

Napa Valley Transportation Authority

625 Burnell Street
Napa, CA 94559



Agenda - Final

Thursday, May 4, 2017
2:00 PM

NVTa Conference Room

Technical Advisory Committee

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 4:30 p.m., except for NVTa 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 <http://www.nvta.ca.gov/events> or <https://nctpa.legistar.com/Calendar.aspx>, click on the Technical Advisory Committee meeting date you wish to review.

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

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

5 STANDING AGENDA ITEMS

- 5.1 Congestion Management Agency (CMA) Report (Danielle Schmitz)
- 5.2 Project Monitoring Funding Programs* (Alberto Esqueda)
- 5.3 Caltrans' Report* (Ahmad Rahimi)
- 5.4 Vine Trail Update
- 5.5 Transit Update (Matthew Wilcox)

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

- 6.1 **Meeting Minutes of April 6, 2017 TAC Meeting (Kathy Alexander) (Pages 5-9)**

Recommendation: Approval

Estimated Time: 2:20 p.m.

Attachments: [Draft Minutes.pdf](#)

7. REGULAR AGENDA ITEMS

- 7.1 **Draft Priority Development Area (PDA) Investment and Growth Strategy Update (Danielle Schmitz) (Pages 10-14)**

Recommendation: Information/Action. That the TAC review the Draft PDA Investment and Growth Strategy and make a recommendation that the Board accept and file at their May meeting.

Estimated Time: 2:20 p.m.

Attachments: [Staff Report.pdf](#)

- 7.2 Transportation Development Act Article 3 (TDA-3) Project Review (Diana Meehan) (Pages 15-28)**
- Recommendation:** That the TAC review submitted Transportation Development Act Article 3 (TDA-3) projects and make recommendations to the NVTA Board for project awards.
- Estimated Time:** 2:30 p.m.
- Attachments:** [Staff Report.pdf](#)
- 7.3 Express Bus Study Update - Recommended Improvements (Alberto Esqueda) (Pages 29-56)**
- Recommendation:** Information only: Staff will review the draft recommended improvements to the Express Bus system.
- Estimated Time:** 2:40 p.m.
- Attachments:** [Staff Report.pdf](#)
- 7.4 Bicycle Lane Classifications Presentation (Diana Meehan) (Pages 57-70)**
- Recommendation:** Information only
- Estimated Time:** 2:55 p.m.
- Attachments:** [Staff Report.pdf](#)
- 7.5 Update to Napa County Bicycle Plan (Diana Meehan) (Pages 71-74)**
- Staff will review the Napa County Bicycle Plan update process.
- Recommendation:** Information only
- 3:10 p.m.
- Attachments:** [Staff Report.pdf](#)
- 7.6 Suscol Headwaters Preserve Phase II - Jameson Canyon Mitigation Funding (Danielle Schmitz) (Pages 75-78)**
- Recommendation:** Information/Action. Staff will provide an update on the environmental mitigation project for Jameson Canyon.
- Estimated Time:** 3:30 p.m.
- Attachments:** [Staff Report.pdf](#)
- 7.7 May 17, 2017 NVTA Board Meeting Draft Agenda* (Kate Miller)**
- Body:** Staff will review the May 17, 2017 NVTA Board meeting draft agenda.
- Recommendation:** Information only.
- Estimated Time:** 3:40 p.m.

7.8 Legislative Update* (Kate Miller)

Recommendation: Information only. Staff will review the state and federal legislative updates.

Estimated Time: 3:45 p.m.

8. FUTURE AGENDA ITEMS**9. ADJOURNMENT**

9.1 Approval of Next Regular Meeting Date of June 1, 2017 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 NVTa offices, 625 Burnell Street, Napa, CA by 5:00 p.m., on April 27, 2017.

Kathy Alexander (e-sign)

Kathy Alexander, Deputy Board Secretary

Napa Valley Transportation Authority

625 Burnell Street
Napa, CA 94559

DRAFT Meeting Minutes Technical Advisory Committee

Thursday, April 6, 2017

2:00 PM

NVTA Conference Room

1. Call To Order

Vice Chair Steele called the meeting to order at 2:00 p.m.

Present: 9 - Rick Marshall
Vice Chair Nathan Steele
Jason Holley
Mike Kirn
Brent Cooper
Joe Tagliaboschi
Dana Ayers
Lorien Clark
Juan Arias

Absent: 6 - Chairperson Eric Whan
Rick Tooker
Doug Weir
Ahmad Rahimi
Erica Ahmann Smithies

2. Introductions

Vice Chair Steele invited all in attendance to introduce themselves.

Also present:
Kerri Dorman, Town of Yountville Council
Philip Sales, Napa Valley Vine Trail Coalition

3. Public Comment

No public comment was received.

4. Committee Member and Staff Comments

Danielle Schmitz - NVTA

- Reviewed Handout 5.1, the Regional Pavement Condition Summary Report.
- Encouraged TAC members to rotate attending the Metropolitan Transportation Commissions' Local Streets and Roads Working Group.
- MTC staff will attend the May or June TAC meeting to obtain feedback regarding funding requirements, policies, technology, best practices, and initiatives. Information collected will be considered during the development of the work plan for the Local Streets and Roads Working Group.

Jason Holley - City of American Canyon

- Street sealing project starts next week.
- Opened bids on pavement project.
- Taking draft Measure T Implementation Plan to the next city council meeting.

Mike Kirn - City of Calistoga

- Awarded a contract for the reconstruction of lower Washington which includes removing the railroad tracks.
- Awarded a TDA 3-funded sidewalk construction project.

Diana Meehan - NVTA

- Presenting contract for the Bike Plan Update to the Board in April.
- State Bike Plan will be adopted in April.
- Regional Bike Plan is starting the first round of public workshops, first one will be held in Vallejo.
- The Air District is starting their new bikeways program, approximately \$4 million in funds, the grant program may open this Spring.
- MTC will provide a Complete Streets workshop at NVTA on May 16th.
- FHWA is holding a workshop next week on incorporating bicycle infrastructure in repaving projects.
- Will send OBAG 2 Complete Streets comments to each jurisdiction.

Alberto Esqueda - NVTA

- Caltrans should have contacted the jurisdictions regarding submitting Highway Performance Monitoring System (HPMS) updates which are due in the system at the end of the month. Data submission is required for receiving OBAG 2 funds.
- Reminded TAC that Measure T Maintenance of Effort (MOE) draft and supporting documentation is due June 30, 2017.
- Jurisdictions need to submit Measure T maintenance of effort figures which should include the average amount of general funds spent on road maintenance for Fiscal Years 2007/2008, 2008/2009 and 2009/2010, , along with supporting documentation. If no general fund monies were spent, supporting documentation must also be submitted.

- Working on updating the travel model with Solano. A request for proposal was recently released and netted two proposals.

Rick Marshall - County of Napa

- Mentioned it was his last TAC meeting before retiring. He has enjoyed working with everyone on the TAC.
- The County will be awarding a paving contract for the Silverado Trail Phase H from Howell Mountain to Zinfandel.

Kate Miller - NVTA

- The Association of Bay Area Governments (ABAG) - MTC merger is closer to being finalized.
- If the current freeze on some of the federal transportation funds is not resolved, MTC may need to focus Regional Measure 3 funds on larger projects if RM3 is passed.
- The Napa Valley Vine Trail Oak Knoll segment is one of three finalists for California Transportation Foundation's Pedestrian/Bicycle Project of the Year.
- Thanked Rick Marshall for his commitment and service on the TAC, noting his congenial way of working with the TAC will be greatly missed.

Nathan Steele - Town of Yountville

- The Napa Local Agency Formation Commission (LAFCO) voted to update the Yountville Municipal Service Review (MSR) and Sphere of Influence report including part of Domain Chandon in the Town's sphere.
- Currently working on the Town's General Plan update.
- The Envision Yountville process is underway. He thanked Danielle Schmitz and Matthew Wilcox for speaking at one of their meetings.

Brent Cooper- American Canyon

- Released the Notice of Preparation for the Broadway District Specific Plan Environmental Impact Report yesterday.

5 STANDING AGENDA ITEMS

5.1 Congestion Management Agency (CMA) Report (Danielle Schmitz)

Danielle Schmitz reviewed Handout #3, OBAG 2 County Program - Upcoming Deadlines and Requirements, and reminded the jurisdictions of items that are due during the next couple of months.

5.2 Project Monitoring Funding Programs* (Alberto Esqueda)

Alberto Esqueda reviewed the updates to the Project Monitoring Reports.

5.3 Caltrans' Report* (Ahmad Rahimi)

No report - Ahmad Rahimi was unable to attend the meeting.

Herb Fredricksen noted Caltrans recently developed a Consultant Selection Manual that jurisdictions may use for guidance on consultant selection for federally funded projects.

5.4 Vine Trail Update

Philip Sales provided an update on the March 6th meeting with Ehlers Lane property owners. He also noted that the concrete pad for the shelter in Yountville is finished.

Herb Fredricksen noted that the Salvador intersection signal will be installed the night of April 13th, weather permitting.

Rick Marshall reported that Napa County recently awarded a maintenance contract to a landscape firm for the Solano segment.

5.5 Transit Update (Matthew Wilcox)

Report by Matthew Wilcox

- Awarded a contract to C.A.R.E. Evaluators, Inc. for evaluation services for the ADA paratransit, Mileage Reimbursement and Taxi Scrip programs.
- The Board will be asked to award a contract to DoubleMap for automated dispatch services for the American Canyon, Yountville, St. Helena and Calistoga shuttles.
- Finishing up the market assessment portion of the Comprehensive Operations Analysis, preparing to start the next portion, technical analysis.
- Express Bus Study is moving forward, should have a draft of recommended improvements next week.

6. CONSENT AGENDA

6.1 Meeting Minutes of March 2, 2017 TAC Meeting (Kathy Alexander) (Pages 4-8)

Motion MOVED by COOPER, SECONDED by TAGLIABOSCHI to APPROVE the March 2, 2017 TAC meeting minutes as presented. The motion was unanimously approved.

7. REGULAR AGENDA ITEMS

7.1 Napa Valley Vine Trail Coalition Board Appointment (Danielle Schmitz) (Pages 9-10)

Danielle Schmitz provided a background on the TAC representative position for the Napa Valley Vine Trail Coalition (NVVTC) Board of Directors, including past representatives and the current vacancy for that position. It was previously suggested that the next TAC representative be from either Calistoga or St. Helena, as that is the next segment scheduled for construction.

Ms. Schmitz reported Erica Ahmann-Smithies has indicated she is willing to serve as the TAC representative.

Vice Chair Steele called for other nominations, there being none, he called for a motion.

Motion MOVED by KIRN, SECONDED by MARSHALL to APPOINT Erica Ahmann Smithies as the TAC representative on the Napa Valley Vine Trail Coalition Board of Directors. The motion was unanimously approved.

7.2 Draft Priority Development Area (PDA) Investment and Growth Strategy (Danielle Schmitz) (Pages 11-15)

Danielle Schmitz reviewed the PDA Investment and Growth Strategy (IGS) update and requested the TAC provide comments to NVTA staff member Shaveta Sharma by April 24, 2017. The PDA IGS will be presented to the NVTA Board for approval at the May meeting.

7.3 Transportation for Clean Air (TFCA) Project Review (Diana Meehan) (Pages 16-32)

Diana Meehan reported one eligible project was received for the TFCA Call for Projects (CFP), noting that there is approximately \$107,598 remaining in Fiscal Year 2018 funds. Staff is recommending the CFP be extended to no later than September 1, 2017 or until the program receives additional eligible project applications to allocate the remaining funds. If additional eligible projects are not received, NVTA staff may use the remaining funds to supplement Low Carbon Transit Operating Program funds for an electric bus. If TFCA funds are not allocated by November 1, 2017, Napa County will risk losing them to the Bay Area Air Quality Management District for reprogramming under the Regional Program.

Motion by MARSHALL, SECONDED by HOLLEY to RECOMMEND that the NVTA Board of Directors extend the TFCA Call for Projects as recommended by NVTA staff. The motion was unanimously approved.

7.4 Legislative Update* (Kate Miller)

Kate Miller reviewed the Legislative Update.

7.5 April 19, 2017 NVTA Board Meeting Draft Agenda* (Kate Miller)

Kate Miller reviewed the April 19, 2017 NVTA Board meeting draft agenda.

8. FUTURE AGENDA ITEMS

There were no requests for future agenda items.

9. ADJOURNMENT

9.1 Approval of Next Regular Meeting Date of May 4, 2017 and Adjournment.

The meeting adjourned at 2:56 p.m.



NAPA VALLEY TRANSPORTATION AUTHORITY
TAC Agenda Letter

TO: Technical Advisory Committee (TAC)
FROM Kate Miller, Executive Director
REPORT BY: Danielle Schmitz, Planning Manager
(707) 259-5968 | dschmitz@nvta.ca.gov
SUBJECT: Draft Priority Development Area Investment and Growth Strategy

RECOMMENDATION

That the TAC recommend the NVRTA Board accept and file the Priority Development Investment and Growth Strategy May 2017 Update.

EXECUTIVE SUMMARY

In May 2013, the NVRTA completed the first Priority Development Area (PDA) Investment and Growth Strategy (IGS) to comply with the Metropolitan Transportation Commission's Plan Bay Area SB 375 requirements. SB 375 requires that metropolitan areas develop strategies that reduce transportation-related greenhouse gas emissions in its long range planning efforts and recognize the ties between transportation and land-use. MTC's Regional Transportation Plan (RTP), Plan Bay Area, supports local jurisdictions that create more housing (especially affordable housing) by focusing transportation investments in those areas. MTC requires Congestion Management Agencies (CMAs), the agencies responsible for programming transportation funds under the RTP, to provide periodic updates on their Priority Development Areas. The last update was completed in May 2014.

The current update to the Investment and Growth Strategy will be the third update. The focus of this update is to demonstrate whether OBAG 2 funding accomplished objectives through its transportation project priority-setting process which supports and encourages development in the PDAs. The focus areas of the May 2017 update is new information on communities of concern in Napa County and the regional and local concerns about anti-displacement. Also, provided in the May update is current housing information for the PDAs.

The draft PDA Investment and Growth Strategy was presented at the April TAC meeting. Staff has received minor edits and comments which are reflected in the Final Draft.

FISCAL IMPACT

Is there a fiscal impact? No

BACKGROUND AND DISCUSSION

SB 375 requires that the current Regional Transportation Plan (RTP), Plan Bay Area, include a Sustainable Communities Strategy (SCS) which promotes compact, mixed-use commercial and residential development. To meet the goals of SB 375 more of the future development is planned to be walkable and bikable and close to public transit, jobs, schools, shopping, parks, recreation and other amenities.

To help achieve the goals of the SCS, the nine (9) Bay Area counties have gone through a self-identification process to designate PDAs in their jurisdiction that can accommodate a majority of their future growth. The purpose of a PDA Investment and Growth Strategy is to ensure that CMAs understand the opportunities and barriers to developing PDAs in the region, in particular what transportation investments should be made to best achieve the PDA's housing goals.

The PDA Investment and Growth Strategy further serves to familiarize NVTA with the transportation needs of the PDAs in Napa County. This knowledge will help NVTA to program funds in order to meet PDA housing and job goals. The first step in the PDA process was to prepare an inventory of the PDAs and evaluate the current conditions within the PDA, document any planning that has already occurred, and identify the planning and capital needs of the PDA. This initial task was done in May 2013 with the idea that the Investment and Growth Strategy would be a living and working document for NVTA. This is the third update of the PDA Investment and Growth Strategy document.

