

Napa Valley Transportation Authority

625 Burnell Street
Napa, CA 94559



Agenda - Final

Monday, July 27, 2020
5:30 PM

MEETING LOCATION: REFER TO COVID-19 SPECIAL NOTICE

Active Transportation Advisory Committee

All materials relating to an agenda item for an open session of a regular meeting of the Active Transportation Advisory Committee (ATAC) are posted on the NVTA website at <https://nctpa.legistar.com/Calendar.aspx> at least 72 hours of but prior to the meeting and will be available for public inspection, on and after at the time of such distribution, in the office of the Secretary of the ATAC, 625 Burnell Street, Napa, California 94559, Monday through Friday, between the hours of 8:00 a.m. and 4:30 p.m., except for NVTA holidays. Materials distributed to the present members of the ATAC at the meeting will be available for public inspection at the public meeting if prepared by the members of the ATAC 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 ATAC on any item at the time the ATAC 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 ATAC Secretary. Also, members of the public are invited to address the ATAC 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 ATAC Secretary at (707) 259-8631 during regular business hours, at least 48 hours prior to the time of the meeting.

This Agenda may also be viewed online by visiting the NVTA website <https://nctpa.legistar.com/Calendar.aspx>

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

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Ang Accessibility at Title VI: Ang NVTA ay nagkakaloob ng mga serbisyo/akomodasyon kung hilingin ang mga ito, ng mga taong may kapansanan at mga indibiduwal na may limitadong kaalaman sa wikang Ingles, na nais na matugunan ang mga bagay-bagay na may kinalaman sa NVTA Board. Para sa mga tulong sa akomodasyon o pagsasalin-wika, mangyari lang tumawag sa (707) 259-8633. Kakailanganin namin ng paunang abiso na tatlong araw na may pasok sa trabaho para matugunan ang inyong kahilingan.

1. Call To Order
2. Introductions
3. Public Comment
4. Committee Member and Staff Comments

5. STANDING AGENDA ITEMS

- 5.1 Routine Accommodations/Complete Streets Checklist Review (only for OBAG)
- 5.2 Safe Routes to School (SRTS) Update
- 5.3 Napa Valley Vine Trail Update
- 5.4 Active Transportation Legislative Updates*

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

6. CONSENT AGENDA ITEMS (6.1)

- 6.1 **Meeting Minutes of May 18, 2020 Active Transportation Advisory Committee (ATAC) Meeting (Diana Meehan) (Pages 8-11)**
- Body:** ATAC action will approve the May 18, 2020 ATAC meeting minutes.
- Estimated Time:** 5:40 p.m.
- Attachments:** [Draft Minutes.pdf](#)

7. REGULAR AGENDA ITEMS

- 7.1 **Executive Director's Report (Kate Miller) (Pages 12-17)**
- Body:** Information only. The ATAC will receive an update about NVTA's staffing changes and project and program updates and to brief the Committee about the economic effects associated with the COVID-19 stay at home order on NVTA's operations.
- Estimated Time:** 5:40 P.M.
- Attachments:** [Staff Report.pdf](#)

7.2 Imola Avenue Complete Streets Corridor Improvement Plan Draft Review (Diana Meehan) (Pages 18-19)

Body: Information only. The ATAC will review the draft Imola Avenue Complete Streets Corridor Improvement Plan.

Estimated Time: 5:50 p.m.

Attachments: [Staff Report.pdf](#)

7.3 2020 State Highway Operation and Protection Program (SHOPP) Review of Napa County Projects for Complete Streets (Diana Meehan) (Pages 20-28)

Body: The ATAC will receive an overview of the 2020 SHOPP Napa County Complete Streets Projects.

Estimated Time: 6:05 p.m.

Attachments: [Staff Report.pdf](#)

8. ATAC MEMBER REQUESTED AGENDA ITEMS

8.1 Annual Special Meeting Planning Discussion (Diana Meehan)

Body: The ATAC will discuss logistics associated with their annual special meeting.

Estimated Time: 6:15 p.m.

8.2 Youth Member Discussion (Diana Meehan)

Body: The ATAC will discuss a youth representative to the ATAC.

Estimated Time: 6:20 p.m.

9. FUTURE AGENDA ITEMS

10. ADJOURNMENT

Approval of Next Regular Meeting Date of September 28, 2020 and Adjournment.

I, Kathy Alexander, hereby certify that the agenda for the above stated meeting was posted at a location freely accessible to members of the public at the NVTAs offices, 625 Burnell Street, Napa, CA by 5:00 p.m., on July 20, 2020.

Kathy Alexander (e-sign) July 20, 2020

Kathy Alexander, Deputy Board Secretary

*Information will be available at the meeting

Glossary of Acronyms

AB 32	Global Warming Solutions Act	GGRF	Greenhouse Gas Reduction Fund
ABAG	Association of Bay Area Governments	GIS	Geographic Information System Mapping
ADA	American with Disabilities Act	GTFS	General Transit Feed Specification
ATAC	Active Transportation Advisory Committee	HBP	Highway Bridge Program
ATP	Active Transportation Program	HBRR	Highway Bridge Replacement and Rehabilitation Program
BAAQMD	Bay Area Air Quality Management District	HIP	Housing Incentive Program
BART	Bay Area Rapid Transit District	HOT	High Occupancy Toll
BATA	Bay Area Toll Authority	HOV	High Occupancy Vehicle
BRT	Bus Rapid Transit	HRA	High Resource Area
BUILD	Better Utilizing Investments to Leverage Development	HR3	High Risk Rural Roads
CAC	Citizen Advisory Committee	HSIP	Highway Safety Improvement Program
CAP	Climate Action Plan	HTF	Highway Trust Fund
Caltrans	California Department of Transportation	HUTA	Highway Users Tax Account
CARB	California Air Resources Board	IFB	Invitation for Bid
CEQA	California Environmental Quality Act	ITIP	State Interregional Transportation Improvement Program
CIP	Capital Investment Program	ITOC	Independent Taxpayer Oversight Committee
CMA	Congestion Management Agency	IS/MND	Initial Study/Mitigated Negative Declaration
CMAQ	Congestion Mitigation and Air Quality Improvement Program	JARC	Job Access and Reverse Commute
CMP	Congestion Management Program	LCTOP	Low Carbon Transit Operations Program (LCTOP)
CalSTA	California Transportation Agency	LIFT	Low-Income Flexible Transportation
CTP	Countywide Transportation Plan	LOS	Level of Service
COC	Communities of Concern	LS&R	Local Streets & Roads
CTC	California Transportation Commission	MAP 21	Moving Ahead for Progress in the 21 st Century Act
DAA	Design Alternative Analyst	MPO	Metropolitan Planning Organization
DBB	Design-Bid-Build	MTC	Metropolitan Transportation Commission
DBF	Design-Build-Finance	MTS	Metropolitan Transportation System
DBFOM	Design-Build-Finance-Operate-Maintain	ND	Negative Declaration
DED	Draft Environmental Document	NEPA	National Environmental Policy Act
EIR	Environmental Impact Report	NOAH	Natural Occurring Affordable Housing
EJ	Environmental Justice	NOC	Notice of Completion
FAS	Federal Aid Secondary	NOD	Notice of Determination
FAST	Fixing America's Surface Transportation Act	NOP	Notice of Preparation
FHWA	Federal Highway Administration	NVTA	Napa Valley Transportation Authority
FTA	Federal Transit Administration	NVTA-TA	Napa Valley Transportation Authority-Tax Agency
FY	Fiscal Year		
GHG	Greenhouse Gas		

