

Napa County Transportation and Planning Agency

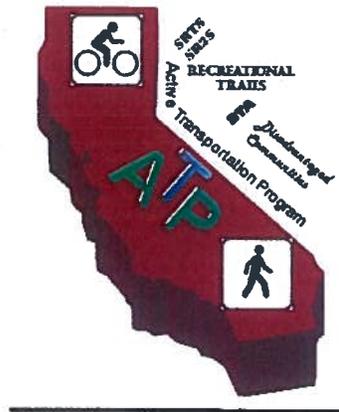
# Napa Vine Trail Phase 2 Gap Closure



May 21, 2014

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# ACTIVE TRANSPORTATION PROGRAM CYCLE 1

## APPLICATION Part 1

**(Includes Sections I, V, VI, VII, VIII & XI)**

**Please read the Application Instructions at  
<http://www.dot.ca.gov/hq/LocalPrograms/atp/index.html>  
prior to filling out this application**

**Project name:**

Napa Vine Trail Phase 2 Gap Closure

**For Caltrans use only:**  TAP  STP  RTP  SRTS  SRTS-NI  SHA  
 DAC  Non-DAC  Plan

**I. GENERAL INFORMATION**

**Project name:** Napa Vine Trail Phase 2 Gap Closure

(fill out all of the fields below)

<b>1. APPLICANT (Agency name, address and zip code)</b> Napa County Transportation & Planning Agency 625 Bumell St., Napa, CA 94559-3420	<b>2. PROJECT FUNDING</b> ATP funds Requested \$ <u>3,600,000.00</u> Matching Funds \$ <u>900,000.00</u> (If Applicable) Other Project funds \$ <u>0.00</u> <b>TOTAL PROJECT COST \$ <u>4,500,000.00</u></b>
<b>3. APPLICANT CONTACT (Name, title, e-mail, phone #)</b> Herb Fredricksen Civil Engineer hfredricksen@nctpa.net, 707-259-5951	<b>5. PROJECT COUNTY(IES):</b> <p align="center">Napa County</p>
<b>4. APPLICANT CONTACT (Address &amp; zip code)</b> NCTPA 625 Bumell Street, Napa, CA 94559-3420	<b>7. Application # <u>1</u> of <u>1</u> (in order of agency priority)</b>
<b>6. CALTRANS DISTRICT #- Click Drop down menu below</b> District 4	

**Area Description:**

<b>8. Large Metropolitan Planning Organization (MPO)- Select your "MPO" or "Other" from the drop down menu&gt;</b>	MTC Metropolitan Transportation Commission
<b>9. If "Other" was selected for #8- select your MPO or RTPA from the drop down menu&gt;</b>	
<b>10. Urbanized Area (UZA) population (pop.)- Select your UZA pop. from drop down menu&gt;</b>	Small Urban (Pop =or<200,000 but > than 5,000)

**Master Agreements (MAs):**

11.  Yes, the applicant has a FEDERAL MA with Caltrans.
12.  Yes, the applicant has a STATE MA with Caltrans.
13. If the applicant does not have an MA. Do you meet the Master Agreement requirements? Yes  No   
 The Applicant MUST be able to enter into MAs with Caltrans

**Partner Information:**

<b>14. Partner Name*:</b>	<b>15. Partner Type</b>
<b>16. Contact Information (Name, phone # &amp; e-mail)</b>	<b>17. Contact Address &amp; zip code</b>

Click here if the project has more than one partner; attach the remaining partner information on a separate page

\*If another entity agrees to assume responsibility for the ongoing operations and maintenance of the facility, documentation of the agreement must be submitted with the application, and a copy of the Memorandum of Understanding or Interagency Agreement between the parties must be submitted with the request for allocation.

**Project Type: (Select only one)**

18. Infrastructure (IF)       19. Non-Infrastructure (NI)       20. Combined (IF & NI)

**Project name:** Napa Vine Trail Phase 2 Gap Closure

**I. GENERAL INFORMATION-continued**

**Sub-Project Type** (Select all that apply)

21.  Develop a Plan in a Disadvantaged Community (select the type(s) of plan(s) to be developed)  
 Bicycle Plan     Safe Routes to School Plan     Pedestrian Plan  
 Active Transportation Plan

(If applying for an Active Transportation Plan- check any of the following plans that your agency already has):

- Bike plan     Pedestrian plan     Safe Routes to School plan     ATP plan

22.  Bicycle and/or Pedestrian infrastructure  
 Bicycle only:     Class I     Class II     Class III  
 Ped/Other:     Sidewalk     Crossing Improvement     Multi-use facility