Appendix A-8 of the MTC's Resolution 4202 outlines the details of the Priority Development Area Investment and Growth Strategy and the subsequent updates. NVTA's May 2017 update will touch upon current and future work planned for Napa's PDAs in the areas of housing and transportation as well as provide an assessment of the communities of concern in Napa County and the risk of anti-displacement.

SUPPORTING DOCUMENTS

Attachment(s): (1) Draft May 2017 Update to the PDA Investment and Growth Strategy <http://www.nvta.ca.gov/priority-development-area-investment-and-growth-strategy>
(2) Appendix A-8 to Reso. 4202 PDA Investment and Growth Strategy

Appendix A-8: PDA Investment & Growth Strategy

The purpose of a PDA Investment & Growth Strategy is to ensure that CMAs have a transportation project priority-setting process for OBAG 2 funding that supports and encourages development in the region's PDAs, recognizing that the diversity of PDAs will require a range of different strategies. Some of the planning activities noted below may be appropriate for CMAs to consider for jurisdictions or areas not currently designated as PDAs if those areas are still considering future housing and job growth. Regional agencies will provide support, as needed, for the PDA Investment & Growth Strategies. From time to time, MTC shall consult with the CMAs to evaluate progress on the PDA Investment and Growth Strategy. This consultation may result in specific work elements shifting among MTC, ABAG and the CMAs. Significant modifications to the scope of activities may be formalized through future revisions to this resolution. The following are activities CMAs need to undertake in order to develop a project priority-setting process:

(1) Engaging Regional/Local Agencies

- Develop or continue a process to regularly engage local planners and public works staff. Understand the needs of both groups and share information with MTC and ABAG.
- Encourage community participation throughout the development of the Investment and Growth Strategy, consistent with the OBAG 2 Call for Projects Guidance (Appendix A-7).
- The CMA governing boards must adopt the final Investment & Growth Strategy.
- Participate as a TAC member in local jurisdiction planning processes funded through the regional PDA Planning Program or as requested by jurisdictions. Partner with MTC and ABAG staff to ensure that regional policies are addressed in PDA plans. Look for opportunities to support planning processes with technical or financial assistance.

(2) Planning Objectives – to Inform Project Priorities

- Keep apprised of ongoing transportation and land-use planning efforts throughout the county
- Encourage local agencies to quantify transportation infrastructure needs and costs as part of their planning processes
- Encourage and support local jurisdictions in meeting their housing objectives established through their adopted Housing Elements and RHNA.

The second round of PDA Investment & Growth Strategies will assess local jurisdiction success approving sufficient housing at all income levels. They will also, where appropriate, assist local jurisdictions in implementing local policy changes to facilitate achieving these goals¹. The locally crafted policies should be targeted to the specific circumstances of each PDA. For example, if the PDA currently has few moderate- or low-income households, any recommend policy changes should be aimed at promoting affordable housing. If the PDA currently is mostly low-income housing, any needed policy changes should be aimed at community stabilization.

¹ Such as inclusionary housing requirements, city-sponsored land-banking for affordable housing production, “just cause eviction” policies, policies or investments that preserve existing deed-restricted or “naturally” affordable housing, condo conversion ordinances that support stability and preserve affordable housing, etc.

MTC and ABAG staff will distribute a technical memo to guide this task by October 1, 2016, including data to identify jurisdictions' challenges (e.g. RHNA performance and current affordability) and a listing of the Bay Area's best housing policies that are intended to address a range of housing challenges. This section should identify planning costs needed to address policy changes and other barriers to creating or maintaining affordability.

(3) Establishing Local Funding Priorities

Develop funding guidelines for evaluating OBAG projects that support multi-modal transportation priorities based on connections to housing, services, jobs and commercial activity. Emphasis should be placed on the following factors when developing project evaluation criteria:

- **Projects located in high impact project areas.** Favorably consider projects in high impact areas, defined as:
 - a. PDAs taking on significant housing growth in the SCS (total number of units), including RHNA allocations, as well as housing production, especially those PDAs that are delivering large numbers of very low, low and moderate income housing units,
 - b. Dense job centers in proximity to transit and housing (both current levels and those included in the SCS) especially those which are supported by reduced parking requirements and TDM programs,
 - c. Improved transportation choices for all income levels (reduces VMT), proximity to quality transit access, with an emphasis on connectivity (including safety, lighting, etc.)
- **Projects located in Communities of Concern (COC)** – favorably consider projects located in a COC as defined by MTC or as defined by CMAs or Community Based Transportation Plans.
- **PDAs with affordable housing preservation, creation strategies** and community stabilization policies – favorably consider projects in jurisdictions with affordable housing preservation, creation strategies and community stabilization policies.
- **Projects that protect public health during construction and operation** – Favorably consider projects that implement the Best Practices in the Air District's Planning Healthy Places, or projects located in jurisdictions that have demonstrated a commitment to adopt, as policies and/or enforceable ordinances, best practices to reduce emissions of and exposure to local air pollution.²
- **PDAs that overlap or are co-located with: 1) populations exposed to outdoor toxic air contaminants as identified in the Air District's Community Air Risk Evaluation (CARE) Program and/or 2) freight transport infrastructure** – Favorably consider projects in these areas where local jurisdictions employ best management practices to mitigate PM and toxic air contaminants exposure.

² Guidance and maps have been developed in partnership with BAAQMD, CMAs, ABAG, and city staff, please see: <http://www.baaqmd.gov/plans-and-climate/planning-healthy-places>.

Process/Timeline

CMAAs will develop a new PDA Investment & Growth Strategy every four years, consistent with the update of the Regional Transportation Plan/Sustainable Communities Strategy. The Investment & Growth Strategy must be adopted by the CMA Board (new for OBAG 2). CMAAs will provide a status report update every two years.



NAPA VALLEY TRANSPORTATION AUTHORITY
TAC Agenda Letter

TO: Technical Advisory Committee (TAC)
FROM: Kate Miller, Executive Director
REPORT BY: Diana Meehan, Associate Planner
(707) 259-8327 | dmeehan@nvta.ca.gov
SUBJECT: Transportation Development Act Article 3 (TDA-3) Project Review

RECOMMENDATION

That the TAC review submitted Transportation Development Act Article 3 (TDA-3) projects and make recommendations to the NVTA Board for project awards.

EXECUTIVE SUMMARY

The NVTA Board opened a call for projects for the FY 2017-18 TDA-3 Program at its February meeting. Four applications were received by the March 17, 2017 deadline and are being considered for funding.

The FY 2017-18 revenue estimate (Attachment 1) is \$180,604. There is approximately \$20,500 in additional funds available from a previous program allocation for a total of \$201,104 for the FY 2017-18 cycle. The four project requests total \$287,534 (Attachment 2) leaving a funding shortfall of \$86,430.

FISCAL IMPACT

Is there a fiscal impact? No, although approximately \$201,104 is available for programming to Napa Valley jurisdictions' projects by NVTA in the FY 2017-18 Cycle.

BACKGROUND AND DISCUSSION

The TDA-3 program is a grant program funded by approximately 2% of the ¼ cent Statewide Sales Tax. This generates approximately \$150,000 per year in revenues for

Napa Valley jurisdictions. The purpose of the TDA-3 program is to provide grants for local bicycle and pedestrian projects.

The TDA-3 call for projects was closed on March 17, 2017. Four project applications were received from three jurisdictions, one from the Town of Yountville, two from the City of Calistoga and one from the County of Napa.

Project prioritization should consider the TDA-3 Project Selection Criteria for Napa County (excerpt below) listed in the TDA-3 Guide to ensure moving priority projects forward. The TAC will review program applications and make recommendations to the NVTB Board consistent with Metropolitan Transportation Commission's (MTC) Resolution No. 4108, revised (Attachment 3). The TDA-3 Timeline is shown on **Table A** below.

TDA-3 Project Selection Criteria for Napa County

For Bicycle Projects

- The project is listed in the jurisdiction's adopted Bicycle Plan
- The project priority level is "high" as indicated in the jurisdiction's Bicycle Plan
- Environmental Clearance is secured

For Pedestrian Projects

- The project is listed in the jurisdiction's Pedestrian Plan
- Environmental Clearance is secured

All projects must be listed in the jurisdiction's Capital Improvement Plan

Additional credit will be given to projects that

- Are on the Countywide "Primary Bikeway Network"
- Provide additional local matching funds

Table A: TDA-3 Timeline FY 2017-18 (tentative)

ITEM	DATE
Board Approval – Call For Projects	February 15, 2017
Issue Call For Projects	February 15, 2017
TDA-3 Applications - due to NVTB by 5:00 PM	March 17, 2017
Draft Program Review by ATAC	April 24, 2017
Draft Program Review by TAC	May 4, 2017

Board Approval – Program of Projects	May 17, 2017
Execute Funding Agreements	June 14, 2017

SUPPORTING DOCUMENTS

Attachment(s): (1) 2/22/17 FY 2017-18 Fund Estimate-TDA Funds Napa County
 (2) Staff Recommendations
 (3) Resolution 4108 Revised

FY 2017-18 FUND ESTIMATE TRANSPORTATION DEVELOPMENT ACT FUNDS NAPA COUNTY												Attachment A Res No. 4268 Page 5 of 17 2/22/2017	
FY2016-17 TDA Revenue Estimate				FY2017-18 TDA Revenue Estimate									
FY2016-17 Generation Estimate Adjustment				FY2017-18 County Auditor's Generation Estimate									
1. Original County Auditor Estimate (Feb, 16)				8,160,000				13. County Auditor Estimate				8,638,000	
2. Revised Estimate (Feb, 17)				8,469,000									
3. Revenue Adjustment (Lines 2-1)				309,000									
FY2016-17 Planning and Administration Charges Adjustment													
4. MTC Administration (0.5% of Line 3)				1,545				14. MTC Administration (0.5% of Line 13)				43,190	
5. County Administration (Up to 0.5% of Line 3) ¹				1,545				15. County Administration (0.5% of Line 13)				43,190	
6. MTC Planning (3.0% of Line 3)				9,270				16. MTC Planning (3.0% of Line 13)				259,140	
7. Total Charges (Lines 4+5+6)				12,360				17. Total Charges (Lines 14+15+16)				345,520	
8. Adjusted Generations Less Charges (Lines 3-7)				296,640				18. TDA Generations Less Charges (Lines 13-17)				8,292,480	
FY2016-17 TDA Adjustment By Article				FY2017-18 TDA Apportionment By Article									
9. Article 3 Adjustment (2.0% of line 8)				5,933				19. Article 3.0 (2.0% of Line 18)				165,850	
10. Funds Remaining (Lines 8-9)								20. Funds Remaining (Lines 18-19)				406,332	
11. Article 4.5 Adjustment (5.0% of Line 10)				14,535				21. Article 4.5 (5.0% of Line 20)				7,720,298	
12. Article 4 Adjustment (Lines 10-11)				276,172				22. TDA Article 4 (Lines 20-21)					
TDA APPORTIONMENT BY JURISDICTION													
Column	A 6/30/2016 Balance (w/o interest)	B FY2015-16 Interest	C=Sum(A:B) 6/30/2016 Balance (w/ interest) ²	D FY2015-17 Outstanding Commitments ³	E FY2016-17 Transfers/ Refunds	F FY2016-17 Original Estimate	G FY2016-17 Revenue Adjustment	H=Sum(C:G) 6/30/2017 Projected Carryover	I FY2017-18 Revenue Estimate	J=Sum(H:I) FY2017-18 Available for Allocation			
Article 3	451,008	2,998	454,006	(601,857)	0	156,672	5,933	14,754	165,850	180,604			
Article 4.5	46,282	372	46,654	(430,129)	0	383,846	14,535	14,906	406,332	421,238			
SUBTOTAL	497,290	3,370	500,660	(1,031,986)	0	540,518	20,468	29,660	572,182	601,842			
Article 4/8													
NVTA ³	7,248,572	52,882	7,301,455	(12,489,388)	0	7,293,082	276,172	2,381,320	7,720,298	10,101,618			
SUBTOTAL	7,248,572	52,882	7,301,455	(12,489,388)	0	7,293,082	276,172	2,381,320	7,720,298	10,101,618			
GRAND TOTAL	\$7,745,862	\$56,253	\$7,802,115	(\$13,521,374)	\$0	\$7,833,600	\$296,640	\$2,410,980	\$8,292,480	\$10,703,460			

1. Balance as of 6/30/16 is from MTC FY2015-16 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/16, and FY2016-17 allocations as of 1/31/17.

3. NVTA is authorized to claim 100% of the apportionment to Napa County.

ATTACHMENT 2
TAC Agenda Item 7.2
May 4, 2017

Project Sponsor	Project Description	Amount Requested	Staff Recommendation	Notes
County of Napa	Vine Trail Maintenance-Oak Knoll Segment (covers 3 years)	\$33,534	\$33,534	
Yountville	Washington Park Subdivision ADA Improvements	190,000	155,570	
Calistoga	Sidewalk installation at Logvy Park on Washington St.-Pedestrian Lighting	52,000	Not recommended	Project has TDA-3 funds allocated from previous cycle
Calistoga	Bicycle Education Program-	12,000	12,000	
Total		\$287,534	\$201,104	
	Total Requests	\$ 287,534		
	Available Funds	\$ 201,104*		
	Program Shortfall	\$ 86,430		

*\$180,604 plus additional funds-\$20,500 from program reallocation

ABSTRACT

Resolution No. 4108, Revised

This resolution establishes policies and procedures for the submission of claims for Article 3 funding for pedestrian and bicycle facilities as required by the Transportation Development Act in Public Utilities Code (PUC) Section 99401.(a). Funding for pedestrian and bicycle projects is established by PUC Section 99233.3.

This resolution supersedes MTC Resolution No. 875, Revised commencing with the FY2014-15 funding cycle.

This resolution was revised on February 24, 2016 to make pedestrian safety education projects eligible for funding, in accordance with recent state law changes.

Further discussion of these procedures and criteria are contained in the Programming and Allocations Summary Sheet dated June 12, 2013 and February 10, 2016.

Date: June 26, 2013
W.I.: 1514
Referred By: PAC

RE: Transportation Development Act, Article 3. Pedestrian and Bicycle Projects.

METROPOLITAN TRANSPORTATION COMMISSION

RESOLUTION NO. 4108

WHEREAS, the Transportation Development Act (TDA), Public Utilities Code (PUC) Section 99200 et seq., requires the Transportation Planning Agency to adopt rules and regulations delineating procedures for the submission of claims for funding for pedestrian and bicycle facilities (Article 3, PUC Section 99233.3); state criteria by which the claims will be analyzed and evaluated (PUC Section 99401(a); and to prepare a priority list for funding the construction of pedestrian and bicycle facilities (PUC Section 99234(b)); and

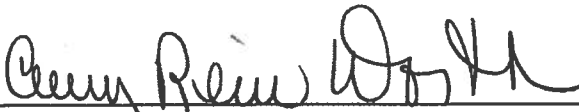
WHEREAS, the Metropolitan Transportation Commission (MTC), as the Transportation Planning Agency for the San Francisco Bay Region, adopted MTC Resolution No. 875 entitled "Transportation Development Act, Article 3, Pedestrian/Bicycle Projects", that delineates procedures and criteria for submission of claims for Article 3 funding for pedestrian and bicycle facilities; and

WHEREAS, MTC desires to update these procedures and criteria commencing with the FY2014-15 funding cycle, now therefore be it

RESOLVED, that MTC adopts its policies and procedures for TDA funding for pedestrian and bicycle facilities described in Attachment A ; and be it further

RESOLVED, that the prior policy governing allocation of funds contained in Resolution No. 875 is superseded by this resolution, effective with the FY 2014-15 funding cycle.

METROPOLITAN TRANSPORTATION COMMISSION



Amy Rein Worth, Chair

The above resolution was approved by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California, on June 26, 2013.