Glossary of Acronyms

OBAG	One Bay Area Grant	SNCI	Solano Napa Commuter Information
PA&ED	Project Approval Environmental Document	SNTDM	Solano Napa Travel Demand Model
P3 or PPP	Public-Private Partnership	SR	State Route
PCC	Paratransit Coordination Council	SRTS	Safe Routes to School
PCI	Pavement Condition Index	SOV	Single-Occupant Vehicle
PCA	Priority Conservation Area	STA	State Transit Assistance
PDA	Priority Development Areas	STIC	Small Transit Intensive Cities
PID	Project Initiation Document	STIP	State Transportation Improvement Program
PMS	Pavement Management System	STP	Surface Transportation Program
Prop. 42	Statewide Initiative that requires a portion of gasoline sales tax revenues be designated to transportation purposes	TAC	Technical Advisory Committee
PSE	Plans, Specifications and Estimates	TAZ	Traffic Analysis Zone
PSR	Project Study Report	TCM	Transportation Control Measure
PPA	Priority Production Area	TCRP	Traffic Congestion Relief Program
PTA	Public Transportation Account	TDA	Transportation Development Act
RACC	Regional Agency Coordinating Committee	TDM	Transportation Demand Management Transportation Demand Model
RFP	Request for Proposal	TE	Transportation Enhancement
RFQ	Request for Qualifications	TEA	Transportation Enhancement Activities
RHNA	Regional Housing Needs Allocation	TEA 21	Transportation Equity Act for the 21 st Century
RM2	Regional Measure 2 (Bridge Toll)	TFCA	Transportation Fund for Clean Air
RM3	Regional Measure 3	TIGER	Transportation Investments Generation Economic Recovery
RMRP	Road Maintenance and Rehabilitation Program	TIP	Transportation Improvement Program
ROW	Right of Way	TIRCP	Transit & Intercity Rail Capital Program
RTEP	Regional Transit Expansion Program	TLC	Transportation for Livable Communities
RTIP	Regional Transportation Improvement Program	TLU	Transportation and Land Use
RTP	Regional Transportation Plan	TMP	Traffic Management Plan
SAFE	Service Authority for Freeways and Expressways	TMS	Transportation Management System
SAFETEA-LU	Safe, Accountable, Flexible, and Efficient Transportation Equity Act-A Legacy for Users	TNC	Transportation Network Companies
SB 375	Sustainable Communities and Climate Protection Act 2008	TOAH	Transit Oriented Affordable Housing
SB 1	The Road Repair and Accountability Act of 2017	TOD	Transit-Oriented Development
SCS	Sustainable Community Strategy	TOS	Transportation Operations Systems
SHA	State Highway Account	TPA	Transit Priority Area
SHOPP	State Highway Operation and Protection Program	TPI	Transit Performance Initiative
		TPP	Transit Priority Project Areas
		VHD	Vehicle Hours of Delay
		VMT	Vehicle Miles Traveled

Napa Valley Transportation Authority

625 Burnell Street
Napa, CA 94559

Committee Minutes - Draft Active Transportation Advisory Committee

Monday, May 18, 2020

5:30 PM

JoAnn Busenbark Board Room

1. Call To Order

The meeting was called to order at 5:35 p.m.

Present: 5 - Barry Christian
Vice Chair Cruz Correa
Colin Petheram
Grant Dinsdale
Frances Knapczyk

Absent: 4 - Michael Costanzo
Dieter Deiss
Marisa Coyne
Thomas Hughes

2. Introductions

Public present:
Justin Hole
Lorien Clark, City of Napa

NVTA staff present:
Diana Meehan
Kathy Alexander
Alan Budde

3. Public Comment

None.

4. Committee Member and Staff Comments

4.1 Committee member Barry Christian attended the ribbon cutting for a newly opened segment of Devlin Rd. including a bridge over Fagan Creek, which now allows an alternative route for cyclists between Napa and American Canyon.

4.2 Alan Budde, NVTA Transit Manager provided an update on Vine Transit system changes related to Covid-19. Changes include but are not limited to:

- City of Napa changes (formerly A-H routes) are now on-demand, stop to stop using the Ride the Vine app to request trips.
- Larger buses are being used to allow passengers more space to distance while riding.
- Riders board from the rear of the bus (unless ramps or accessible seats are needed) to adhere to social distancing with drivers
- No fares are being collected
- Hours of operation are reduced
- Masks are required while riding
- The Route 29 to BART is running (Commuter routes have been less impacted than local routes)
- Ridership is down approximately 65% (compared to January)
- Vine is helping social service organizations deliver food, transport people to laundry services etc.

These changes will remain until further notice.

Committee member Christian asked why Route 29 to BART doesn't just transport passengers directly to SF instead of just to BART.

Diana Meehan provided an update on the Active Transportation Program, Cycle 5. Applications for projects are due in September.

5. STANDING AGENDA ITEMS

5.1 Routine Accommodations/Complete Streets Checklist Review (only for OBAG)

None.

5.2 Safe Routes to School (SRTS) Update

Grant Dinsdale reported on the SRTS program and issues related to school closures due to the pandemic. All in-classroom/onsite events have been postponed until September.

SRTS staff is working on creating summer virtual programs and is currently holding a bike to school poster contest. The winner will receive a donated bicycle.

5.3 Napa Valley Vine Trail Update

None.

5.4 Active Transportation Legislative Updates*

Diana Meehan provided an update on legislative items and NVTA Board positions on various legislation.

6. CONSENT AGENDA

6.1 Meeting Minutes of February 24, 2020 ATAC Meeting (Diana Meehan) (Pages 7-10)

MOTION by CHRISTIAN, SECOND by PETHERAM to approve the February 24, 2020 minutes as submitted. Motion passed unanimously.

Aye: 5 - Christian, Vice Chair Correa, Petheram, Member Dinsdale and Chairperson Knapczyk

Absent: 4 - Costanzo, Deiss, Coyne and Hughes

7. REGULAR AGENDA ITEMS

7.1 Transportation Development Act Article 3 (TDA 3) Fiscal Year (FY) 2020-21 Countywide Claim Annual Review (Diana Meehan) (Pages 11-22)

Staff presented the proposed TDA-3 FY 2020-21 TDA-3 Countywide Claim for submission to MTC. Additional revenue of \$89,928 will be programmed to the Napa Valley Vine Trail Calistoga to St. Helena.

Chair Knapczyk asked how the Vine Trail was selected for the additional revenue.

Committee members Christian and Correa were both in support of programming these funds to the Vine Trail.

Committee member Correa asked what would happen to the funds if they were not programmed to the Vine Trail.

Committee member Christian was concerned with voting because he is a member of the Vine Trail Board of Directors. Committee member Dinsdale expressed the same concern.

MOTION by CORREA, SECOND by PETHERAM by to recommend the NVTA Board approve the TDA-3 FY 2020-21 Countywide Claim as presented. Motion passed.

Aye: 3 - Vice Chair Correa, Petheram and Chairperson Knapczyk

Absent: 4 - Costanzo, Deiss, Coyne and Hughes

Abstain: 2 - Christian and Member Dinsdale

7.2 ATAC Meeting Frequency Change to Bylaws (Diana Meehan) (Pages 23-29)

Diana Meehan presented a request to amend the ATAC Bylaws meeting frequency for the ATAC from monthly to bi-monthly. The meeting day and time would remain the same. ATAC is the only committee that currently meets monthly.