Other:

23.  Non-Infrastructure (Non SRTS)

24.  Recreational Trails\*-     Trail     Acquisition

**\*Please see additional Recreational Trails instructions before proceeding**

25.  Safe routes to school-     Infrastructure     Non-Infrastructure

If SRTS is selected, provide the following information

26. SCHOOL NAME & ADDRESS:		
27. SCHOOL DISTRICT NAME & ADDRESS:		
28. County-District-School Code (CDS)	29. Total Student Enrollment	30. Percentage of students eligible for free or reduced meal programs **
31. Percentage of students that currently walk or bike to school	32. Approximate # of students living along school route proposed for improvement	33. Project distance from primary or middle school

\*\*Refer to the California Department of Education website: <http://www.cde.ca.gov/ds/sh/cw/filesafdc.asp>

- Click here if the project involves more than one school; attach the remaining school information including school official signature and person to contact, if different, on a separate page

## II. PROJECT INFORMATION

(Please read the "ATP instructions" document prior to attaching your responses to all of the questions in Sections II. Project Information, Section III. Screening Criteria and Section IV. Narrative Questions - 20 pages max)

1. **Project Location** Located in Napa County, the Napa Vine Trail Phase 2 Gap Closure Project is aligned west of SR 29 and between the Napa Valley Wine Train and Solano Avenue. The southerly limit is approximately at Haven Way in the City of Napa and intersection with the following street: Oak Knoll Avenue, Washington Street Connector, Hoffman Lane, and California Drive at the northern limit. See Regional and Location Map Phases in Appendix A

2. **Project Coordinates** Latitude  Longitude   
(Decimal degrees) (Decimal degrees)

3. **Project Description** This project along with the fully funded Phase 1 will provide a 14 mile long section of the Vine Trail from the Town of Yountville to Napa Valley College south of the City of Napa. This Class I path will be 10 ft. wide with shoulders, construct 3 bridges over drainage channels, install 2 traffic signals and other traffic safety improvements, install ADA improvements, remove tree and re-plant with native species per local standards, linking 2 existing park-n-rides adjacent to SR 29.

The Vine Trail is an integral part of Napa County's active transportation future. It is a part of the General Plan and Bicycle Plan for each municipality within the county. It will provide a Class I connection to the Vallejo Ferry Terminal, all park n ride lots in the county, the county's transit center and multiple bus stop locations, be within 1 mile of nearly every school within the district, and align through the downtown of each municipality, major shopping centers and PDA's within the region. The project will expand the active transportation network for Napa County.

4. **Project Status** Environmental - Initial studies for the project started in May 2011, studies to inform the Field Review with Caltrans. The Field Review was conducted with District 4 in April 2013. Per Caltrans comments on the Preliminary Environmental Study a Natural Environmental Study, Initial Site Assessment and various technical memos were submitted to Caltrans over the winter of 13/14, commented on by Caltrans with revised submittals sent in April 2014. It is anticipated that the NEPA determination will be a Mitigated Negative Declaration with a NEPA document authorized by June 2014. CEQA will be guided by the NEPA determination.

Right of way – There are 4 remainder parcels from the dedication of Solano Avenue along the proposed alignment. Our right of way consultant, ARWS of Pleasant Hill, CA, is preparing waiver valuations for presentation to the owners due to the fact that these sliver remainder parcels are valued at less than \$1,000 each. Right of way activities are on hold until the NEPA determination is authorized.

Permits – An encroachment permit was submitted to Caltrans Permitting on April 2, 2014 for two traffic signal installations and work on California Drive in Yountville that will impact SR 29. Caltrans has commented on the permit application and revisions are currently being applied. The Army Corps of Engineers has reviewed the Wetland Delineation and agreed with staff findings and a Preliminary Jurisdictional Determination has been filed.

At one location along the alignment work will be required to modify a culvert in a drainage channel. The California Department of Fish and Game has visited the site and 404 permitting is pending design modifications. We anticipate having the permitting in place by the end of the year.

Plans and specification – Plans are at 70%. 65% design was sent to all the municipalities for comment in April. Comments are being addressed and plans are expected to be finalized in September 2014.

### III. SCREENING CRITERIA

#### 1. Demonstrated Needs of the Applicant

This funding request will construct the *Napa Valley Vine Trail Gap Closure Project Phase 2 (Project)*. The Project includes constructing a 3.3 mile Class I multi-use path, with transit facility improvements in a non-urbanized section of Napa Valley. The project will close the gap between two existing segments of multi-use (bicycle and pedestrian) paths between the Town of Yountville (pop 2,900) and the City of Napa (pop 78,000). This gap closure along with the already funded Phase 1<sup>1</sup> will provide for 14-mile long “central spine” of continuous Class I path from the northern boundary of the Town of Yountville to the southern boundary of the City of Napa. Engineering design, environmental and right of way acquisition are almost complete. The project will provide a transportation mode choice to users as a non-motorized alternative to SR 29 and Solano Avenue which have high traffic speeds and volumes.