Date: June 26, 2013
W.I.: 1514
Referred By: PAC
Revised: 02/24/16-C

Attachment A
Resolution No. 4108
Page 1 of 7

TRANSPORTATION DEVELOPMENT ACT, ARTICLE 3,
PEDESTRIAN/BICYCLE PROJECTS
Policies and Procedures

Eligible Claimants

The Transportation Development Act (TDA), Public Utilities Code Sections 99233.3 and 99234, makes funds available in the nine-county Metropolitan Transportation Commission (MTC) Region for the exclusive use of pedestrian and bicycle projects. MTC makes annual allocations of TDA Article 3 funds to eligible claimants after review of applications submitted by counties or congestion management agencies.

All cities and counties in the nine counties in the MTC region are eligible to claim funds under TDA Article 3. Joint powers agencies composed of cities and/or counties are also eligible provided their JPA agreement allows it to claim TDA funds.

Application

1. Counties or congestion management agencies will be responsible for developing a program of projects not more than annually, which they initiate by contacting the county and all cities and joint powers agencies within their jurisdiction and encouraging submission of project applications.
2. Claimants will send one or more copies of project applications to the county or congestion management agency (see "Priority Setting" below).
3. A project is eligible for funding if:
 - a. The project sponsor submits a resolution of its governing board that addresses the following six points:
 1. There are no legal impediments regarding the project.
 2. Jurisdictional or agency staffing resources are adequate to complete the project.
 3. There is no pending or threatened litigation that might adversely affect the project or the ability of the project sponsor to carry out the project.
 4. Environmental and right-of-way issues have been reviewed and found to be in such a state that fund obligation deadlines will not be jeopardized.
 5. Adequate local funding is available to complete the project.

6. The project has been conceptually reviewed to the point that all contingent issues have been considered.
- b. The funding requested is for one or more of the following purposes:
1. Construction and/or engineering of a bicycle or pedestrian capital project
 2. Maintenance of a multi-purpose path which is closed to motorized traffic
 3. Bicycle safety education program (no more than 5% of county total).
 4. Development of a comprehensive bicycle or pedestrian facilities plans (allocations to a claimant for this purpose may not be made more than once every five years).
 5. Restriping Class II bicycle lanes.
- Refer to Appendix A for examples of eligible projects.
- c. The claimant is eligible to claim TDA Article 3 funds under Sections 99233.3 or 99234 of the Public Utilities Code.
- d. If it is a Class I, II or III bikeway project, it must meet the mandatory minimum safety design criteria published in Chapter 1000 of the California Highway Design Manual (Available via Caltrans headquarters' World Wide Web page); or if it is a pedestrian facility, it must meet the mandatory minimum safety design criteria published in Chapter 100 of the California Highway Design Manual (Available via Caltrans headquarters' World Wide Web page).
- e. The project is ready to implement and can be completed within the three year eligibility period.
- f. *If the project includes construction, that it* meets the requirements of the California Environmental Quality Act (CEQA, Public Resources Code Sections 21000 et seq.) and project sponsor submits an environmental document that has been stamped by the County Clerk within the past three years.
- g. A jurisdiction agrees to maintain the facility.
- h. The project is included in a locally approved bicycle, pedestrian, transit, multimodal, complete streets, or other relevant plan.

Priority Setting

1. The county or congestion management agency (CMA) shall establish a process for establishing project priorities in order to prepare an annual list of projects being recommended for funding.
2. Each county and city is required to have a Bicycle Advisory Committee (BAC) to review and prioritize TDA Article 3 bicycle and pedestrian projects and to participate in the

development and review of comprehensive bicycle plans. BACs should be composed of both bicyclists and pedestrians.

A city BAC shall be composed of at least 3 members who live or work in the city. More members may be added as desired. They will be appointed by the City Council. The City or Town Manager will designate staff to provide administrative and technical support to the Committee.

An agency can apply to MTC for exemption from the city BAC requirement if they can demonstrate that the countywide BAC provides for expanded city representation.

A county BAC shall be composed of at least 5 members who live or work in the county. More members may be added as desired. The County Board of Supervisors or Congestion Management Agency (CMA) will appoint BAC members. The county or congestion management agency executive/administrator will designate staff to provide administration and technical support to the Committee.

3. All proposed projects shall be submitted to the County or congestion management agency for evaluation/prioritization. Consistent with the county process, either the Board of Supervisors or the Congestion Management Agency (CMA) will adopt the countywide list and forward it to MTC for approval.
4. The county or congestion management agency will forward to MTC a copy of the following:
 - a) Applications for the recommended projects, including a governing body resolution, stamped environmental document, and map for each, as well as a cover letter stating the total amount of money being claimed; *and confirmation that each project meets Caltrans' minimum safety design criteria and can be completed before the allocation expires.*
 - b) The complete priority list of projects with an electronic version to facilitate grant processing.
 - c) A Board of Supervisors' or CMA resolution approving the priority list and authorizing the claim.

MTC Staff Evaluation

MTC Staff will review the list of projects submitted by each county. If a recommended project is eligible for funding, falls within the overall TDA Article 3 fund estimate level for that county, and has a completed application, staff will recommend that funds be allocated to the project.

Allocation

The Commission will approve the allocation of funds for the recommended projects. The County Auditor will be notified by allocation instructions to reserve funds for the approved projects. Claimants will be sent copies of the allocation instructions and funds should be invoiced in accordance with the “Disbursement” section below.

Eligible Expenditures

Eligible expenditures may be incurred from the start of the fiscal year of award plus two additional fiscal years. Allocations expire at the end of third fiscal year following allocation. For example, if funds are allocated to a project in October 2014, a claimant may be reimbursed for eligible expenses that were incurred on or after July 1, 2014. The allocation expires on June 30, 2017 and all eligible expenses must be incurred before this date. All disbursement requests should be submitted by August 31, 2017.

Disbursement

1. The claimant shall submit to MTC the following, no later than two months after the grant expiration date:
 - a) A copy of the allocation instructions along with a dated cover letter referring to the project by name, dollar amount and allocation instruction number and the request for a disbursement of funds;
 - b) Documents showing that costs have been incurred during the period of time covered by the allocation.
 - c) With the final invoice, the claimant shall submit a one paragraph summary of work completed with the allocated funds. This information may be included in the cover letter identified in bullet “a” above and is required before final disbursement is made. If the project includes completion of a Class I, II or III bicycle facility, this information should be added to Bikemapper or a request should be made to MTC to add it to Bikemapper.
2. MTC will approve the disbursement and, if the disbursement request was received in a timely fashion and the allocation instruction has not expired, been totally drawn down nor been rescinded, issue an authorization to the County Auditor to disburse funds to the claimant.

Rescissions and Expired Allocations

Funds will be allocated to claimants for specific projects, so transfers of funds to other projects sponsored by the same claimant may not be made. If a claimant has to abandon a project or cannot complete it within the time allowed, it should ask the county or congestion management

agency to request that MTC rescind the allocation. Rescission requests may be submitted to and acted upon by MTC at any time during the year. Rescinded funds will be returned to the county's apportionment.

Allocations that expire without being fully disbursed will be disencumbered in the fiscal year following expiration. The funds will be returned to county's apportionment and will be available for allocation.

Fiscal Audit

All claimants that have received an allocation of TDA funds are required to submit an annual certified fiscal and compliance audit to MTC and to the Secretary of Business and Transportation Agency within 180 days after the close of the fiscal year, in accordance with PUC Section 99245. Article 3 applicants need not file a fiscal audit if TDA funds were not expended (that is, costs incurred) during a given fiscal year. However, the applicant should submit a statement for MTC's records certifying that no TDA funds were expended during the fiscal year. Failure to submit the required audit for any TDA article will preclude MTC from making a new Article 3 allocation. For example, a delinquent Article 4.5 fiscal audit will delay any other TDA allocation to the city/county with an outstanding audit. Until the audit requirement is met, no new Article 3 allocations will be made.

TDA Article 3 funds may be used to pay for the fiscal audit required for this funding.

Appendix A: Examples of Eligible Projects

1. Projects that eliminate or improve an identified problem area (specific safety hazards such as high-traffic narrow roadways or barriers to travel) on routes that would otherwise provide relatively safe and direct bicycle or pedestrian travel use. For example, roadway widening, shoulder paving, restriping or parking removal to provide space for bicycles; a bicycle/pedestrian bridge across a stream or railroad tracks on an otherwise useful route; a segment of multi-purpose path to divert young bicyclists from a high traffic arterial; a multi-purpose path to provide safe access to a school or other activity center; replacement of substandard grates or culverts; adjustment of traffic-actuated signals to make them bicycle sensitive. Projects to improve safety should be based on current traffic safety engineering knowledge.
2. Roadway improvements or construction of a continuous interconnected route to provide reasonably direct access to activity centers (employment, educational, cultural, recreational) where access did not previously exist or was hazardous. For example, development of Multi-purpose paths on continuous rights-of-way with few intersections (such as abandoned railroad rights-of-way) which lead to activity centers; an appropriate combination of Multi-purpose paths, Class II, and Class III bikeways on routes identified as high demand access routes; bicycle route signs or bike lanes on selected routes which receive priority maintenance and cleaning.
3. Secure bicycle parking facilities, especially in high use activity areas, at transit terminals, and at park-and-ride lots. Desirable facilities include lockers, sheltered and guarded check-in areas; self-locking sheltered racks that eliminate the need to carry a chain and racks that accept U-shaped locks.
4. Other provisions that facilitate bicycle/transit trips and walk/transit. For example, bike racks on buses, paratransit/trailer combinations, and bicycle loan or check-in facilities at transit terminals, bus stop improvements, wayfinding signage.
5. Maintenance of multiple purpose pathways that are closed to motorized traffic or for the purposes of restriping Class II bicycle lanes (provided that the total amount for Class II bicycle lane restriping does not exceed twenty percent of the county's total TDA Article 3 allocation).
6. Funds may be used for construction and plans, specification, and estimates (PS&E) phases of work. Project level environmental, planning, and right-of-way phases are not eligible uses of funds.
7. Projects that enhance or encourage bicycle or pedestrian commutes, including Safe Routes to Schools projects.

8. Intersection safety improvements including bulbouts/curb extensions, transit stop extensions, installation of pedestrian countdown or accessible pedestrian signals, or pedestrian signal timing adjustments. Striping high-visibility crosswalks or advanced stop-back lines, where warranted.
9. Purchase and installation of pedestrian traffic control devices, such as High-intensity Activated crossWalk (HAWK) beacons, rectangular rapid flashing beacons (RRFB), or pedestrian safety “refuge” islands, where warranted.
10. Projects that provide connection to and continuity with longer routes provided by other means or by other jurisdictions to improve regional continuity.
11. The project may be part of a larger roadway improvement project as long as the funds are used only for the bicycle and/or pedestrian component of the larger project.
12. Bicycle and Pedestrian Safety Education Programs. Up to five percent of a county's Article 3 fund may be expended to supplement monies from other sources to fund public bicycle and pedestrian safety education programs and staffing.
13. Comprehensive Bicycle and Pedestrian Facilities Plan. Funds may be allocated for these plans (emphasis should be for accommodation of bicycle and walking commuters rather than recreational uses). A city or county may not receive allocations for these plans more than once every five years. Environmental documentation and approval necessary for plan adoption is an eligible expense.



NAPA VALLEY TRANSPORTATION AUTHORITY TAC Agenda Letter

TO: Technical Advisory Committee (TAC)
FROM Kate Miller, Executive Director
REPORT BY: Alberto Esqueda, Associate Planner
(707) 259-5976 | aesqueda@nvta.ca.gov
SUBJECT: Vine Express Bus Study Update—Draft Recommendations Summary

RECOMMENDATION

Information only

EXECUTIVE SUMMARY

The goal of the Express Bus Study is to improve operations for Vine Transit's regional express bus routes. The study analyzed various performance aspects such as on-time performance, average bus speed, and ridership to recommend potential improvements and increase ridership and reduce travel times. The study also evaluated what capital improvements are needed to better serve riders on major corridors to improve running times.

Previously, NVRTA staff presented Survey Results Memo, the Existing Conditions Report, the Needs Assessment memorandum and the Infrastructure & Technology Solutions Matrix. NVRTA staff invited committee members to attend the open house, which was held at the Soscol Gateway Transit Center on January 26th. At the event, committee and public members had the opportunity to provide feedback on the reports, which was considered in the development of the Draft Improvement Recommendations Summary Memorandum.

The Recommendations Summary Memo proposes a wide variety of short and long term implementation measures for each of the Express Routes, 21, 25 and 29.

Recommendations included:

- New and improved park & rides
- Transit signal priority
- New stops
- Service changes
- Stop improvements

- Route alignment change
- Stop modifications/relocations

The next steps will evaluate and prioritize recommended express bus enhancements, which will lead to the final document. The final Express Bus Plan will be a flexible financial plan that will allow for the selection of individual transportation elements or enhancements to allow the agency to be strategic in investments to improve the Vine express bus system in order to encourage ridership and reduce highway congestion.

FISCAL IMPACT

Is there a fiscal impact? No

BACKGROUND AND DISCUSSION

Previously the Existing Conditions Report supplemented by the Survey Summary Memorandum produced the five top priorities for survey participants:

1. Increased frequency and transfers
2. Shorter trip time
3. A more expansive service area
4. Improved route reliability
5. Lower fares

With those priorities in mind the NVTa consultant, Kimley-Horn, set out to develop the Needs Assessment and Infrastructure and Technology Solutions Matrix. The Needs Assessment memorandum focused on the opportunity areas of the express bus network; it noted the service opportunity areas. The report identified 21 improvement needs and paired it with a potential solution. This report also underscores the well-known local congestion points in the county and detailed the impact those congestion areas have on on-time performance and express bus service reliability. The Infrastructure & Technology Solutions Matrix complemented the Needs Assessment Memorandum by showcasing a list of potential solutions; however, solutions were not assigned to particular locations. The outcomes of these reports were displayed at the January 26th Express Bus Open House where comments were solicited, collected and conveyed to Kimley-Horn for the development of the Draft Improvement Recommendations Summary Memorandum.

The Recommendations Memorandum proposes a wide range of short and long term enhancements to improve express bus service trip times. Short term recommendations include new route alignments, modification of current bus service, and stop relocations—where typically there are not many capital improvements associated with these modifications. Capital improvements are programmed for long-term implementation these include new and improved park and rides and additional service for current and new routes where new capital vehicle purchases would be needed.

Some notable long-term recommendations are:

- A new southbound Route 11 Express (11X) from Napa Redwood Park & Ride to El Cerrito del Norte BART station
- A new southbound Route 10 Express (10X) from Napa Redwood Park & Ride to Calistoga
- Additional service on Route 21 From Soscot Gateway Transit Center to Vacaville
- A new modified Route 25 to the Petaluma SMART station
- Major improvement to the Imola park and ride, owned by Caltrans
- Transit Signal Priority to most Caltrans-owned traffic signals
- A new park and ride on the east side of SR-29 in American Canyon.

PROPOSED RECOMMENDATIONS

Route 21

- Service Changes
 - 21 A- Suisun Train Depot
 - 21 B- Davis Street Park & Ride in Vacaville
- New stops
 - Red Top Road Park & Ride
- Alignment Change
 - Use SR-221/Soscot Ferry Road between Devlin Road and Napa Valley College instead of Vista Point Drive/Napa Valley Corporate Drive/Kaiser Road.

Route 25

- Short term
 - Eliminate Service (due to funding loss)
- Long Term
 - Reinitiate Route 25 to Downtown Petaluma SMART station
 - New stops
 - Downtown Napa
 - Imola Park & Ride
 - Sonoma
 - Downtown Petaluma SMART Station
 - Alignment Change
 - Use 3rd and 1st Street between SR-29 and the Soscot Gateway Transit Center.