Committee members were in support of the change providing that a special meeting may be called if needed. Terms for committee member would remain at three years.

MOTION by CHRISTIAN, SECOND by CORREA by to amend Article VI, Paragraph 1 to reflect a meeting frequency of bi-monthly. Motion passed unanimously.

Aye: 5 - Christian, Vice Chair Correa, Petheram, Member Dinsdale and Chairperson Knapczyk

Absent: 4 - Costanzo, Deiss, Coyne and Hughes

8. FUTURE AGENDA ITEMS

- Imola Corridor Plan Update
- D-4 PID List Review-Napa County Projects

- Annual Special Meeting Planning Discussion

9. ADJOURNMENT

9.1 Approval of Next Regular Meeting Date of June 22, 2020 and Adjournment.

Meeting was adjourned at 6:40 pm.



NAPA VALLEY TRANSPORTATION AUTHORITY ATAC Agenda Letter

TO: Active Transportation Advisory Committee
FROM: Kate Miller, Executive Director
REPORT BY: Kate Miller, Executive Director
(707) 259-8634 / Email: kmiller@nvta.ca.gov
SUBJECT: Executive Director's Report

RECOMMENDATION

Information only

EXECUTIVE SUMMARY

This report will brief the ATAC about NVTA's staffing changes and project and program updates and to brief the Committee about the economic effects associated with the COVID-19 stay at home order on NVTA's operations.

BACKGROUND AND DISCUSSION

New NVTA Board Chair and Vice Chair

At its June 17th meeting, the NVTA Board selected Napa County Supervisor, Alfredo Pedroza to succeed Chris Canning, Mayor of Calistoga to become the new NVTA Chair. The Board also selected Liz Alessio, City of Napa Councilmember, to be the new NVTA Board Vice Chair. The NVTA Joint Powers Agreement requires that the Board select a new chair and vice chair at the beginning of each fiscal year. It also may extend the board positions for one additional year. Chair Canning and Vice Chair Pedroza served two years.

New NVTA Staff

Prior to the economic onslaught caused by the pandemic, NVTA had four open staff positions. All four positions are essential to the operations of the agency, nevertheless, only three of the positions are being filled at this time pending information about how severely the agency's revenues will be affected by the economic downturn.

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- **NVTA Transit Manager.** NVTA's Transit Manager oversees the day-to-day operations, long, and short term planning of the Vine system. This includes fixed route services, express bus services, shuttle services, and Americans with Disability (ADA) Services. Alan Budde has a Master's Degree in City and Regional Planning and has over 10 years in public sector transportation/transit experience. Most recently, Alan was employed by Yolo County Transportation District as a senior planner where he led various efforts including overseeing the comprehensive operational analysis and a microtransit pilot program among other things. Alan is fluent in both Spanish and Portuguese. He currently lives in Davis but is planning to relocate to Napa. Alan replaces Mathew Wilcox who left NVTA in January to work for Santa Rosa City Bus.
 - **Financial Analyst –** this position is responsible for the agency's budget and overseeing the general ledger. In addition, the position provides financial analysis that helps managers make decisions on projects, programs, and agency management. Roxanna Moradi recently moved to Napa from San Jose. Roxanna received her degree in Economics and International Relations from UC Davis and her Master's degree in Public Administration from San José State University. Roxanna has 10 years of financial/budget management and analysis experience. Most recently, as a Budget Planning and Financial Management Officer for San José State University. Roxanna has also worked as an Analyst for the City of San José, in both the Finance department and the City Manager's Budget Office. Roxanna replaces Justin Paniagua who left in December to pursue a career as a Napa Police Officer.
 - **Communications Officer –** this position is responsible for overseeing the marketing of NVTA's projects and programs and NVTA's websites and social media. Robin Craig received her Associate of Arts degree in Business Administration from Baltimore County Community College and her Bachelors of Arts degree in Communication Studies from University of Maryland, University College. Robin has 12 years of marketing and communications experience in both the public and private sectors. Most recently, Robin served as a Communication Consultant to the City of American Canyon where she developed a communication strategy, social media schedule, marketing collateral, and staff procedures for the Parks and Recreation Department. Robin lives in American Canyon with her husband and two children. Robin replaces Christina Lee who left NVTA in March to work for the City of Vallejo as their PIO.

Project/Program Update

- **Calistoga to St. Helena Vine Trail:** This 6.8 mile segment of the Vine Trail, a class 1 pathway that when completed will be a 47 mile long trail from the Vallejo Ferry to Calistoga, will connect Napa Valley's two most northern cities. The estimated total project cost is \$15 million based upon 90% design work. There is a \$2.3 million shortfall; \$49,000 on the preconstruction phases and \$2.23 million for

construction. Staff is working with the design team and partnering agencies to address the PAED/PSE shortfall and proposing to move funding from the Silverado 5-way to address the construction shortfall. The environmental document was released for public comment in June with the NVTA board action to adopt it at a special board meeting on August 18th. NVTA must have all funding in place and a construction bid ready for award no later than March 2021. The estimated completion date of the project is fall/winter 2022/23.

- **Soscol Junction:** The Metropolitan Transportation Commission has selected Soscol Junction as its rural project priority for the Senate Bill 1 Solutions for Congested Corridor (SCC) Grant Program. This allows NVTA to apply for SB 1 SCC grant funds from the California Transportation Commission for this project. NVTA is applying to three different grant programs to backfill the \$25 million shortfall needed to complete this project. NVTA also awarded the design contract to GHD and Caltrans (structures) in March.
- **Vine Maintenance Facility:** NVTA had been banking Transportation Development Act revenues to help fund the critically needed Vine Maintenance Facility. Some of these revenues are now needed to buttress the agency's fiscal revenue shortfall. Staff had also been working on ways to finance the facility but the economic downturn will significantly limit NVTA's ability to fund debt in the near future which limits the agency's borrowing capacity. NVTA staff have applied for Federal Transit Administration Section 5339 funds and identifying other ways to fund the project. Staff is also evaluating potential financing options in light of recent economic shifts. The project is 100% designed.
- **Imola Park and Ride:** This project will upgrade the existing park and ride at Imola and Golden Gate adjacent to SR 29. The project will also improve passenger facilities on the highway ramps and add pedestrian facilities connecting the north bound and southbound ramps on the south side of Imola. NVTA applied and was awarded \$300,000 in MTC's sub-Housing Incentive Pool (sub-HIP) Program. This award will complete the funding package for this project. The project will be 100% designed this summer and break ground as early as this fall.
- **Vine Transit –** Vine ridership is down 63% on services in the City of Napa and regional service Routes 10 and 11 combined, 46% down on the express bus services, and 89% down on ADA services. Services have transitioned from 8 fixed routes to stop to stop on demand in the City of Napa to right-size the system for the current demand. Ridership is starting to ramp up a bit but is still significantly lower than ridership prior to the pandemic. The on-demand services uses NVTA's Ride the Vine App. The App was developed by Double Map and has been used for the last two or so years on the smaller on-demand services in the Calistoga, St. Helena, Yountville, and American Canyon. Double Map worked with staff to develop the app for the City of Napa charging only a nominal fee and developing it in record time to respond to the crisis. The new service will provide robust data

on the feasibility of whether NVTA can operate on-demand in the City or part of the City on a permanent basis and make it easier for NVTA to make incremental changes to the system to respond to growing demand as we move out of the shelter in place order.

