedule for CTP updates. The timing of CTP updates must therefore be flexible to address local policies and resource constraints. It should also be recognized that the preparation and update of CTPs are often tied to local sales tax or other revenue measures which are subject to their own local requirements, goals, and priorities. Finally, we request MTC work with county CMA's in identifying revenues to conduct this planning effort, including making regional funding available.

With respect to data collection and performance targets, CMAs recognize the importance of addressing the three E's (Economy, Equity, and Environment), however the CTPs should not be required to provide analysis beyond that of the RTP. In some cases the Guidelines recommend that the CTPs go beyond the level of detail provided in Plan Bay Area. For instance, the proposed Guidelines suggest the CTPs should also include information on environmental mitigation activities, account for sea level rise, and provide detailed funding plans by source for each project, none of which was included in Plan Bay Area. The Guidelines should make it clear that these are suggested areas for consideration. This doesn't preclude the CMAs from including additional information, including information on areas of special concern to each CMA. It also acknowledges that for some areas (such as sea level rise) the CMAs and the region as a whole are still establishing a baseline of information and there may not be much information that is readily available for incorporation into a CTP in a meaningful way or the staff resources to fully address the issue.

We suggest that MTC allow CMAs to use alternate revenue forecasts and inflation factors as long as the revised assumptions are explained. MTC forecasts for future regional, state, and federal funding are a great resource and appropriate for CTPs to consider. Allowing a CMA to adopt an alternate set of assumptions would help temper the uncertainty inherent in these forecasts, allowing the CMA to update them to reflect changes in local and national economic trends and changes to funding programs such as the anticipation of new local revenue measures.

CTPs that are initiated before October 1, 2014 should be grandfathered into the current guidelines until after the next RTP is adopted. Although the guidelines are by nature optional, there is still an expectation regarding structure and content built into their adoption. Many current CTPs are being updated, but were initially created under the existing guidelines. The October 1 date is impractical because reopening the planning process for the CTPs currently near completion would be too cumbersome without additional financial resources and may extend the deadline for CTP approval, which may not be compatible with local priorities established for that update (e.g. targeting approval to inform a potential ballot measure).

We look forward to working with you as the July 16 draft Guidelines and revisions are brought to this Committee for consideration before going to the full Commission for adoption. We also look forward to continuing our on-going partnership with MTC for developing and implementing transportation projects and programs that improve the lives of people throughout the Bay Area.

Sincerely,



Art Dao, Executive Director
Alameda County Transportation Commission



Randell Iwasaki, Executive Director
Contra Costa Transportation Authority



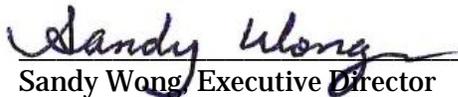
Dianne Steinhauser, Executive Director
Transportation Authority of Marin



Kate Miller, Executive Director
Napa County Transportation Planning Agency



Tilly Chang, Executive Director
San Francisco County Transportation Authority



Sandy Wong, Executive Director
San Mateo City-County Association of Governments



John Ristow, Chief CMA Officer
Santa Clara Valley Transportation Authority



Daryl Halls, Executive Director
Solano Transportation Authority (STA)



Suzanne Smith, Executive Director
Sonoma County Transportation Authority

Cc: Bay Area CMA Executive Directors
Steve Heminger, MTC Executive Director
Ezra Rapport, ABAG Executive Director
Ken Kirkey, MTC Planning Director