Route 29

Split existing Route 29 into three separate routes: Route 10 Express (10X), Route 11 Express (11X), and Route 29.

- Route 10X

- Will serve existing Route 29 stops north of the Soscot Gateway Transit Center
- Route 11X
 - Short term
 - Will serve stops from Redwood Park & Ride (in Napa) to Curtola Park & Ride (in Vallejo)
 - Long term
 - Will serve stops from Redwood Park & Ride (in Napa) to El Cerrito del Norte BART
- Route 29
 - Short term
 - Will serve stops from Redwood Park & Ride (in Napa) to El Cerrito del Norte BART (including the Downtown Napa stop)
 - New stop in Downtown Napa
 - Long term
 - Will serve stops from Redwood Park & Ride (in Napa) to El Cerrito del Norte BART (including the Imola Park & Ride stop)
 - New stop at the Imola Park & Ride
 - Remove Downtown Napa, Soscot Gateway Transit Center and Napa Valley College stops from Route 29 (*all to be served by Route 11X*)

Any comments received for this recommendation memorandum will be reviewed by the consultant and run through the screening criteria they have developed, which will evaluate and prioritize enhancements, conduct a cost–benefit analysis. This analysis will lead to a financial plan that will outline the cost of project implementation, should NVTa decide to move forward with any enhancements proposed by the plan.

SUPPORTING DOCUMENTS

1. DRAFT Improvement Recommendations Summary Memorandum
2. Recommended Express Bus Route Diagram



MEMORANDUM – DRAFT

To: Alberto Esqueda
Napa Valley Transportation Authority

From: Adam Dankberg, P.E.
Kimley-Horn and Associates, Inc.

Date: April 13, 2017

Subject: Improvement Recommendations Summary, Vine Transit Express Bus Corridor Study

1. Introduction

This objective of this memo is to list all proposed recommendations to the Vine Express Bus System. Recommendations address route alignments, existing stop locations, new stops, stop improvements, intersection priority improvements, trip planning, scheduling, and Soscot Gateway Transit Center parking. **Figure 1** shows a summary of all proposed short-term route alignments and stops. **Figure 2** shows a summary of all proposed long-term route alignments and stops. Proposed route and stop modifications are summarized in **Table 1**. Proposed queue jump and transit signal priority (TSP) improvements are summarized in **Tables 2 and 3**, respectively.

Figure 1 - Stops and Alignments Improvement Recommendations (Short-Term)

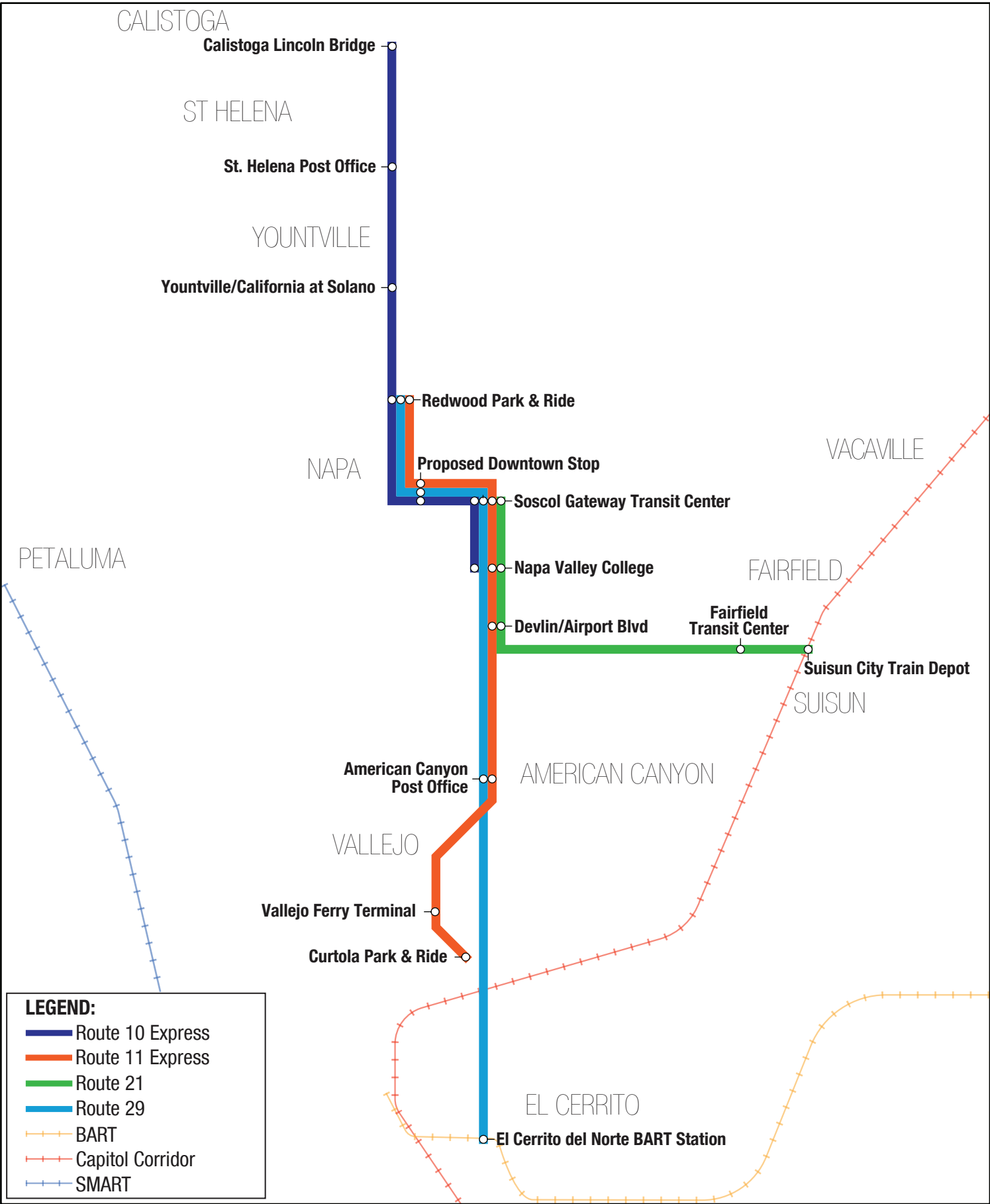


Figure 2 - Stops and Alignments Improvement Recommendations (Long-Term)

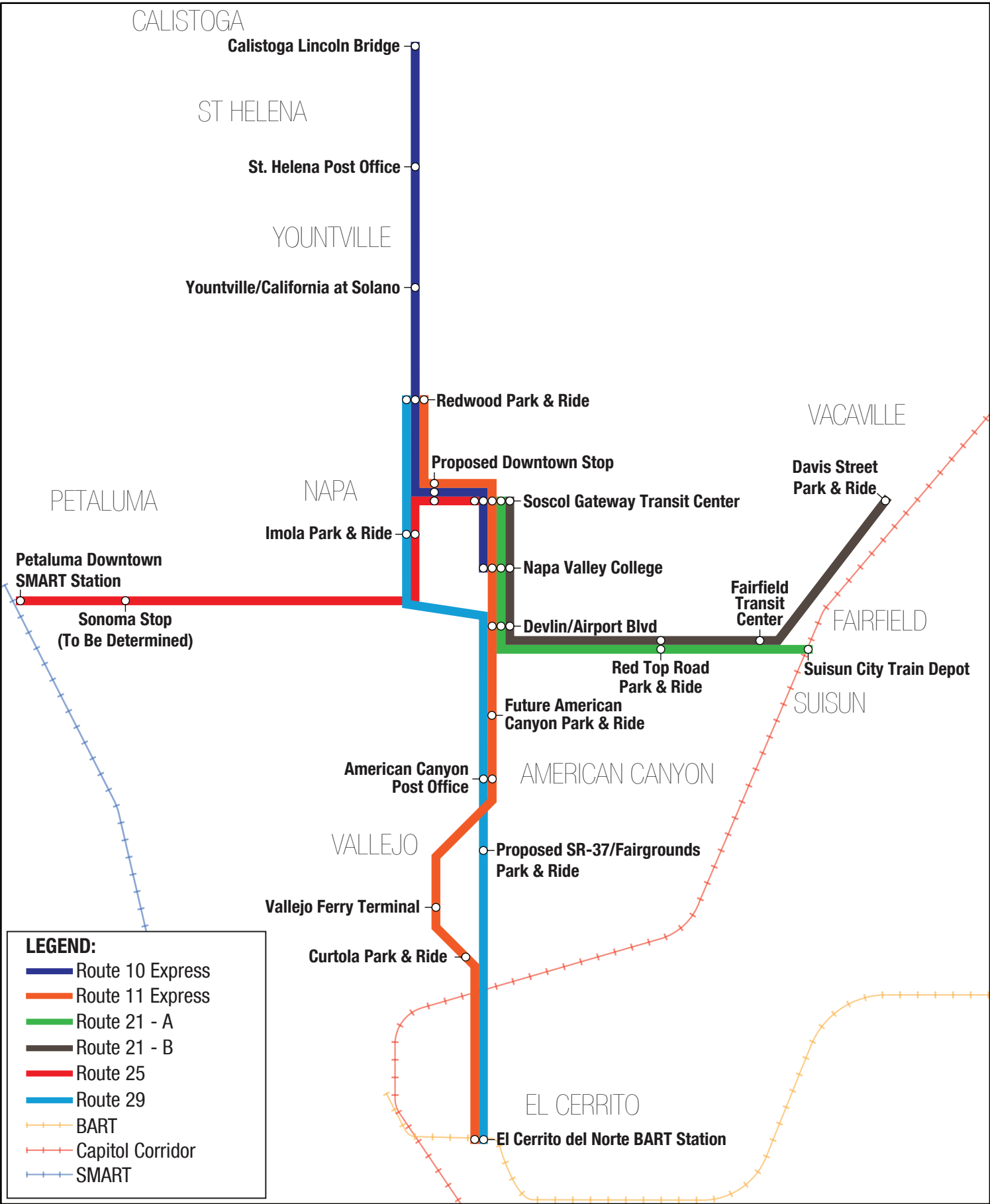


Table 1 – Route Modifications Summary

Route	Proposed Service	New or Relocated Stops	Proposed Alignment Changes
Route 21	<u>Short-Term</u> <ul style="list-style-type: none"> Soscol Gateway Transit Center Napa Valley College Devlin Road/Airport Blvd Fairfield Transit Center Suisun City Train Depot <u>Long-Term</u> <ul style="list-style-type: none"> Soscol Gateway Transit Center Napa Valley College Devlin Road/Airport Blvd Red Top Road Park & Ride <i>Route 21 A:</i> <ul style="list-style-type: none"> Suisun City Train Depot <i>Route 21 B:</i> <ul style="list-style-type: none"> Fairfield Transit Center Davis Street Park & Ride (Vacaville) 	<ul style="list-style-type: none"> Napa Valley College (relocation) Red Top Road Park & Ride (new) Davis Street Park & Ride (Vacaville) (new) (Route 21 B) 	<u>Devlin Road/Airport Boulevard - Napa Valley College</u> <ul style="list-style-type: none"> Use SR-221/Soscol Ferry Road. This new alignment eliminates the Corporate Drive stop.
Route 25	<u>Short-Term</u> <i>Route eliminated</i> <u>Long-Term</u> <ul style="list-style-type: none"> Soscol Gateway Transit Center Downtown Napa Imola Park & Ride Future Sonoma Stop Petaluma Downtown SMART Station 	<ul style="list-style-type: none"> Downtown Napa (3rd St & Randolph St) (new) Imola Avenue Park & Ride (relocation) Future Sonoma Stop (to be determined) Downtown Petaluma SMART Station (new) 	<u>Imola Park & Ride - Soscol Gateway Transit Center</u> <ul style="list-style-type: none"> Replace Gasser Dr & Hartle Ct stops with downtown Napa stops Use SR-29 <u>Imola Park & Ride - SR-12</u> <ul style="list-style-type: none"> Use SR-29 rather than Foster Rd with stops on the SR-29 on-/off-ramps at the Imola Park & Ride
Route 10 Express	<u>Short-Term and Long-Term</u> <ul style="list-style-type: none"> Napa Valley College Soscol Gateway Transit Center Downtown Napa Redwood Park & Ride Yountville at California Drive St Helena Post Office Calistoga Lincoln Bridge 	<ul style="list-style-type: none"> Yountville (relocation) Downtown Napa (new) Napa Valley College (relocation) 	<u>Redwood Park & Ride - Soscol Gateway Transit Center</u> <ul style="list-style-type: none"> Use 3rd St, Jefferson St, 1st St, and SR-29

Route	Proposed Service	New or Relocated Stops	Proposed Alignment Changes
Route 11 Express	<u>Short-Term</u> <ul style="list-style-type: none"> Redwood Park & Ride Downtown Napa Soscol Gateway Transit Center Napa Valley College Devlin Road/Airport Boulevard American Canyon Post Office Vallejo Ferry Terminal Curtola Park & Ride <u>Long-Term</u> <ul style="list-style-type: none"> Redwood Park & Ride Downtown Napa Soscol Gateway Transit Center Napa Valley College Devlin Road/Airport Boulevard Future American Canyon Park & Ride American Canyon Post Office Vallejo Ferry Terminal Curtola Park & Ride El Cerrito del Norte BART 	<ul style="list-style-type: none"> Downtown Napa (new) Napa Valley College (relocation) Future American Canyon Park & Ride (new) American Canyon Post Office (relocation) Curtola Park & Ride (new) 	<u>Redwood Park & Ride - Soscol Gateway Transit Center</u> <ul style="list-style-type: none"> Use 3rd St, Jefferson St, 1st St, and SR-29 <u>Devlin Road/Airport Boulevard - Napa Valley College</u> <ul style="list-style-type: none"> Use SR-221/Soscol Ferry Road
Route 29	<u>Short-Term</u> <ul style="list-style-type: none"> Redwood Park & Ride Downtown Napa Soscol Gateway Transit Center American Canyon Post Office El Cerrito del Norte BART <u>Long-Term</u> <ul style="list-style-type: none"> Redwood Park & Ride Imola Avenue Park & Ride American Canyon Post Office SR-37/Fairgrounds Park & Ride El Cerrito del Norte BART 	<ul style="list-style-type: none"> Imola Avenue Park & Ride (relocation) American Canyon Post Office (relocation) SR-37/Fairgrounds Park & Ride Transit Village (new) 	<u>Redwood Park & Ride - Soscol Gateway Transit Center (Short-Term)</u> <ul style="list-style-type: none"> Use 3rd St, Jefferson St, 1st St, and SR-29