NVTA Finances and MTC's Blue Ribbon Task Force

Roughly 65% of NVTA's revenues are generated from sales tax. Projections on sales tax are grim and range from a 14 to 27 percent reduction from prior year levels. The March figures have been reported and are down 20% over projected figures. April's figures were a lot more promising than expected, but still significantly lower than annual projections. With the exception of some block grants for planning, all of NVTA's revenues are going to be significantly down. The NVTA board approved a two-year budget at its meeting in May. The budget projected a \$2.9 million shortfall combined for the FYs 2020-21 and 2021-22. The budget proposes backfilling the shortfall with reserves and cutting transit operations and staffing.

The budget factors in \$2.7 million from the Coronavirus Aid, Relief, and Economic Security (CARES) Act. The Bay Area received roughly \$1.3 billion from the \$25 billion directed to transit from the federal CARES stimulus bill. The revenues will be distributed by the Metropolitan Transportation Commission (MTC) in two tranches. The \$2.7 million that NVTA has received to date is from the first tranche. MTC is expected to approve the second tranche of funds at its meeting on July 22nd and NVTA will receive an additional \$1.65 million for a total of roughly \$4.4 million.

The Task Force will also oversee how the 28 Bay Area transit systems can work together and improve connections creating a seamless transit experience for riders and to adopt a safety program in response to the Coronavirus that is consistent across all systems.

The task force is made up of elected representatives serving on the Commission, David Kim, the California State Transportation Agency Director, MTC staff, general managers from transit agencies, and transit advocates representing various interests. Representatives from the North Bay include the Chair, Supervisor Sperring from Solano County, Napa County Supervisor (and MTC Vice Chair) and NVTA Board Chair Alfredo Pedroza, Sonoma County Supervisor and Commissioner David Rabbitt, Bay Area County Transportation Agencies Chair Solano Transportation Authority Executive Director, Daryl Hall, General Manager of the Golden Gate Bridge and Highway Transportation District, Denis Mulligan, and General Manager of Marin Transit, Nancy Whelan. The Task Force has had two meetings. Assembly Member Chui and Senator Beal both addressed the first meeting of the Task Force pledging their support for its efforts.

NVTA Revenue Sources

The Vine Transit system is funded through multiple fund sources, however, the majority of funds come from two sources, of which only the Federal Transit Administration funds are anticipated to remain stable.

The largest single fund source that NVTA receives is Transportation Development Act (TDA) funds. The agency receives these funds for operating the Vine collective system and Congestion Management Agency planning. These funds are based on ¼ percent of Napa County's sales tax revenues. TDA makes up roughly 55% of the Transit revenues.

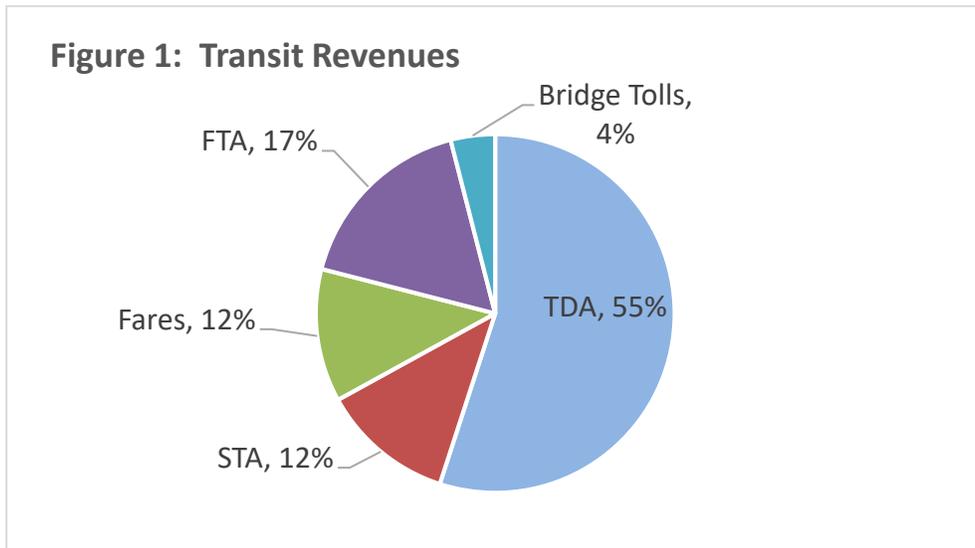
Federal Transit Administration (FTA) Section 5307 small urbanized area formula funds are appropriated annually based on the Fixing America's Surface Transportation (FAST) Act authorization levels on a formula linked to Napa urbanized area population, with a smaller subset of funds awarded on strong operational performance metrics. NVTA also receives FTA Section 5311 Non Urbanized Area funds based on population figures in the rural areas of the county. The FAST Act is funded through federal fuel tax. Roughly 17% of Vine Transit revenues come from FTA combined fund sources. There is no reason to expect significant changes in FTA revenues, and in fact, these funds make up the largest share of the federal CARES stimulus package.

State Transit Assistance (STA) is part of the TDA act but is generated from sales tax on diesel fuel. STA makes up roughly 12% of NVTA's Transit revenues. Gasoline sales have gone down roughly 50% during the SIP Order and NVTA staff thinks that diesel is likely to be about the same. Fuels tend to be more inelastic than other taxable goods so these revenues are likely to rebound more quickly than other tax-based revenues.

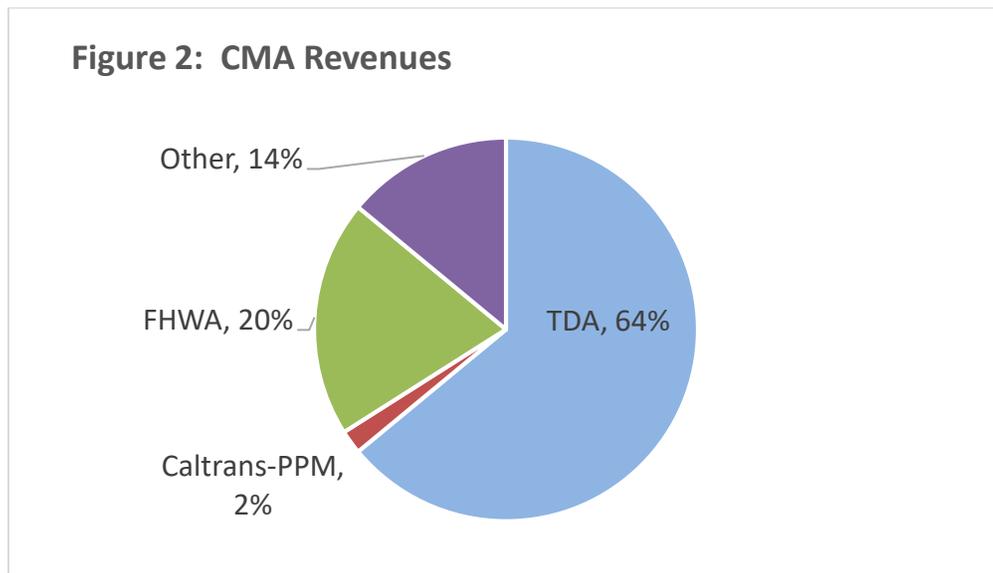
NVTA collects fares from its riders. Fares are 12% of NVTA's Transit revenues. Under the SIP, the agency is no longer collecting fares. NVTA anticipates that fare revenues will likely rebound faster than other revenues because of the high unemployment rate that is likely to result from a post SIP order recession. However, ridership is likely to be affected near term because of the potential of transmitting the virus in closed areas such as a transit vehicle.

NVTA also receives Regional Measure 2 bridge tolls for operating Vine Express Bus Route 29. These make up 4% of Vine Transit revenues. The Bay Area Toll Authority has indicated that bridge toll revenues are down 50%. Bridge tolls are likely to rebound fairly quickly – probably not to the pre-SIP order levels. Staff anticipates there may be meaningful near term cuts in how these revenues are distributed.

Figure 1 shows the percentage of each revenue source in context of the Vine Transit's total budget.



The Congestion Management Agency (CMA) also relies heavily on TDA funds. Roughly 64% of revenues are TDA with the balance of funds being federal and state highway planning funds. Like FTA funds, the funds that come from federal and state highway programs are based on federal and state gas tax and, therefore, these sources are more stable than sales tax revenues. Figure 2 below reflects the mix of revenues for the CMA.



SUPPORTING DOCUMENTS

None



NAPA VALLEY TRANSPORTATION AUTHORITY ATAC Agenda Letter

TO: Active Transportation Advisory Committee
FROM: Kate Miller, Executive Director
REPORT BY: Diana Meehan, Senior Planner/Program Administrator
dmeehan@nvta.ca.gov
SUBJECT: Imola Avenue Complete Streets Corridor Improvement Plan Draft Review

RECOMMENDATION

Information only

EXECUTIVE SUMMARY

The Imola Avenue Complete Streets Corridor Improvement Plan Draft is now available for review on the Imola Corridor Plan website (see link below). This plan provides the framework and recommendations for the transformation of a crucial east/west transportation corridor from a vehicle-centric arterial to a complete streets multimodal corridor, which serves low-income communities, multiple schools, employment centers and retail.

The plan has been under development since December 2018 and is in its final stages of completion. Chapters 1-3 describe the plan purpose, coordination with local agencies and establishes the vision and goals for the corridor. Chapters 4 & 5 provide an evaluation of existing conditions and economic analysis of the corridor while describing potential strategies for improvement. Chapter 6 includes detailed project recommendations for both near-term and long-term improvements. The final chapters evaluate and prioritize the plan project recommendations and describe potential funding sources required for project implementation. Finally, the appendices include all of the technical analysis used to produce the plan.

A final public workshop will be held via Zoom on Monday July 13 at 6:00 p.m. Workshop information and draft documents are located here:

<https://www.imolacorridorplan.org/about>

FISCAL IMPACT

None

BACKGROUND AND DISCUSSION1

NVTA received a Caltrans Sustainable Communities Planning Grant to plan for improvements along the Imola Avenue Corridor. NVTA has contracted with GHD, an engineering firm with expertise in complete streets corridor planning to assist in producing the Plan. The Imola Avenue Complete Streets Corridor Improvement Plan will create a new vision for the corridor, to transform it into a place where people of all ages and abilities can travel safely and comfortably, whether walking, bicycling, riding transit, or driving. These changes will allow Imola Avenue to better serve the diversity of destinations along the corridor, including residential neighborhoods, commercial properties, schools, and trails like the Ridge Trail, Bay Trail, and Napa Valley Vine Trail.

The Imola Avenue Corridor has been identified as a high priority corridor in need of significant multimodal improvements. The corridor is complex because it serves various land uses and needs and because it is owned by three jurisdictions - Caltrans, the County of Napa, and the City of Napa. The corridor lacks some of the basic elements to serve all users on the corridor and consequently it was identified as an ideal candidate for a more complex and detailed corridor improvement plan.

The project objectives are to achieve significant increases in multimodal transportation access, improved mobility, and connectivity along the corridor to schools, retail nodes, residential neighborhoods, and open space by developing safer, complete streets infrastructure improvements. The plan will integrate local planning objectives with a focus on enhancing public health, safety and security through cooperative planning and development for functional improvement of the built transportation environment along the corridor.

There are several stakeholders along the corridor, including Napa County Office of Education, Napa State Hospital, and Napa Valley College. In 2014, NVTA staff in cooperation with jurisdiction staff, elected officials and Caltrans walked the corridor to identify needs and potential improvements. The project is identified in the Countywide Transportation Plan, *Vision 2040, Moving Napa Forward*.

Staff will review the draft documents and recommended improvements with the ATAC. Due to large document size, documents are accessible for review on the Imola Corridor Plan website:

<https://www.imolacorridorplan.org/about>

SUPPORTING DOCUMENTS

Attachment(s): None



NAPA VALLEY TRANSPORTATION AUTHORITY ATAC Agenda Letter

TO: Active Transportation Advisory Committee
FROM: Kate Miller, Executive Director
REPORT BY: Diana Meehan, Senior Planner
(707) 259-8327 / Email: dmeehan@nvta.ca.gov
SUBJECT: 2020 State Highway Operation and Protection Program (SHOPP)
Review of Napa County Projects for Complete Streets

RECOMMENDATION

Information only

EXECUTIVE SUMMARY

The State Highway Operation Protection Program (SHOPP) is Caltrans “fix-it-first” program for the State Highway System. Every two years, Caltrans develops a list of projects for the entire state under the program. In order to initiate a project in the SHOPP, project level performance must be evaluated, including Complete Streets elements. The Caltrans District 4 Bicycle Advisory Committee and Pedestrian Advisory Committee has the responsibility of reviewing the SHOPP list in each cycle for Complete Streets elements prior to adoption by the California Transportation Commission (CTC).

FISCAL IMPACT

None

BACKGROUND AND DISCUSSION

The SHOPP is a biennial program adopted no later than April 1 of each even-numbered year. Consistent with the biennial State Transportation Improvement Program (STIP) Fund Estimate, each SHOPP will cover the last two years of the previous SHOPP and add two new years of programming capacity.

The SHOPP focuses on four primary asset classes:

- Pavement
- Bridges

- Culverts
- Transportation Management Systems (TMS)

Supplementary assets include:

- Drainage Pump Plants
- Highway Lighting
- Office Buildings
- Overhead Sign Structures
- Safety Roadside Rest Areas
- Transportation Related Facilities
- Weigh in Motion Scales

Additional program objectives include:

- Safety
- Sustainability
- Complete Streets

Complete Streets elements in the SHOPP are developed within the Asset Management System Complete Streets Toolbox. Trends in the SHOPP show a significant increase in Complete Streets features up from 15% in the 2016 SHOPP to 42% in the 2020 SHOPP as shown in Figure 1 below:

Figure 1:



* Based on reporting in the Asset Management Tool

For the 2020 SHOPP program, the CTC has initiated a \$100M reservation for Complete Streets components. \$42M was programmed at the June 2020 CTC meeting, with the additional \$58M scheduled to be programmed at a future CTC meeting.

Staff will review the approved 2020 SHOPP list for Napa County (Attachment 1) and the Caltrans District 4 Bike Plan project list (Attachment 2) for Napa County with the ATAC for potential inclusion in the next cycle of programming under the Complete Streets Reservation Program.