Table 2 – Queue Jump Summary

Intersection	Routes	Improvements
SR-29 & SR-221/Soscol Ferry Road (Napa)	<ul style="list-style-type: none"> Route 11 Express Route 21 Route 29 	<ul style="list-style-type: none"> Northbound Direction (Route 11 Express, Route 21, Route 21-A, Route 21-B) <ul style="list-style-type: none"> Construct dedicated right-turn lane and use as queue jump lane Southbound Direction (Route 11 Express, Route 21, Route 21-A, Route 21-B) <ul style="list-style-type: none"> Extend right-turn lane and use as queue jump lane Eastbound Direction (Route 29) <ul style="list-style-type: none"> Convert existing right-turn only lane into queue jump lane and construct new right-turn only lane
SR-29 & SR-12/Airport Boulevard (Napa)	<ul style="list-style-type: none"> Route 11 Express Route 29 	<ul style="list-style-type: none"> Northbound Direction (Route 11 Express, Route 29) <ul style="list-style-type: none"> Implement queue jump lane in right hand through lane Southbound Direction (Route 11 Express, Route 29) <ul style="list-style-type: none"> Construct a dedicated queue jump lane accessed from the right turn lane
SR-29 & Napa Junction Road (American Canyon)	<ul style="list-style-type: none"> Route 11 Express Route 29 	<ul style="list-style-type: none"> Northbound Direction (Route 11 Express, Route 29) <ul style="list-style-type: none"> Utilize the right-turn lane as a queue jump Southbound Direction (Route 11 Express, Route 29) <ul style="list-style-type: none"> Use existing right-turn lane for queue jump lane and construct new right-turn lane
SR-29 & Donaldson Way (American Canyon)	<ul style="list-style-type: none"> Route 11 Express Route 29 	<ul style="list-style-type: none"> Northbound Direction (Route 11 Express, Route 29) <ul style="list-style-type: none"> Convert shoulder to shared right-turn/queue jump lane Southbound Direction (Route 11 Express, Route 29) <ul style="list-style-type: none"> Convert shared through/right-turn lane into a right-only lane and use as queue jump
SR-29 & American Canyon Road (American Canyon)	<ul style="list-style-type: none"> Route 11 Express Route 29 	<ul style="list-style-type: none"> Northbound Direction (Route 11 Express, Route 29) <ul style="list-style-type: none"> Convert right-turn only lane into a dedicated queue jump lane and construct new right-turn only lane Southbound Direction (Route 11 Express, Route 29) <ul style="list-style-type: none"> Convert right-turn only lane into a dedicated queue jump lane and construct new right-turn only lane

Table 3 – TSP Improvement Locations

Roadway	Intersections with TSP Improvement
SR-29	<ul style="list-style-type: none"> • SR-29/Washington St (Calistoga) • SR-29/Foothill Blvd (Calistoga) • SR-29/Fulton Ln (St Helena) • SR-29/Adams St (St Helena) • SR-29/Pope St (St Helena) • SR-29/Mitchell Dr (St Helena) • SR-29/Madison St (Yountville) • SR-29/Oak Knoll Ave (Napa) • SR-29/Salvador Ave (Napa) • SR-29/Wine Country Ave (Napa) • SR-29/Trower Ave (Napa) • SR-29/SR-12 Sonoma Hwy (Napa) • SR-29/CA-12/SR-221 (Napa) • SR-29/Airport Blvd-SR-12 (Napa) • SR-29/S Kelly Rd (American Canyon) • SR-29/Napa Junction Rd (American Canyon) • SR-29/Eucalyptus Dr (American Canyon) • SR-29/Rio Del Mar (American Canyon) • SR-29/Donaldson Way W (American Canyon) • SR-29/W American Canyon Rd (American Canyon)
SR-121 (Soscol Avenue)	<ul style="list-style-type: none"> • SR-121 (Soscol Ave)/Silverado Trail (Napa) • SR-121 (Soscol Ave)/Kansas Ave (Napa) • SR-121 (Soscol Ave)/Shetler Ave (Napa)
SR-221	<ul style="list-style-type: none"> • SR-221 (Napa Vallejo Hwy)/Imola Ave (Napa) • SR-221 (Napa Vallejo Hwy)/Magnolia Dr (Napa) • SR-221 (Napa Vallejo Hwy)/Streblow Dr (Napa) • SR-221 (Napa Vallejo Hwy)/Kaiser Rd (Napa) • SR-221 (Napa Vallejo Hwy)/Napa Valley Corporate Way (American Canyon)
SR-12	<ul style="list-style-type: none"> • SR-12-Airport Blvd/SR-29 (Napa) • SR-12/S Kelly Rd (American Canyon) • SR-12/Kirkland Ranch Rd (American Canyon)

2. Route 21

2.1 PROPOSED SERVICE

In the short-term, Route 21 will continue to serve the following stops:

- Soscol Gateway Transit Center
- Napa Valley College (stop relocation - see **Section 2.2**)
- Devlin Road/Airport Boulevard (alignment change – see **Section 2.3**, stop improvement – see **Section 2.4**)
- Fairfield Transit Center
- Suisun City Train Depot

In the long-term, it is recommended to split Route 21 into Route 21-A and Route 21-B.

Route 21-A

- Route 21-A will serve the following stops:
 - Soscol Gateway Transit Center
 - Napa Valley College (stop relocation - see **Section 2.2**)
 - Devlin Road/Airport Boulevard (alignment change – see **Section 2.3**, stop improvement – see **Section 2.4**)
 - Red Top Road Park & Ride (possible new stop, for consideration when I-80/SR-12/I-680 interchange project is complete – see **Section 2.2**)
 - Suisun City Train Depot
 - Stays on SR-12 instead of deviating to Fairfield Transportation Center
- Meet two AM and one mid-day westbound Capitol Corridor trains. Meet two PM eastbound Capitol Corridor trains.

Route 21-B

- Route 21-B will serve the following stops:
 - Soscol Gateway Transit Center
 - Napa Valley College (stop relocation - see **Section 2.2**)
 - Devlin Road/Airport Boulevard (alignment change – see **Section 2.3**, stop improvement – see **Section 2.4**)
 - Red Top Road Park & Ride (possible new stop, for consideration when I-80/SR-12/I-680 interchange project is complete – see **Section 2.2**)
 - Fairfield Transportation Center
 - Vacaville Park & Ride (new stop - see **Section 2.2**)
- The extension to Vacaville duplicates FAST Route 20 between Fairfield Transit Center and Vacaville, but provides a faster, single seat ride between Vacaville and Napa and at presumably lower cost to the user

2.2 PROPOSED NEW STOPS/STOP MODIFICATIONS

Napa Valley College (Route 21-A, Route 21-B, Route 10 Express, and Route 11 Express)

- Napa Valley College has three potential stop relocations:
 - Option 1
 - Place a new stop along the west side of SR-221 in the shoulder on the opposite side of James Diemer Drive from the existing stop. Southbound buses will serve the stop on SR-221. Northbound buses will be re-routed to turn left at Streblow Drive to James Diemer Drive to serve the new stop. Northbound buses will then return to SR-221 via Magnolia Drive.
 - Option 2
 - Implement mid-block southbound stop as in Option 1
 - Construct northbound stops at SR-221 & Magnolia Drive and SR-221 & Streblow Drive
 - Streblow Drive Stop
 - Near-side stop location with bus shelter and pedestrian infrastructure
 - Construct new west leg crosswalk
 - Construct new sidewalk on north side of Streblow Drive to James Diemer Drive and along James Diemer Road into the College OR construct new sidewalk between SR-221 and the vineyard and connect to James Diemer Drive
 - Magnolia Drive Stop
 - Far-side stop location with bus shelter and pedestrian infrastructure
 - Construct new west leg crosswalk.
 - Construct new sidewalk to connect southwest corner of SR-221 & Magnolia Drive with James Diemer Drive OR construct new sidewalk on west side of SR-221 from Magnolia Drive to mid-block southbound stop and campus
 - Option 3
 - Place a southbound stop on the west side of SR-221 in the shoulder on the opposite side of James Diemer Drive from the existing stop.
 - Place a northbound stop on the east side of SR-221 in the shoulder across from the proposed southbound stop.
 - Construct a grade separated pedestrian crossing across SR-221 between northbound stop and Napa Valley College campus
 - Option 4
 - Place a stop on the north side of Magnolia Drive west of SR-221 that serves both northbound and southbound directions. Buses can use the roundabout on Magnolia Drive to immediately turn around back towards SR-221 after serving the stop.
 - Stop infrastructure would include platform, waiting area, shelter, lighting, connection to nearby path, wayfinding materials, real-time transit information, and Wi-Fi.

- Magnolia Drive stop may be used in conjunction with a stop on Streblow Drive or a mid-block southbound stop as in Option 2.
- Similar to the current Napa Valley College stop, with any option, the new stop(s) would include a bench and shelter, real-time arrival information, wayfinding and transit route information.

Red Top Road Park & Ride (Route 21-A and Route 21-B)

- Red Top Road Park & Ride has existing infrastructure and could be a long-term stop option. Access from the park & ride to westbound SR-12 is currently very challenging. This may improve with the ongoing interchange project. Upon completion of the interchange project, evaluate feasibility of serving park & ride.

Vacaville Park & Ride Opportunities (Route 21-B)

- Vacaville offers an opportunity for Vine Express Bus service expansion east of the Fairfield Transportation Center and Suisun City Train Depot. Two park & ride options easily accessible from I-80 have been identified:
 - Vacaville Davis Street Park & Ride, located at Hickory Lane and Davis Street.
 - Potential stop locations are on Hickory Lane directly adjacent to the park & ride or at one of the bus bays located in the center of the park & ride.
 - This location is also served by:
 - FAST Route 20
 - Vacaville City Coach Route 8
 - The distance from Fairfield Transportation Center is 10.1 miles
 - The Vacaville Transportation Center, located at Allison Drive & Travis Way.
 - This location is currently served by the following transit routes:
 - FAST Route 20
 - Express service between Fairfield Transportation Center and Vacaville Transportation Center
 - FAST Route 30
 - Express service between Fairfield Transportation Center and Sacramento
 - FAST Route 40
 - Express service between Walnut Creek and Vacaville Transportation Center
 - Yolobus Route 220
 - Express service between Vacaville Transportation Center and UC Davis
 - All six Vacaville City Coach routes
 - The distance from Fairfield Transportation Center is 11.2 miles

2.3 PROPOSED ALIGNMENT CHANGE

Alignment between Napa Valley College and Devlin Road/Airport Boulevard (Route 21-A and Route 21-B)

- Use SR-221/Soscol Ferry Road between Devlin Road and Napa Valley College instead of Vista Point Drive/Napa Valley Corporate Drive/Kaiser Road. This new alignment eliminates the Corporate Drive stop.

2.4 PROPOSED STOP IMPROVEMENTS

Devlin Road/Airport Boulevard (Route 21-A, Route 21-B, and Route 11 Express)

- Implement improved stop facilities including sidewalks and concrete waiting area with lighting, wayfinding, shelter, seating, Wi-Fi, bike storage, and real-time transit information. Provide crosswalks and pedestrian infrastructure at signalized intersection.
- Provide improved bike network through the industrial/business park

3. Route 25

3.1 PROPOSED SERVICE

Route 25 funding is ending due to Caltrans 5311 F program cuts.

In the long-term, when alternative grant funding sources become available, Route 25 may be reintroduced and serve the following stops:

- Soscol Gateway Transit Center (alignment change – see **Section 3.3**)
- Downtown Napa (new stop – see **Section 3.2**)
- Imola Park & Ride (stop relocation – see **Section 3.2**, alignment change – see **Section 3.3**, stop improvement – see **Section 3.4**)
- Sonoma Stop (To Be Determined)
- Downtown Petaluma SMART Station (new stop– see **Section 3.2**)

3.2 PROPOSED STOPS

Downtown Napa (Route 25, Route 10 Express, Route 11 Express, and Route 29)

- A new stop is recommended in Downtown Napa between Redwood Park & Ride and Soscol Gateway Transit Center. A potential location for this stop is 3rd Street & Randolph Street. Proposed stop locations are:
 - Northbound/Westbound
 - On 3rd Street near-side or far-side of Randolph Street
 - Southbound/Eastbound
 - On 3rd Street far-side of Randolph Street
- This stop will include a bench and shelter, real-time arrival information, wayfinding and transit route information.

Imola Avenue Park & Ride (Route 25 and Route 29)

- Construct in-line stops on SR-29 ramps.
 - Northbound Stop
 - Place stop on the SR-29 northbound off-ramp before Imola Avenue
 - Southbound Stop
 - Located on the SR-29 southbound on-ramp adjacent to the park & ride lot
 - Allow for through movements from SR-29 SB off-ramp to SB on-ramp
- Implement pedestrian infrastructure and lighting between park & ride lot, southbound stop, and northbound stop, including new sidewalk under SR-29 on south side of Imola Avenue
- Provide improved stop facilities including sidewalks and concrete waiting area with lighting, wayfinding, shelter, seating, Wi-Fi, additional bike storage, and real-time transit information.

Future Sonoma Stop (Route 25)

- A long-term stop in or near the City of Sonoma would be beneficial to connect to Sonoma County Transit service. While Sonoma Plaza may require significant out-of-direction travel, it is suggested to identify a stop to provide connectivity to Sonoma County Transit service near the City of Sonoma, likely via Routes 38 and/or 40. The location of this stop would be coordinated with Sonoma County Transit at a point in the future when funding for Route 25 service is identified and the route re-instituted.

Downtown Petaluma SMART Station (Route 25)

- A new stop at the Downtown Petaluma SMART Station in order to connect to SMART rail transit.

3.3 PROPOSED ALIGNMENT CHANGE

Alignment between Soscol Gateway Transit Center and Imola Park & Ride

- Eliminate Gasser Drive & Hartle Court stops
- Route 25 will use SR-29 between Soscol Gateway Transit Center and Imola Park & Ride
 - Eastbound from Imola Park & Ride
 - SR-29 northbound towards 1st Street off-ramp
 - East on 1st Street to California Boulevard
 - South on California Boulevard to 2nd Street
 - East on 2nd Street to Jefferson Street
 - South on Jefferson Street to 3rd Street
 - East on 3rd Street to Soscol Gateway Transit Center
 - Westbound from Soscol Gateway Transit Center
 - West on 3rd Street to Jefferson Street
 - North on Jefferson Street to 1st Street
 - West on 1st Street to SR-29 southbound
- With future reversal of 1st/2nd Street couplet, directions on 1st and 2nd Streets are reversed. Also, evaluate feasibility of modifying parking striping on 3rd Street to allow southbound left-turn from

California Street to 3rd Street. This would allow buses to remain on 3rd Street instead of using Jefferson Street to 1st/2nd Streets.

Alignment between Imola Park & Ride and SR-12

- Route 25 will use SR-29 to and from SR-12 rather than Foster Road with stops on the SR-29 on-/off-ramps at the Imola Park & Ride.

4. Route 29

4.1 PROPOSED SERVICE

Split existing Route 29 into three separate routes: Route 10 Express, Route 11 Express, and Route 29.