SUPPORTING DOCUMENTS

Attachment(s): (1) Approved 2020 SHOPP list for Napa County
(2) D-4 Bike Plan Project list for Napa County

2020 SHOPP As of June 2020 Close-Out (\$1,000)																						
Dist	County	Route	Post Miles	Location/Description	EA	PPNO	Project ID	Prog Code	FY	RW	Con	Vote	Vote Date	Fund Type	PA & ED	PS & E	RW Sup	Con Sup	Total Cap & Sup	Performance Value	Performance Measure	Approved Baseline Agreement
04	Marin	101	11.3	In San Rafael, at Irwin Creek Bridge No. 27-0097. Rehabilitate corrugated metal arch culvert bridge and adjoining deteriorated culvert structures.	0K510	1493K	0416000096	201.119	21-22	\$944	\$1,903	\$0		HBRR-S	\$1,100	\$880	\$215	\$610	\$5,652	1	Bridge(s)	
04	Marin	101	13.7	In San Rafael, at Manuel T Freitas Parkway. Upgrade curb ramps, sidewalk, and other facilities to make compliant with Americans with Disabilities Act (ADA) standards.	0K800	1495K	0416000141	201.361	21-22	\$125	\$2,239	\$0		NH	\$300	\$850	\$120	\$850	\$4,484	8	Curb ramp(s)	
04	Marin	101	7.4	In Corte Madera, at Tamalpais Drive Overcrossing No. 27-0072 (PM 7.37). Bridge seismic restoration and upgrade facilities to Americans with Disabilities Act (ADA) standards.	4J860	1493E	0416000042	201.113	23-24	\$692	\$16,810	\$0		RMRA	\$2,115	\$3,462	\$169	\$2,957	\$26,205	1	Bridge(s)	
04	Marin	131	0.0/4.4	In and near Tiburon, from Route 101 to Main Street (PM 0.0/4.392). Rehabilitate pavement, upgrade guardrail, rehabilitate drainage systems, and upgrade facilities to Americans with Disabilities Act (ADA) standards.	1Q230	2023A	0418000221	201.121	23-24	\$531	\$10,421	\$0		NH	\$2,193	\$3,317	\$104	\$2,717	\$19,283	12.5	Lane mile(s)	
04	Napa	12	2.1/2.6	Near the city of Napa, from 1.2 miles to 0.7 mile west of the Solano County line. Repair storm damaged slopes at two locations with Rock Slope Protection (RSP) and restore ditches.	0Q690	2021F	0418000137	201.131	21-22	\$134	\$1,245	\$0		NH	\$308	\$320	\$150	\$400	\$2,557	2	Location(s)	
04	Napa	29	0.2/14.6	In and near the cities of American Canyon and Napa, from Kimberly Drive to Salvador Avenue. Upgrade curb ramps and pedestrian push buttons, and install new sidewalk to make facilities compliant with Americans with Disabilities Act (ADA) requirements.	0K000	1496E	0416000040	201.361	20-21	\$80	\$989	\$0		NH	\$275	\$276	\$92	\$203	\$1,915	19	Curb ramp(s)	
04	Napa	29	1.7/5.1	In American Canyon, at Rio Del Mar; also near American Canyon at 0.3 mile south of North Kelly Road (PM 5.1). Rehabilitate culverts.	4J410	1453K	0415000343	201.151	21-22	\$294	\$3,336	\$0		NH	\$1,086	\$786	\$350	\$706	\$6,558	2	Culvert(s) (ea)	
04	Napa	29	11.6/13.0	In Napa, from First Street to 0.1 mile south of Redwood Road/Trancas Street. Repair culvert.	0Q820	2022G	0418000159	201.131	21-22	\$44	\$13,403	\$0		NH	\$1,437	\$1,792	\$152	\$1,228	\$18,056	1	Location(s)	
04	Napa	29	14.1/19.0	In and near the cities of Napa and Yountville, at Craig Creek Bridge No. 21-0048 (PM 14.11), Dry Creek Bridge No. 21-0014 (PM 16.48), Perfume Creek Bridge No. 21-0051 (PM 17.81), and California Drive Undercrossing No. 21-0047 (PM 19.04). Upgrade bridge rails and widen shoulders to make standard.	0K630	1494E	0416000111	201.112	21-22	\$295	\$7,111	\$0		HBRR-S	\$2,600	\$1,200	\$350	\$1,500	\$13,056	682.0	Linear feet rail	
04	Napa	29	15.6/22.8	In and near Yountville, from Oak Knoll Avenue to Oakville Cross Road. Advance mitigation credit purchases for planned SHOPP projects to minimize impacts on biological resources. Financial Contribution Only (FCO) to the Napa County Flood Control District for construction implementation.	0P730	1464H	0417000512	201.240	22-23	\$0	\$3,605	\$0		NH	\$659	\$408	\$10	\$0	\$4,682	1	Location(s)	
04	Napa	29	28.4/29.3	In St. Helena, at Sulphur Creek Bridge No. 21-0016 and York Creek Bridge No. 21-0017. Upgrade bridge rails.	2K150	1462K	0416000375	201.112	22-23	\$748	\$4,188	\$0		HBRR-S	\$1,040	\$800	\$500	\$800	\$8,076	328.0	Linear feet rail	
04	Napa	29	29.3/36.9	In and near St. Helena and Calistoga, from York Creek Bridge to Route 128. Pavement rehabilitation.	4J300	1490D	0415000320	201.121	20-21	\$20	\$9,647	\$0		NH	\$900	\$1,100	\$44	\$1,100	\$12,811	15.2	Lane mile(s)	
04	Napa	29	33.1	Near Calistoga, at 0.3 mile south of Bothe-Napa Valley State Park entrance at Ritchie Creek Bridge No. 21-0057. Replace bridge and provide financial contributions to improve fish passage barriers at the site for compliance unit credits towards statewide National Pollutant Discharge Elimination System (NPDES) permit mandate goals.	4J990	1464K	0416000037	201.335	21-22	\$590	\$5,099	\$0		NH	\$1,820	\$1,300	\$167	\$1,300	\$10,276	42.0	Acre(s) treated/pollutant	
04	Napa	29	38.9/42.9	Near Calistoga, at Garnett Creek Bridge No. 21-0005 (PM 39.08), Garnet Creek Branch Bridge No. 21-0111 (PM 38.96), and No Name Creek Bridge No. 21-0100 (PM 42.83). Bridge preventative maintenance and scour mitigation.	2J88U	1483E	0418000401	201.119	20-21	\$2,166	\$5,266	\$0		HBRR-S	\$1,320	\$1,810	\$566	\$1,950	\$13,078	3	Bridge(s)	

2020 SHOPP As of June 2020 Close-Out (\$1,000)																						
Dist	County	Route	Post Miles	Location/Description	EA	PPNO	Project ID	Prog Code	FY	RW	Con	Vote	Vote Date	Fund Type	PA & ED	PS & E	RW Sup	Con Sup	Total Cap & Sup	Performance Value	Performance Measure	Approved Baseline Agreement
04	Napa	29	R7.3/13.5	In the city of Napa, from north of Napa River Bridge to south of Sierra Avenue. Rehabilitate roadway, upgrade guardrail and Transportation Management System (TMS) elements, rehabilitate drainage systems, and upgrade facilities to Americans with Disabilities Act (ADA) standards.	2Q610	2027P	0419000030	201.121	23-24	\$107	\$23,299	\$0		NH	\$2,454	\$2,343	\$170	\$2,488	\$30,861	25.3	Lane mile(s)	
04	Napa	121	0.5/1.0	Near Napa, at Huichica Creek (PM 0.75). Mitigation planting, monitoring and reporting for EA 4G210.	4G21A	1775H	0418000217	201.010	21-22	\$0	\$1,000	\$0		STP	\$0	\$0	\$0	\$900	\$1,900	0	Collision(s) reduced	
04	Napa	121	6.4/6.5	In the city of Napa, at Tulocay Creek Bridge No. 21-0003 (PM 6.423). Replace existing bridge with a single span precast concrete box girder bridge.	4J820	1493C	0416000041	201.110	23-24	\$6,282	\$15,580	\$0		RMRA	\$3,302	\$3,248	\$1,050	\$3,510	\$32,972	1	Bridge(s)	
04	Napa	121	7.2/7.4	In the city of Napa, at the intersection with Third Street/East Avenue/Coombsville Road. Construct intersection improvements.	0J890	1483B	0414000097	201.310	23-24	\$340	\$1,960	\$0		NH	\$420	\$510	\$150	\$520	\$3,900	400.0	Daily vehicle hour(s) of delay (DVHD)	
04	Napa	121	R4.5/10.7	In and near the city of Napa, from Route 29 to north of Vichy Avenue. Rehabilitate pavement, upgrade signs and guardrail, rehabilitate drainage systems, and upgrade facilities to Americans with Disabilities Act (ADA) standards.	1Q620	2025N	0418000310	201.121	23-24	\$1,220	\$20,942	\$0		NH	\$1,140	\$2,010	\$3,170	\$3,970	\$32,452	14.6	Lane mile(s)	
04	Napa	128	20.1/20.4	Near Napa, at Capell Creek Bridge No. 21-0078. Environmental mitigation and plant establishment for rehabilitate bridge project EA 4G840.	4G84A	0830C	0419000004	201.110	21-22	\$776	\$500	\$0		RMRA	\$0	\$0	\$10	\$250	\$1,536	0	Bridge(s)	
04	Napa	128	5.1	Near Rutherford, at Hopper Slough Bridge No. 21-0019. Replace bridge.	4J830	1451C	0416000038	201.110	21-22	\$1,514	\$7,864	\$0		HBRR-S	\$2,074	\$1,988	\$206	\$2,014	\$15,660	1	Bridge(s)	
04	Napa	128	R7.4	Near Rutherford, at Conn Creek Bridge No. 21-0021. Plant establishment mitigation for bridge replacement project EA 1G430.	1G43A	0587K	0418000436	201.111	20-21	\$30	\$220	\$0		RMRA	\$0	\$30	\$20	\$200	\$500	0	Bridge(s)	
04	San Francisco	35	1.3	In the City and County of San Francisco, at Great Highway intersection. Install new signal.	3K420	1459E	0417000157	201.010	21-22	\$62	\$1,547	\$0		STP	\$1,550	\$1,291	\$179	\$1,341	\$5,970	5	Collision(s) reduced	
04	San Francisco	101	0.0/T4.9	In the City and County of San Francisco, from San Mateo County line to Market Street. Rehabilitate roadway, upgrade signs, concrete barrier, and Transportation Management System (TMS) elements, rehabilitate drainage, and upgrade facilities to Americans with Disabilities Act (ADA) standards. (G13 Contingency)	1Q820	2025D	0418000341	201.120	23-24	\$424	\$0	\$0		NH	\$2,594	\$4,500	\$223	\$0	\$7,741	14.2	Lane mile(s)	Baseline Required
04	San Francisco	101	0.5/R5.2	In the City and County of San Francisco, from Bayshore Boulevard Overcrossing (OC) to South Van Ness Avenue; also on Route 280, from Monterey Boulevard onramp OC to King Street onramp (PM R2.8 to T7.2). Install vandalism-resistant security fence and gates to reduce maintenance repairs and enhance highway worker safety.	4J970	1493G	0416000048	201.235	20-21	\$3	\$6,196	\$0		NH	\$950	\$1,000	\$95	\$1,520	\$9,764	80	Location(s)	
04	San Francisco	101	2.0/2.9	In the City and County of San Francisco, at Alemany Circle Undercrossing (UC) No. 34-0064K, Alemany Circle UC No. 34-0063S and Bayshore Boulevard UC No. 34-0047S; also in San Mateo County in Pacifica, at Paloma Avenue Overcrossing No. 35-0187 (PM R44.21). Upgrade bridge rails.	2K190	1450E	0416000380	201.112	20-21	\$20	\$8,241	\$0		HBRR-S	\$657	\$1,751	\$164	\$1,805	\$12,638	2,249.0	Linear feet rail	
04	San Francisco	101	3.4	In the City and County of San Francisco, at Twenty Third Street Overcrossing No. 34-0035 (PM 3.37); also at Third Street Undercrossing No. 34-0030S (PM 0.77). Upgrade bridge rails.	2Q460	2026H	0419000015	201.112	23-24	\$33	\$2,750	\$0		RMRA	\$772	\$1,255	\$125	\$1,353	\$6,288	843.0	Linear feet rail	
04	San Francisco	101	4.1/R5.1	In the City and County of San Francisco, at Central Viaduct No. 34-0077; also on Route 80 at Bayshore Viaduct No. 34-0088 (PM L3.79/4.99). Rehabilitate bridges by overlaying bridge deck, replacing joint seals, and upgrading bridge rails. (G13 Contingency)	0Q020	2021K	0418000036	201.110	23-24	\$52	\$0	\$0		RMRA	\$1,941	\$3,466	\$292	\$0	\$5,751	2	Bridge(s)	Baseline Required

Num	County	Route	BPM	EPM	City	Location	Improvement Type	Description	Cost	Tier
Nap-121,221-X01	Napa	121,221	6.01		Napa	Imola Ave/Hwy 121	Intersection Improvement at controlled intersection	Remove slip lanes, improve bicycle markings, and provide access to planned path on SE corner of intersection.	\$	MID
Nap-121-C01	Napa	121	9.54	9.54	Napa	Soscol Ave - Trancas St	Corridor Improvement- Class II	Complete Class II bike lanes on Hwy 121 from Soscol Ave to Trancas St. Widen narrow bike lanes where possible.	\$	LOW
Nap-121-C02	Napa	121	22.08	22.08	Moskowite Corner, Silverado Resort, Vichy Springs	Hwy 128 - Atlas Peak Rd	Corridor Improvement- Shoulder improvements	Improve shoulder on Hwy 121 from Vichy Springs to Hwy 128	\$\$	LOW
Nap-121-C03	Napa	121	2.19	2.19		Duhig Rd - Old Sonoma Rd	Corridor Improvement- Class IV	Class I or IV on Hwy 12 from Duhig Rd to Old Sonoma Rd with intersection improvements to aid bicyclists traveling through this corridor	\$\$	TOP
Nap-121-X01	Napa	121	4.73		Napa	Minahen St	Intersection Improvement at uncontrolled intersection	Provide flashing beacon or other crossing improvement on Hwy 121 at Minahen St	\$	LOW
Nap-121-X02	Napa	121	4.28		Napa	Stanly Ln	Intersection Improvement at controlled intersection	Improve crossing of Hwy 12 at Stanley Ln, potential square intersection to reduce crossing lengths and provide clearer space for bicyclists and pedestrians.	\$	LOW
Nap-121-X03	Napa	121	7.45		Napa	Silverado Trail/3rd/East/Coombsville	Intersection Improvement at controlled intersection	Improve 5-way intersection. Consider a roundabout, Class IV or other similar improvement that supports bicycling.	\$	TOP
Nap-128-C01	Napa	128	0.04	0.04		N Fork Bennett Rd - Napa/Sonoma County border	Corridor Improvement- Class II	Provide Class II bike lanes on Hwy 128 from Bennett Ln to Sonoma County border	\$	LOW
Nap-128-C02	Napa	128	23.66	23.9	Moskowite Corner	Steele Canyon Rd	Corridor Improvement- Shoulder improvements	Provide signage and other improvements at junction of Hwy 128 and Hwy 121	\$	LOW
Nap-128-C03	Napa	128	23.73	32.05	Moskowite Corner	Hwy 128 - Lake Berryessa	Corridor Improvement- Shoulder improvements	Provide shoulder improvements on Hwy 128 from Hwy 128 to Lake Berryessa	\$\$	LOW
Nap-128-C04	Napa	128	11.41	18.44		Chiles Pope Valley Rd - Monticello Rd	Corridor Improvement- Shoulder improvements	Provide shoulder treatments or similar improvements on Hwy 128 from Chiles Pope Valle Rd to Monticello Rd (Hwy 121)	\$\$	LOW
Nap-128-C05	Napa	128	4.56	7.38	Rutherford	Silveradro Trl S - Hwy 29/St Helena Hwy	Corridor Improvement- Class II	Class II bicycle lanes on SR 128	\$	LOW