Route 10 Express

- Route 10 Express will serve existing Route 29 stops north of the Soscol Gateway Transit Center:
 - Napa Valley College (stop relocation - see **Section 2.2**)
 - Soscol Gateway Transit Center (alignment change – see **Section 4.3**)
 - Downtown Napa (new stop – see **Section 3.2**)
 - Redwood Park & Ride (alignment change – see **Section 4.3**, stop improvement – see **Section 4.4**)
 - Yountville at California Drive (stop relocation – see **Section 4.2**)
 - St Helena Post Office
 - Calistoga Lincoln Bridge
- Provide 2-4 trips per day per direction

Route 11 Express

- In the short-term, Route 11 Express would serve the following stops:
 - Redwood Park & Ride (alignment change – see **Section 4.3**, stop improvement – see **Section 4.4**)
 - Downtown Napa (new stop – see **Section 3.2**)
 - Soscol Gateway Transit Center
 - Napa Valley College (stop relocation – see **Section 2.2**)
 - Devlin Road/Airport Boulevard (alignment change – see **Section 4.3**, stop improvement – see **Section 2.4**)
 - American Canyon Post Office
 - Vallejo Ferry Terminal
 - Curtola Park & Ride (new stop – see **Section 4.2**)
- In the long-term, Route 11 Express would serve the following stops:
 - Redwood Park & Ride (alignment change – see **Section 4.3**, stop improvement – see **Section 4.4**)
 - Downtown Napa (new stop – see **Section 3.2**)
 - Soscol Gateway Transit Center
 - Napa Valley College (stop relocation – see **Section 2.2**)

- Devlin Road/Airport Boulevard (alignment change – see **Section 4.3**, stop improvement – see **Section 2.4**)
 - Future American Canyon Park & Ride (new stop – see **Section 4.2**)
 - American Canyon Post Office (stop relocation – see **Section 4.2**)
 - Vallejo Ferry Terminal
 - Curtola Park & Ride (new stop – see **Section 4.2**)
 - El Cerrito del Norte BART
- Direct one-transfer connections to Pleasant Hill BART or Walnut Creek BART can be provided at the Curtola Park & Ride via SolTrans Route 78.
 - Provide hourly service during peaks, and every two hours during off-peaks

Route 29

- In the short-term, Route 29 would serve the following stops:
 - Redwood Park & Ride (alignment change – see **Section 4.3**, stop improvement – see **Section 4.4**)
 - Downtown Napa (new stop – see **Section 3.2**)
 - Soscol Gateway Transit Center
 - American Canyon Post Office
 - El Cerrito del Norte BART
- In the long-term, Route 29 would serve the following stops:
 - Redwood Park & Ride (alignment change – see **Section 4.3**, stop improvement – see **Section 4.4**)
 - Imola Avenue Park & Ride (stop relocation – see **Section 3.2**, stop improvement – see **Section 3.4**)
 - American Canyon Post Office (stop relocation – see **Section 4.2**)
 - SR-37/Fairgrounds Park & Ride (new stop – see **Section 4.2**)
 - El Cerrito del Norte BART
- Provide hourly service during peaks, and every two hours during off-peaks

4.2 PROPOSED STOPS

Yountville (Route 10 Express)

- Remove existing Yountville stops. Implement in-line stops on SR-29 at California Drive.
 - Northbound
 - Place stop on SR-29 northbound on-ramp at California Drive. Bus will exit SR-29 northbound using the California Drive off-ramp, cross California Drive, serve the new stop at the SR-29 northbound on-ramp, and re-enter SR-29 northbound.
 - Southbound
 - Place stop on SR-29 southbound off-ramp at California Drive. Bus will exit SR-29 southbound using the California Drive off-ramp, serve the new stop at the SR-29 southbound off-ramp, cross California Drive, and re-enter SR-29 southbound using the on-ramp.

- Provide improved stop facilities including sidewalks and concrete waiting area with lighting, wayfinding, shelter, seating, Wi-Fi, additional bike storage, and real-time transit information.

Downtown Napa (Route 10 Express, Route 11 Express, and Route 25)

(Proposed stop placement discussed in **Section 3.2**)

- Provide improved stop facilities including sidewalks and concrete waiting area with lighting, wayfinding, shelter, seating, Wi-Fi, additional bike storage, and real-time transit information.

Imola Avenue Park & Ride (Route 29, Route 25)

(Proposed stop placement discussed in **Section 3.2**)

Napa Valley College (Route 10 Express, Route 11 Express, Route 21)

(Proposed stop placement discussed in **Section 2.2**)

Future American Canyon Park & Ride (Route 11 Express)

- A future park & ride in American Canyon can be included for long-term consideration. Potential city-owned properties may be viable locations for a park & ride that can serve the northern parts of American Canyon.

American Canyon Post Office (Route 29 and Route 11 Express)

- Remove existing American Canyon Post Office stops. Implement northbound and southbound stops on SR-29 at Crawford Way. The southbound stop would be near-side and the northbound stop would be far-side. This location would be an approximately 800 foot walk from the existing park & ride lot at the American Canyon Post Office.
- Provide improved stop facilities including sidewalks and concrete waiting area with lighting, wayfinding, shelter, seating, Wi-Fi, additional bike storage, and real-time transit information.
- Signalize SR-29 & Crawford Way and provide pedestrian infrastructure and crosswalk.

SR-37 / Fairgrounds Park & Ride (Route 29)

- This is a potential future park & ride being considered by STA and SolTrans. If this park & ride is built and served by those agencies, then re-route Route 29 to serve this location via SR-37

Curtola Park & Ride (Route 11 Express)

- This stop has existing infrastructure and offers transfer opportunities to SolTrans Route 3, Route 78, and Route 80.

Note: All new/relocated stops to include lighting, shelter, seating, wayfinding, and real-time transit information. Some may include Wi-Fi and security elements if feasible.

4.3 PROPOSED ALIGNMENT CHANGE

Alignment between Soscol Gateway Transit Center and Redwood Park & Ride (Route 10 Express, Route 11 Express, and Route 29 short-term)

- Northbound from Soscol Gateway Transit Center
 - Burnell Street to 3rd Street

- West on 3rd Street to Jefferson Street
- North on Jefferson Street to 1st Street
- West on 1st Street to SR-29 northbound
- North on SR-29 to Trancas St/Redwood Road
- West on Redwood Road to Solano Avenue
- North on Solano Avenue to Redwood Park & Ride
- Southbound from Redwood Park & Ride
 - South on Solano Avenue to Redwood Road
 - East on Redwood Road to SR-29 southbound
 - South on SR-29 to 1st Street
 - East on 1st Street to Jefferson Street
 - South on Jefferson Street to 3rd Street
 - East on 3rd Street to Burnell Street
- With future reversal of 1st/2nd Street couplet, directions on 1st and 2nd Streets are reversed. Also, evaluate feasibility of modifying parking striping on 3rd Street to allow southbound left-turn from California Street to 3rd Street. This would allow buses to remain on 3rd Street instead of using Jefferson Street to 1st/2nd Streets.
 - Continue onto SR-29 SB on-ramp

Alignment at Devlin Road/Airport Boulevard (Route 11 Express)

- Northbound from American Canyon
 - North on SR-29 towards Airport Boulevard
 - West on Airport Boulevard to Devlin Road
 - North on Devlin Road and serve Devlin Road/Airport Boulevard stop
 - East on Soscol Ferry Road
 - Continue on Soscol Ferry Road to SR-221
- Southbound from Napa
 - South on SR-221 to Soscol Ferry Road
 - South on Devlin Road
 - Serve Devlin Road/Airport Boulevard stop
 - East on Airport Boulevard
 - South on SR-29

4.4 PROPOSED STOP IMPROVEMENTS

Redwood Park & Ride (Route 10 Express, Route 11 Express, Route 29)

- Implement improved stop facilities including wayfinding, Wi-Fi, additional bike storage, and real-time transit information.

Devlin Road and Airport Boulevard (Route 11 Express)

(Proposed stop improvement discussed in Section 2.4)

5. Intersection Priority Improvements in Napa County

5.1 TRANSIT SIGNAL PRIORITY

Implement TSP at signalized intersections in Napa County on SR-29, SR-121, SR-221, and SR-12. Locations proposed for TSP are shown in **Table 4**.

Table 4 – TSP Improvement Locations and Characteristics

Arterial	Intersection	Bus Route	Controller	Program	Coordination?
SR-29	SR-29/Washington St (Calistoga)	10X	*	*	*
	SR-29/Foothill Blvd (Calistoga)	10X	*	*	*
	SR-29/Fulton Ln (St Helena)	10X	170	C8.4	No
	SR-29/Adams St (St Helena)	10X	170	C8.4	No
	SR-29/Pope St (St Helena)	10X	170	C8.4	No
	SR-29/Mitchell Dr (St Helena)	10X	170	C8.4	No
	SR-29/Madison St (Yountville)	10X	170	C8.4	No
	SR-29/Oak Knoll Ave (Napa)	10X	2070	2.20	No
	SR-29/Salvador Ave (Napa)	10X	*	C7.4	Yes
	SR-29/Wine Country Ave (Napa)	10X	170	C8.4	Yes
	SR-29/Trower Ave (Napa)	10X	170	C8.4	Yes
	SR-29/SR-12 Sonoma Hwy (Napa)	29	2070	2.20	No
	SR-29/CA-12/SR-221 (Napa)	29, 11X, 21	170	C8.4	No
	SR-29/Airport Blvd-SR-12 (Napa)	29	170	C8.4	No
	SR-29/S Kelly Rd (American Canyon)	29, 11X	170	C8.4	No
	SR-29/Napa Junction Rd (American Canyon)	29, 11X	170	C8.4	Yes
	SR-29/Eucalyptus Dr (American Canyon)	29, 11X	170	C8.4	Yes
	SR-29/Rio Del Mar (American Canyon)	29, 11X	170	C8.4	Yes
	SR-29/Donaldson Way W (American Canyon)	29, 11X	170	C8.4	Yes
	SR-29/W American Canyon Rd (American Canyon)	29, 11X	2070	2.17	*
SR-121	SR-121 (Soscol Ave)/Silverado Trail (Napa)	29 (ST), 11X, 21	2070	2.20	Yes
	SR-121 (Soscol Ave)/Kansas Ave (Napa)	29 (ST), 11X, 21	2070	2.20	Yes
	SR-121 (Soscol Ave)/Shetler Ave (Napa)	29 (ST), 11X, 21	2070	2.20	Yes
SR-221	SR-221 (Napa Vallejo Hwy)/Imola Ave (Napa)	29 (ST), 11X, 21	2070	2.20	Yes
	SR-221 (Napa Vallejo Hwy)/Magnolia Dr (Napa)	29 (ST), 11X, 21	2070	2.20	Yes
	SR-221 (Napa Vallejo Hwy)/Streblov Dr (Napa)	29 (ST), 11X, 21	170	C8.4	No
	SR-221 (Napa Vallejo Hwy)/Kaiser Rd (Napa)	29 (ST), 11X, 21	2070	2.20	No
	SR-221 (Napa Vallejo Hwy)/Napa Valley Corporate Way (American Canyon)	29 (ST), 11X, 21	2070	2.20	No
SR-12	SR-12-Airport Blvd/SR-29 (Napa)	11X, 21	170	C8.4	No
	SR-12/S Kelly Rd (American Canyon)	21	170	C8.4	No
	SR-12/Kirkland Ranch Rd (American Canyon)	21	170	C8.4	No

Note: * indicates data not available

5.2 QUEUE JUMP LANES

SR-29 & SR-221/Soscol Ferry Road (Napa)

- From Soscol Ferry Road (Route 11 Express, Route 21)
 - Existing: 1 left-turn only lane, 1 through/right lane
 - Recommended: Construct dedicated right-turn lane and use as queue jump lane for bus through movements
- From SR-221 (Route 11 Express, Route 21)
 - Existing: 2 left-turn only lanes, 1 through/right lane
 - Recommended: Construct dedicated right-turn lane and use as queue jump lane
 - Alternative: Extend southbound through lane to reduce queue impacts on bus
- Eastbound Direction (Route 29 long-term)
 - Existing: 1 left-turn only lane, 2 through lanes, 1 right-turn only lane, 3 receiving lanes
 - Recommended: Convert existing right-turn only lane into queue jump lane and construct new right-turn only lane

SR-29 & SR-12/Airport Boulevard (Napa)

- Northbound Direction (Route 29)
 - Existing: 1 left-turn only lane, 3 through lanes, 1 right-turn only lane, 3 receiving lanes (additionally, westbound right-turn has a channelized lane)
 - Recommended: Implement queue jump lane in right hand through lane.
- Southbound Direction (Route 29)
 - Existing: 2 left-turn only lanes, 2 through lanes, 1 channelized right-turn lane, 2 receiving lanes (additionally, eastbound right-turn has a channelized lane)
 - Recommended: Construct a dedicated queue jump lane accessed from the right turn lane. This would require modifying the signal pole location.

SR-29 & Napa Junction Road (American Canyon)

- Northbound Direction (Route 11 Express, Route 29)
 - Existing: 1 left-turn only lane, 2 through lanes, 1 right-turn only lane, 3 receiving lanes. A 2013 turning movement count shows the volume of northbound AM peak hour right-turns is 10 (0.5 percent of the northbound approach total) and the volume of northbound PM peak hour right-turns is 23 (1.9 percent of northbound approach total).
 - Recommended: Implement advanced right-turn phase and utilize the right-turn lane as a queue jump.
- Southbound Direction (Route 11 Express, Route 29)
 - Existing: 1 left-turn only lane, 2 through lanes, 1 right-turn only lane, 3 receiving lanes. A 2013 turning movement count shows the volume of southbound AM peak hour right-turns is 38 (3.6 percent of the southbound approach total) and the volume of southbound PM peak hour right-turns is 504 (21.4 percent of the southbound approach total).

- Recommended: Use existing right-turn lane for queue jump lane and construct new right-turn lane.

SR-29 & Donaldson Way (American Canyon)

- Northbound Direction (Route 11 Express, Route 29)
 - Existing: 1 left-turn only lane, 2 through lanes, 15 foot striped off shoulder, 2 receiving lanes. A 2013 turning movement count shows the volume of northbound AM peak hour right-turns is 26 (1.7 percent of the northbound approach total) and the volume of northbound PM peak hour right-turns is 64 (4.7 percent of the northbound approach total).
 - Recommended: Convert shoulder to shared right-turn queue jump lane. Implement a bus-only phase.
- Southbound Direction (Route 11 Express, Route 29)
 - Existing: 1 left-turn only lane, 2 through lanes, 1 shared through/right-turn lane, 3 receiving lanes. A 2013 turning movement count shows the volume of southbound AM peak hour right-turns is 60 (4.8 percent of the southbound approach total) and the volume of southbound PM peak hour right-turns is 51 (2.5 percent of the southbound approach total).
 - Recommended: Convert shared through/right-turn lane into a right-only lane and use as queue jump.

SR-29 & American Canyon Road (American Canyon)

- Northbound Direction (Route 11 Express, Route 29)
 - 1 left-turn only lane, 2 through lanes, 1 right-turn only lane, 3 receiving lanes. A 2013 turning movement count shows the volume of northbound AM peak hour right-turns is 50 (5.5 percent of the northbound approach total) and the volume of northbound PM peak hour right-turns is 81 (7.1 percent of the northbound approach total).
 - Recommended: Convert right-turn only lane into a dedicated queue jump lane and construct new right-turn only lane.
- Southbound Direction (Route 11 Express, Route 29)
 - 2 left-turn only lanes, 2 through lanes, 1 right-turn only lane, 3 receiving lanes. A 2013 turning movement count shows the volume of southbound AM peak hour right-turns is 94 (7.7 percent of the southbound approach total) and the volume of southbound PM peak hour right-turns is 146 (7.5 percent of the southbound approach total).
 - Recommended: Convert right-turn only lane into a dedicated queue jump lane and construct new right-turn only lane.

6. General Improvements

6.1 TRIP PLANNING

Google Transit

Vine Express Routes are not currently incorporated with Google Maps transit options. Many people may be unaware that Vine Express Routes offer service between their origin/destination because it does not appear in the app. It is recommended to provide a publicly available transit feed.

Smartphone App

The current myStop application has limited information and was not well perceived by the public. It is recommended for NVRTA to create a more functional application or to partner with a more user-friendly application (it is noted that NVRTA routes and stops are included in Citymapper, a popular Bay Area app, but it does not seem to identify a trip option for using express bus routes).

6.2 SCHEDULE AND TRANSFERS

Trip Times

It was observed from 2015 on-time performance data that a large number of trips were departing late from the trip origin stop. This is likely due to late arrivals from the preceding trip. Trips that are consistently departing late may benefit from additional schedule time for the preceding trip, additional layover time between trips, or a change in scheduled departure. Schedules will be reviewed at a subsequent phase of this project.

Coordinated Timepoints for Transfers

- Key timepoint transfers include the following:
 - Route 10 Express with Route 29 (near-term)/Route 11 Express at Soscol Gateway Transit Center
 - Connects Calistoga, Vallejo Ferry Terminal, and El Cerrito Del Norte BART
 - Route 10 Express with Route 29 (long-term) at Redwood Park & Ride
 - Connects Calistoga and El Cerrito Del Norte BART
 - Route 29 (long-term) does not serve Downtown Napa so it is recommended to implement a timed connection with an existing local route that does. Possible options include Route 3 at Imola Park and Ride
 - Route 11 and Route 21 at Soscol Gateway Transit Center
 - Connects American Canyon and Solano County
 - BART to Route 29 at El Cerrito del Norte BART
 - Provide short transfers for afternoon/PM trips

6.3 EXPANDED PARKING NEAR SOSCOL GATEWAY TRANSIT CENTER

Parking Expansion at Adjacent Lots

The most ideal locations for expanded transit center parking are the lots adjacent to the transit center.