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Num	County	Route	BPM	EPM	City	Location	Improvement Type	Description	Cost	Tier
Nap-128-C06	Napa	128	7.38	7.51	St Helena	Sage Canyon Rd - Conn Creek Rd	Corridor Improvement- Class IV	When Silverado Trail bridge over Conn Creek is replaced, add Class IV or Class I facilities to better accommodate bicyclists turning from Safe Creek Road on to Silverado Trail and then onto Conn Creek Rd. Long term improvements for Project 255.	\$\$	TOP
Nap-128-C07	Napa	128	7.51	7.51	St Helena	Silverado Trail - Chiles Pope Valley Rd	Corridor Improvement- Class II	Provide Class II bike lanes on Hwy 128 from Silverado Trail to Chiles Pope Valley Rd. May require some Class III segments and signage.	\$\$	LOW
Nap-128-C08	Napa	128	0.01	4.55	Calistoga	Lincoln Ave - Napa/Sonoma county line	Corridor Improvement- Class I	Construct extension of the Vine Trail from Calistoga to Sonoma County line	\$\$\$	LOW
Nap-128-X01	Napa	128	11.26			Chiles Pope Valley Rd	Intersection Improvement at uncontrolled intersection	Class III bicycle route on SR 128	\$	LOW
Nap-128-X02	Napa	128	7.38			Silverado Trl S	Intersection Improvement at uncontrolled intersection	Improve crossing of Hwy 128 where it turns from Conn Creek Rd on to Silverado Trail, including evaluating potential for a two way Class I or Class IV facility on the north side.	\$	LOW
Nap-221-C01	Napa	221	0	2.68	Napa	Imola Ave - Hwy 12	Corridor Improvement- Class II	Provide bike lanes on Hwy 221. Consider edgeline rumble strips to increase awareness of bicycle travel in the corridor.	\$	LOW
Nap-221-X01	Napa	221	1.96			Streblow Dr	Intersection Improvement at controlled intersection	Mark bicycle crossings, improve access to River to Ridge trail, and remove slip lanes from Streblow Dr on to Hwy 221.	\$	MID
Nap-221-X02	Napa	221	2.54		Napa	Magnolia Dr	Intersection Improvement at controlled intersection	Provide intersection markings and bicycle turn boxes on Hwy 221 at Magnolia Dr	\$	MID
Nap-29-C01	Napa	29	0.27	40.63		Tubbs Ln - Napa/Lake County line	Corridor Improvement- Class II	Provide bike lanes on Hwy 29 from Tubbs Ln to Lake County border	\$\$	LOW
Nap-29-C02	Napa	29	38.97	40.64		Silverado Trl - Tubbs Ln	Corridor Improvement- Class II	Class II bicycle lanes on SR 29	\$	LOW
Nap-29-C03	Napa	29	37.93	38.97	Calistoga	Foothill Blvd/Hwy 29 - Silverado Trail	Corridor Improvement- Class II	Class II bicycle lanes on SR 29	\$	LOW
Nap-29-C04	Napa	29	37.91	37.93		Dunaweal Ln - Bennett Rd	Corridor Improvement- Class II	Class II bicycle lanes on SR 128	\$\$	LOW
Nap-29-C05	Napa	29	6.64	7.38	Napa	Stanly Ln - Vista Point Dr	Corridor Improvement- Class I	Planned Class I path along Napa River and connecting to Vista Point Drive on either side, including crossing on the Butler bridge.	\$\$	MID

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Nap-29-C06	Napa	29	0.01	0.01		Soscol Ferry Rd - Airport Blvd	Corridor Improvement- Class II	Provide Bike lanes on Hwy 29 from Airport Blvd to Soscol Ferry Rd	\$	LOW
Nap-29-C07	Napa	29	0.01	0.01	American Canyon	American Canyon Rd - Jameson Canyon Rd	Corridor Improvement- Class I	Provide Class I on both sides of Hwy 29 through American Canyon.	\$\$\$	TOP
Nap-29-X01	Napa	29	32.61			Bale Grist Mill	Intersection Improvement at uncontrolled intersection	Class II bicycle lanes on SR 128	\$	LOW
Nap-29-X02	Napa	29	29.07		St. Helena	Mitchell Dr/Pope St	Intersection Improvement at controlled intersection	Provide bike boxes, green markings, and bike lanes thru offset intersection of Mitchell Dr/Pope St and Hwy 29	\$	LOW
Nap-29-X03	Napa	29	15.59			Oak Knoll Ave	Intersection Improvement at controlled intersection	Provide signage, bike boxes and related improvements to better connect Oak Knoll Ave to the Vine Trail across Hwy 29	\$	MID
Nap-29-X04	Napa	29	14.58		Napa	Salvador Ave	Intersection Improvement at controlled intersection	Class I path on west side of SR 29	\$	LOW
Nap-29-X05	Napa	29	14.3		Napa	Wine Country Ave	Intersection Improvement at controlled intersection	Class I path along west side of SR 29	\$\$	LOW
Nap-29-X06	Napa	29	13.85		Napa	Trower Rd	Intersection Improvement at controlled intersection	Class I path on west side of SR 29	\$	MID
Nap-29-X07	Napa	29	13.06		Napa	Trancas Rd/Redwood Rd	Minor interchange improvements (signage and striping)- Class II	Provide bike lanes on Trancas Rd/Redwood Rd interchange with Hwy 29	\$	LOW
Nap-29-X08	Napa	29	11.54		Napa	1st St	Minor interchange improvements (signage and striping)- Class II	Provide bike lanes on 1st Street interchange with Hwy 29	\$	TOP
Nap-29-X09	Napa	29	10.69		Napa	Old Sonoma Rd	Minor interchange improvements (signage and striping)- Class II	Improve striping on Old Sonoma Rd interchnage with Hwy 29	\$	TOP
Nap-29-X10	Napa	29	34.28		Calistoga	Larkmead Ln	Intersection Improvement at uncontrolled intersection	Improve crossing of Hwy 29 using flashing beacons or similar to connect to Bothe Napa Valley State Park.	\$	LOW
Nap-29-X11	Napa	29	10.39		Napa	Imola Ave W	Minor interchange improvements (signage and striping)- Class I	Provide striping and signage improvements on Imola Ave (Hwy 121) at Hwy 29	\$\$	TOP
Nap-29-X12	Napa	29	1.61		American Canyon	Rio Del Mar	Intersection Improvement at controlled intersection	Class II bicycle lanes on SR 29. Implement signal/intersection improvements to support bicyclist left turns	\$	MID

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NaSol-12-C01	Napa,Solano	12	0	0		Hwy 29 - Napa/Solano County border	Corridor Improvement- Class I	Provide Class I path along Hwy 12 from jct with Hwy 29 to Solano County border (near Creston)	\$\$\$	LOW

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