- Wine Train Parcel West of Soscol Gateway
 - The parking lot directly south of the Greenberg Quality Motors building is owned by the Wine Train. An approximately 12,000 square foot area is located immediately east of the rail tracks, just west of the transit center. An approximately 31,000 square foot area is located immediately west of the tracks, with access from 3rd Street and northbound Soscol Ave. The western portion of the Wine Train lot would require pedestrians to access the transit center by crossing the tracks at 3rd Street or Soscol Avenue. Immediately north of the Wine Train lot are the Greenberg lots, totaling 0.3 acres with the same access.
- Bell Products, Inc
 - This 0.6 acre parking lot is directly south of the transit center and is accessible from Burnell St.

Nearby City Lots

- There are three empty City-owned lots north of 3rd Street near Lawrence Street totaling 1.6 acres. Use of these lots would require pedestrian crossing improvements at 3rd Street & Burnell Street or 3rd Street & Lawrence Street. The City has plans to pave this area for public parking.
- The City owns a 1.4 acre lot at Pearl Street & Yajome Street and is planning to construct a parking garage at this location. Use of this lot for transit parking would require provision of an express bus stop in this vicinity.

Figure 1 - Stops and Alignments Improvement Recommendations (Short-Term)

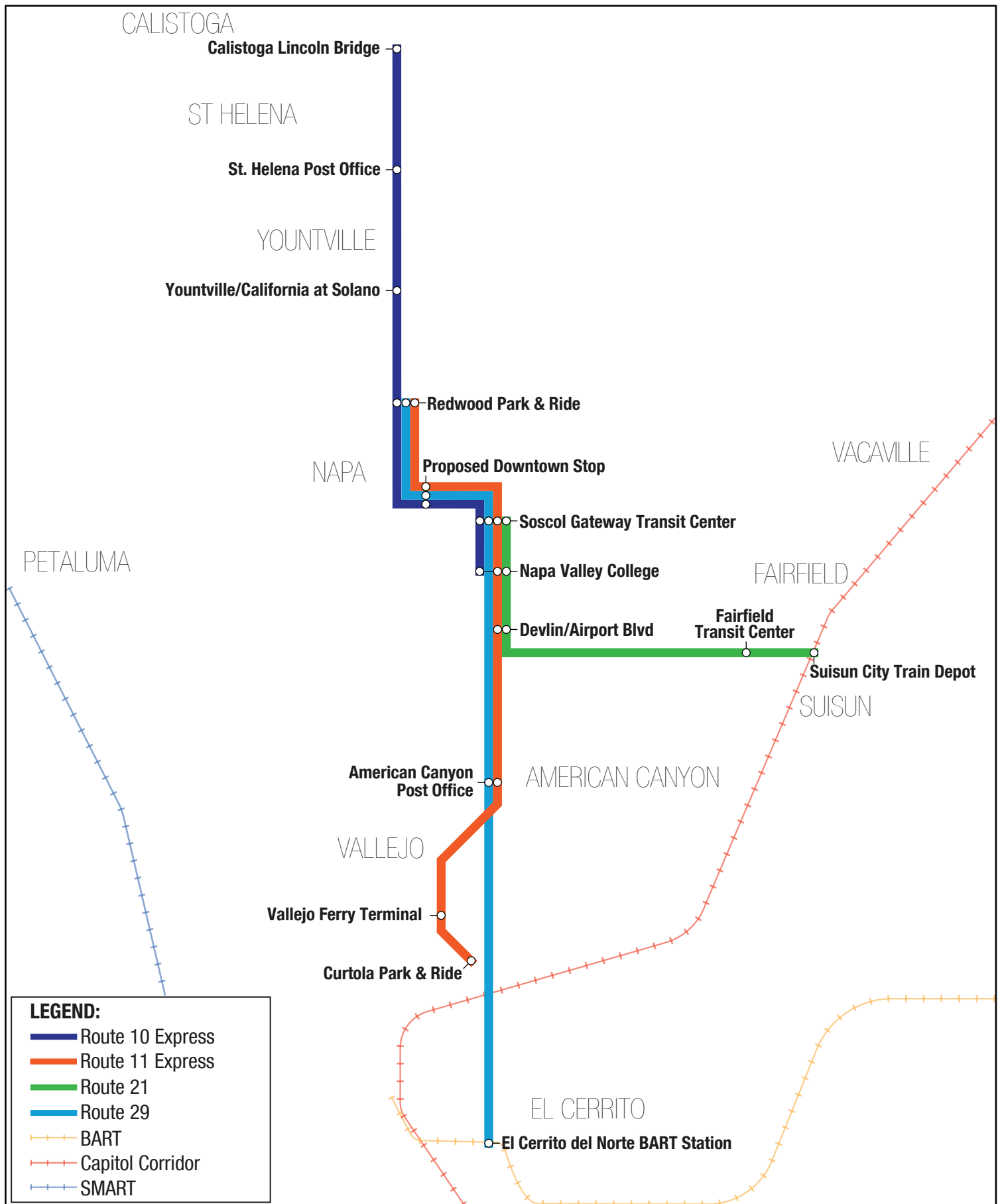


Figure 2 - Stops and Alignments Improvement Recommendations (Long-Term)

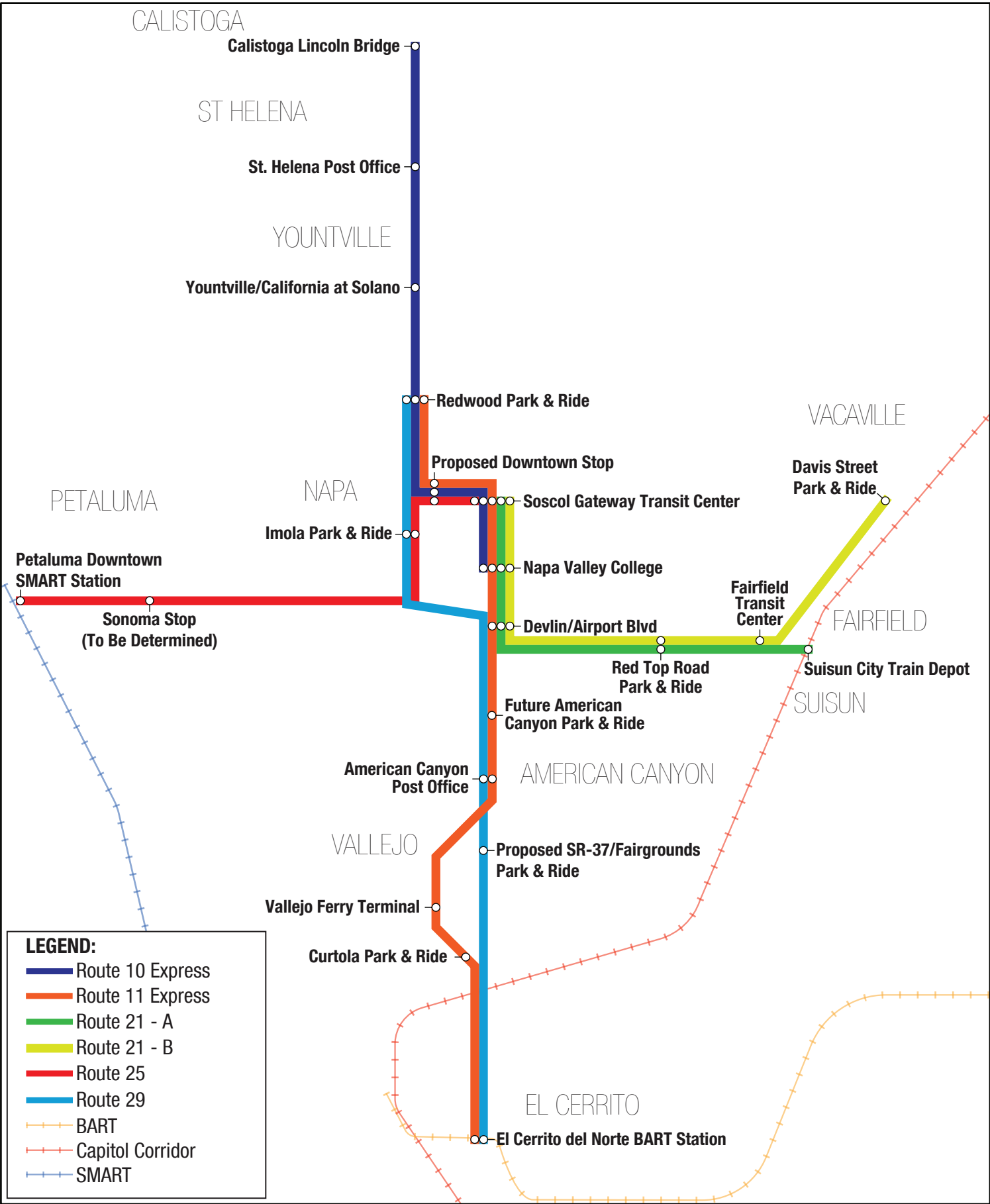
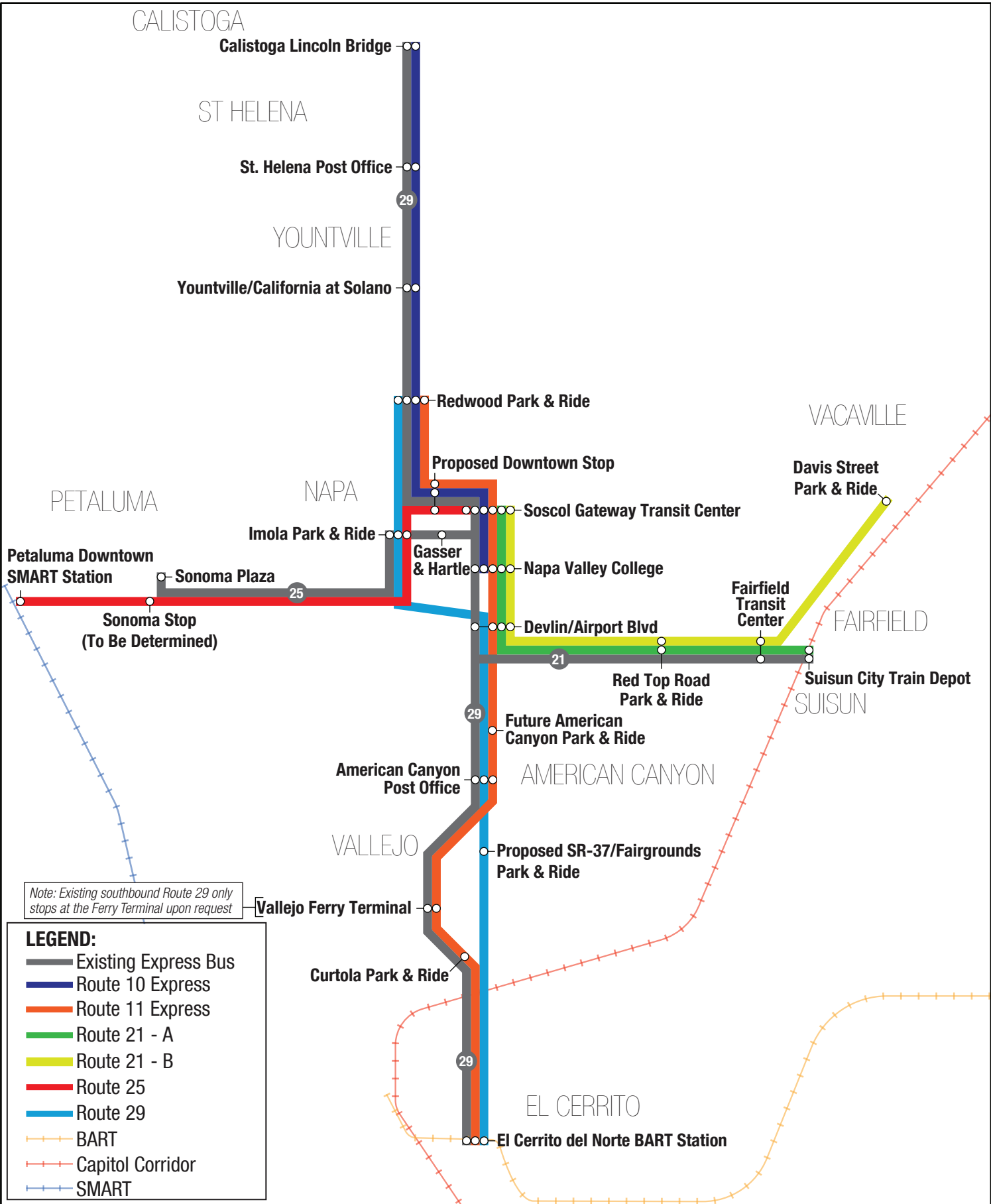


Figure 3 - Long-Term Stops and Alignments Improvement Recommendations (With Existing Express Bus)



Note: Routes 10 and 11 will continue to operate at normal service levels



May 4, 2017
TAC Agenda Item 7.4
Continued From: New

Action Requested: **INFORMATION**

NAPA VALLEY TRANSPORTATION AUTHORITY TAC Agenda Letter

TO: Technical Advisory Committee
FROM: Kate Miller, Executive Director
REPORT BY: Diana Meehan, Associate Planner
(707) 259-8327 / Email: dmeehan@nvta.ca.gov
SUBJECT: Bicycle Lane Classifications-Update

RECOMMENDATION

Information only

EXECUTIVE SUMMARY

NVTA staff will provide TAC members with descriptions and information on bicycle facility classifications with a focus on the newest facility types and the benefits each facility provides for completing a connected bicycle network for users of all ages and abilities.

FISCAL IMPACT

None

BACKGROUND AND DISCUSSION

The American Association of State Highway Transportation Officials (AASHTO) defines a bike lane as *“a portion of a roadway which has been designated by striping, signing, and pavement markings for the preferential or exclusive use of bicyclists.”* Bicycling is increasing not only as a form of recreation, but as a viable form of transportation. Consequently, state, regional and county goals have been established that support increasing the bicycle transportation mode share up to 10% by the year 2040.

The California Manual on Uniform Traffic Control Devices 2014 (MUTCD) and the Highway Design Manual (HDM) provide guidance for municipal officials on bicycle facility design. In 2014, Caltrans design division endorsed the National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide. The NACTO guide

is the result of efforts by a national team of bicycle facility experts to create a standardized set of treatments to create safer bicycling conditions.

In addition, the U.S. Department of Transportation Federal Highway Administration (FHWA) safety division promotes innovative approaches to bicycle facility design and has published numerous design guidebooks, webinars and reports promoting proven countermeasures for safer bicycle facilities:

http://safety.fhwa.dot.gov/ped_bike/

There are four (4) Bikeway Facility Classifications (Section 890.4 HDM):

- **Class I** - Bike paths or shared use paths, also referred to as “Class I bikeways,” which provide a completely separated right-of-way designated for the exclusive use of bicycles and pedestrians with crossflows by motorists minimized.
- **Class II** - Bike lanes, also referred to as “Class II bikeways,” which provide a restricted right-of-way designated for the exclusive or semi-exclusive use of bicycles with through travel by motor vehicles or pedestrians prohibited, but with vehicle parking and crossflows by pedestrians and motorists permitted
- **Class III** - Bike routes, also referred to as “Class III bikeways,” which provide a right-of-way on-street or off-street, designated by signs or permanent markings and shared with pedestrians and motorists.
- **Class IV** - Cycle tracks or separated bikeways, also referred to as “Class IV bikeways,” which promote active transportation and provide a right-of-way designated exclusively for bicycle travel adjacent to a roadway and which are protected from vehicular traffic. Types of separation include, but are not limited to, grade separation, flexible posts, inflexible physical barriers, or on-street parking. This classification was added in 2014 when the governor signed AB1193 (Ting) “Protected Bikeways Act” into law.

The different facility types provide a cycling environment for all types of riders. There are typically four categories used to describe the on-street comfort level of bicyclists:

- Strong and Fearless (< 1%)
- Enthused and Confident (7%)
- Interested but Concerned (60%)
- No Way No How (33%)

Creating a network using a combination of all four facility types provides a safe, comfortable environment for users of all ages and abilities. Designing connected on

and off-street facilities that encourage the “Interested but Concerned” group could significantly advance the goal of increasing the bicycle transportation mode share to 10% by 2040.

Measure T funding can provide the needed funding for upgrading bicycle facilities as part of improving local streets and roads. Incorporating bicycle facilities with repaving projects is a cost effective way to achieve connected bicycle networks and to implement complete streets throughout all jurisdictions.

SUPPORTING DOCUMENTS

Attachment(s): (1) Power Point PDF

BICYCLE FACILITY CLASSIFICATIONS UPDATE



Technical Advisory Committee

Thursday May 4, 2017



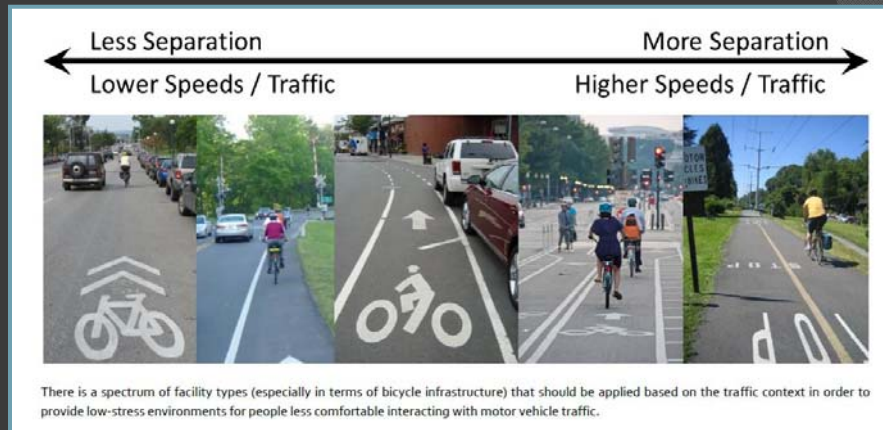
State Goal

Sustainability, Livability and Economy

- Strategic objective to improve the quality of life for all Californians by providing mobility choice
- Increase non-auto modes by 2020
 - **Triple bicycle**
 - Double pedestrian
 - Double Transit



Low Stress vs High Stress



3

Creating low stress bicycling networks:

- Variety of facility types that accommodate all types of riders and varying comfort levels
- Wayfinding and signage
- Connections to schools, transit, employment and shopping
- High visibility pavement markings, particularly in conflict zones

4

People fall into one of four categories when it comes to bicycle riding:



Strong and Fearless



Enthusied and Confident

Strong and Fearless:

fine with all roads they are allowed to travel on.

Enthusied and Confident:

prefer to have bike lanes or bike paths that define a space for bicycle travel.



Interested but Concerned



No Way, No How

Interested but Concerned:

prefer little or no interaction with motor vehicles.

No Way, No How: will not be riding a bicycle.

5

Bicycle Lane Description

The American Association of State Highway Officials (AASHTO) defines a bicycle lane as:

"a portion of a roadway which has been designated by striping, signing and pavement markings for the preferential or exclusive use of bicyclists."



6

Bicycle Facility Classifications

- Four types of facility classifications
 - Class I (off-street)
 - Class II (on-street)
 - Class III (shared, on-street)
 - Class IV (separated, exclusive use)

7

Newest Facility Classification

Class IV (Cycle Tracks or Separated Bikeways-
AB1193 (Ting) 2014)

- Adjacent to the roadway
- Exclusive use for bicycles
- Vertical separation
 - Curbs
 - Planter strips
 - Inflexible barriers
 - Flexible posts
 - Parking

8

Class IV Facilities

- Cycle Tracks
- Separated Bikeways



9



Class IV –Transit Stop

Parking protected



10



Curb protected



Painted buffer and flexible posts and parking

11



Class IV Two-way



12

● Class II – Bike lanes

- Restricted right-of-way designated for exclusive or semi-exclusive use of bicycles
- Through travel by motor vehicles or pedestrians prohibited
- Vehicle parking and crossflows by pedestrians and motorists permitted
- Multiple types of Class II treatments

13



14

Class II Facilities-Green Lanes



15

Class II Facilities-Buffered



Wide buffer and green paint at conflict zone-Freeway onramp/underpass treatment

Door zone buffer and travel lane buffer



16

Consider Incorporating on-road bicycle networks into resurfacing projects

- Efficient cost-effective way to create connected networks
- Enhances access to jobs, schools and services
- Creates safer more comfortable roadways for all users
- More efficient than putting in the same facility as a stand-alone project
- FHWA supports integrating bicycle facilities into roadway projects

17

CA State Law requires vehicles give 3 feet minimum when passing a cyclist (Three Feet for Safety Act-2014 AB 1371)



CVC Section 21760

18



Links:

- https://www.fhwa.dot.gov/environment/bicycle_pedestrian/guidance/index.cfm
- <http://www.pedbikeinfo.org/>
- <http://www.dot.ca.gov/d4/transplanning/pedbikeprogram.html>
- <https://napabike.org/>

Questions



21



NAPA VALLEY TRANSPORTATION AUTHORITY TAC Agenda Letter

TO: Technical Advisory Committee (TAC)
FROM: Kate Miller, Executive Director
REPORT BY: Diana Meehan, Associate Planner
(707) 259-8327 / Email: dmeehan@nvta.ca.gov
SUBJECT: Napa Countywide Bicycle Plan Update

RECOMMENDATION

Information only

EXECUTIVE SUMMARY

The Napa Countywide Bicycle Plan was last updated in 2011. Since the last update, changes have occurred within bicycle funding programs, primarily with the development and adoption of the Active Transportation Program (ATP). ATP was created by Senate Bill 99 Chapter 359 in September 2013, and combined multiple funding programs, including the Bicycle Transportation Account (BTA) and Safe Routes to Schools (SRTS) into a single program to streamline funding resources for active transportation. The primary goal is to promote programs and projects throughout the state that improve active transportation networks and improve safety.

The Countywide Bicycle Plan Update will bring the current plan into compliance with ATP program requirements and will align with state, regional and local goals for increasing bicycle mode share through improvements to the bicycle network. The Bike Plan, when coupled with the recently completed Countywide Pedestrian Plan, will create a complete Active Transportation Plan that will be recognized by the state and regional funding agencies.

Task order #4 was issued on February 2, 2017 to nine (9) qualified firms under the terms of RFQ 2015-03 On-Call Planning Services for the Napa Countywide Bicycle Plan Update. Four proposals were received. After evaluation and negotiation of the proposal, Toole Design Group LLC was recommended for award. The NVTA Board approved the task order at their April 19 meeting in an amount not to exceed \$230,000.

FISCAL IMPACT

Is there a Fiscal Impact? Yes \$230,000

Is it currently budgeted? Yes

Where is it budgeted? CMA Planning Funds, \$200,000; Annual Bicycle Counts, \$20,000; Active Transportation Outreach, \$10,000. Board approved the FY 2016-17 and 2017-18 Budgets at their June 15, 2016 meeting.

Future fiscal impact? No

Consequences if not approved? The Napa Countywide Bicycle Plan Update will not be completed and funding opportunities for bicycle projects may be compromised.

CEQA REQUIREMENTS

ENVIRONMENTAL DETERMINATION: The proposed action is not a project as defined by 14 California Code of Regulations 15378 (State CEQA Guidelines) and therefore CEQA is not applicable.

BACKGROUND AND DISCUSSION

The last Countywide Bicycle Plan was completed in 2011 and adopted prior to changes in bicycle funding program requirements of the Active Transportation Program (ATP). Last year, the first Countywide Pedestrian Plan was completed and will combine with the updated Bicycle Plan to create an Active Transportation Plan that will provide guidance to jurisdictions for improving the active transportation network in Napa County. A comprehensive active transportation network plan will provide the framework for achieving the Countywide Transportation Plan, Vision 2040 goal of a 10% bicycle mode share by 2040.

The first Statewide Bicycle and Pedestrian Plan, "Towards an Active California" (Caltrans) and the first Regional Bicycle Plan (Caltrans District 4) are both currently in progress. The statewide plan is a policy focused document that seeks to triple bicycling in the state by 2020. The Statewide plan is scheduled for adoption in spring this year. The District-4 plan is launching its first round of outreach in the region. The district plan will focus on projects within the region that help meet state, regional and local goals for improving the bicycling network.

The Napa Countywide Bicycle Plan Update will benefit from these two recent planning efforts and will help re-establish local program policies and goals with context sensitive solutions for improving bicycling in Napa County.

The process will be similar to previous countywide planning efforts with the process expected to take place over the next eighteen months beginning with a kick-off meeting during Bike Month in May.

The Toole Design Group, LLC will work closely with NVTA staff, jurisdiction staff and local stakeholders throughout the process and will include:

- Meetings with NVTA Technical Advisory, Active Transportation Advisory and Citizens Advisory Committees
- Public Outreach - Community meetings, workshops and presentations-Web-based comment tools
- Existing facility inventory
- Needs assessment - Data collection and forecasting, bicycle counts, mapping
- Best practices toolkit
- Draft Plan - Including screening criteria for project prioritization, outline of funding sources, screening criteria for project prioritization
- Guidelines to ensure consistency between City and Countywide plans
- Environmental Review
- Final Plans - Countywide and jurisdiction plans
- Plan submittals and presentations to each jurisdiction and NVTA Board

Staff will review the tentative project schedule and expectations for participation in the process with the TAC.

SUPPORTING DOCUMENTS

Attachment(s): (1) Project Timeline (Tentative)

Countywide Bicycle Plan Update Timeline - Tentative

Project Tasks		17-May	17-Jun	17-Jul	17-Aug	17-Sep	17-Oct	17-Nov	17-Dec	18-Jan	18-Feb	18-Mar	18-Apr	18-May	18-Jun	18-Jul
1	KICKOFF MEETING AND PROJECT MANAGEMENT															
1.1	Kickoff Meeting															
1.2	Ongoing Project Management															
2	PUBLIC OUTREACH															
2.1	TAC, ATAC, CAC, BTAC, and other Stakeholder Meetings															
2.2	Workshops															
2.3	Web-Based Tools															
3	POLICY AND INFRASTRUCTURE ENVIRONMENTAL SCAN															
3.1	Plan, Policy and Programs Review and Inventory															
3.2	Existing Facilities Inventory															
3.3	Re-establish Goals															
4	NEEDS ASSESSMENT															
4.1	Data Collection and Forecasting															
4.2	Bicycle Data Collection Strategy															
4.3	Collect Bicycle Data															
5	BEST PRACTICES															
5.1	Best Practices Toolkit															
6	NAPA COUNTYWIDE BICYCLE PLAN															
6.1	Administrative Draft Plan															
6.2	Final Draft Plan															
6.3	Final Plan															
7	IMPLEMENTATION PLAN															
7.1	Outline of Funding Sources															
7.2	Develop Screening Criteria and Prioritize Projects															
7.3	Create Design Guidelines															
8	PLAN ADOPTION															
8.1	Plan Submittals and Presentations															
8.2	CEQA Analysis															

Action Requested: **INFORMATION/ACTION**



NAPA VALLEY TRANSPORTATION AUTHORITY
TAC Agenda Letter

TO: Technical Advisory Committee (TAC)
FROM Kate Miller, Executive Director
REPORT BY: Danielle Schmitz, Planning Manager
(707) 259-5968 | dschmitz@nvta.ca.gov
SUBJECT: Suscol Headwaters Preserve Phase II – Jameson Canyon Mitigation Funding

RECOMMENDATION

That the TAC recommend that the NVTA Board approve future STIP funds to the County of Napa in the amount not to exceed \$300,000 to reimburse the County for environmental mitigation on the Jameson Canyon Widening Project.

EXECUTIVE SUMMARY

As part of the Jameson Canyon's Environmental Impact Report (EIR), the U.S. Fish & Wildlife are requiring project mitigation that would preserve 130 acres of open space for project impacts to the red legged frog habitat. The project budget had set aside \$2.1 million for this mitigation but property prices have since soared well beyond estimates and consequently the amount of funds that Caltrans set aside is insufficient to acquire the necessary property to meet the mitigation requirement.

FISCAL IMPACT

Is there a fiscal impact? Yes, \$300,000 of future State Transportation Improvement Program (STIP) funding.

BACKGROUND AND DISCUSSION

Two years ago, Caltrans proposed seeking additional STIP funds from Solano Transportation Authority and NVTA county STIP shares to address the unfunded portion of the Jameson Canyon Project red legged frog mitigation. However, NVTA staff devised an alternative plan that involves partnering with the Napa County Parks and Open Space

District (NCPOSD) on the Suscol Creek project. This proposal would not only minimize the impact on County STIP funds but would bring an additional \$2.1 million to the Napa Valley to acquire additional open space by contributing to phase 2 of the Suscol Creek Project and thereby providing a great resource for Napa Valley communities.

Suscol Creek Phase II is a planned but unfunded project of NCPOSD. The project entails acquiring 298 acres of new open space and 5.3 miles of new trail that would provide public access to Skyline Park. Although no red-legged frogs were found on the phase I and II parcels, the US Fish & Wildlife agreed to approve the property as mitigation providing that NCPOSD build a frog pond and establish a maintenance endowment. This has resulted in a shortfall for acquiring the property and meeting the US Fish & Wildlife additional demands. Depending on the size of the endowment, which is still being negotiated, the project falls short by roughly \$300,000.

In addition to Caltrans' \$2.1 million commitment, the Coastal Conservancy has verbally committed \$500,000, and NCPOSD has budgeted an additional \$200,000 by deferring other needs. Napa County Public Works will provide general funds to NCPOSD for the endowment fund of up to \$300,000, providing that the NVTa Board reimburse the County by providing future "STIP" dollars from NVTa.

NVTa staff will be presenting this proposal to the NVTa Board at its May meeting. NVTa's interest is to keep the funding in Napa County and not have to exhaust the next cycle of Countywide STIP cycle to cover mitigation efforts for Jameson Canyon which are likely to be significantly higher in cost and would not necessarily go towards resources in Napa County.

NCPOSD's deadline to acquire property is June 30, 2017.

Table A reflects the draft budget for completed Phase II of the Suscol Creek/Jameson Canyon Mitigation Package:

Table A	
Tentative Costs	
Suscol Phase II	\$2,600,000
Frog Pond	100,000
Endowment (Up to)	600,000
Total	\$3,300,000
Tentative Revenues	
Caltrans-NVTA-STA/Jameson Mitigation	\$2,100,000
Coastal Conservancy	500,000
Napa County Open Space	400,000
Total	\$3,000,000
Shortfall	(\$300,000)

If we fail to complete the funding package, NCPOSD will lose the \$2.1 million and its option to acquire Phase 2 of Suscol Creek, and NVTA will still be required to fund mitigation costs through its county STIP shares for another eligible property to mitigate for Jameson Canyon Widening.

SUPPORTING DOCUMENTS

Attachment(s): (1) Map of Suscol Headwaters Preserve Phase I and Phase II