Active Transportation Funds (ATP) are being requested for the Phase 2 project. The estimated cost for Phase 2 is \$4.5 million. This ATP application funding request is for \$3.6 Million. Matching funds of \$0.9 Million have already been secured from the non-profit Napa Valley Vine Trail Coalition.

The Project will serve not only the 57% of the residents of Napa County who will live within one and a half miles of the “central spine” but also the 2.9 million visitors who come to the Napa Valley each year and who are a key element in the Napa County economy.

The Project runs parallel to State Route 29 and will offer both residents and visitors opportunities for non-automobile transportation in the corridor. Solano Avenue which also parallels Highway 29 is routinely used by locals as an alternative to SR 29. The speed limit although posted at 45 mph is regularly exceeded. There are no sidewalks and poor shoulders on Solano Avenue. The corridor in which the project is proposed consists of (from east to west): State Highway (California SR 29), the

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<sup>1</sup> Phase 1 of the project is fully funded and will be constructed in 2014/15. Phase 1 of this project constructs 3.2 miles of the Vine Trail and Multimodal facilities within the City of Napa to the northerly City limit at Locust Ave. The cost estimate for Phase 1 is \$3.2 million.

Napa Valley Wine Train railroad, the proposed multi use path located mainly on public right of way and Napa County Flood Control District property and Solano Avenue.

Future opportunity might include the conversion of the Napa Valley Wine Train, which is an excursion trail to a light rail system. The existing rail right of way connects the City of St Helena to the City of Napa. There are additional possibilities for shared rail/trail right of way further south of Napa using the existing alignment owned by Union Pacific Railroad to connect to the City of Vallejo. This would make Napa Valley Vine Trail Gap Closure Project Phase 2 even more significant as a "down payment" on this regional multimodal system.

See Appendix B, Section III for a table on how the Project meets the goals of the active transportation program.

See the Economic Benefits Table, Appendix B, Section III for estimate on project benefits.

There is a very high Benefit to Cost ratio. (*See Narrative Section 4 Cost Effectiveness*).

## **2. Consistency with Regional Transportation Plan.**

The Project is consistent with the following:

- Napa County Bicycle Plan
- City of Napa Bicycle Plan
- Town of Yountville Bicycle Plan

The project is consistent with the Metropolitan Transportation Commission strategy to prioritize new investments that minimize single occupancy vehicle travel and encourage alternative modes such as transit, walking, and biking.

Completion of the *Napa Valley Vine Trail Gap Closure Project* will advance both regional and local bike and pedestrian facilities which are less expensive and have a significantly longer life than traditional roads. Improving bicycle and pedestrian facilities both on and off the road network will help minimize road usage extending the useful life of Napa's rural roads. Completing the network of Class 1 bike facilities and associated infrastructure improvements in Napa will greatly encourage new users.

#### IV. NARRATIVE QUESTIONS

1. **Potential for increased walking and bicycling especially among students, including the identification of walking and bicycling routes to and from schools, transit facilities, community centers, employment centers and other destinations; including increasing and improving connectivity and mobility of non-motorized users. (0-30 points)**

***A. Project will encourage increased walking and bicycling especially among students.***

The Project will serve not only the 57% of the residents of Napa County who will live within one and a half miles of the “central spine” but also the 2.9 million visitors who come to the Napa Valley each year and who are a key element in the Napa County economy. When completed the 14-mile spine will serve over 18,000 students. (See Appendix B, Q1 Table 1 and Map 1)

***B. The type and number of possible users and their destinations, and the anticipated percentage increase in users upon completion of the project.***

The projected numbers of existing and additional pedestrians and bicyclists on the facility corridor were forecasted using a standardized methodology developed by Alta Planning + Design and the *National Bicycle & Pedestrian Documentation Project*<sup>1</sup>. Alta also developed a demand estimate for the Napa Valley Vine Trail as part of the “*Napa Greenway Feasibility Study*” (2008) for Napa County Transportation and Planning Agency.

In addition to the schools, referenced in the response to Question A, above, the trail serves a large commercial area near Redwood Road. The proximity to large commercial destinations combined with proximity to residential areas, existing trail segments, and busy local roadways means the project will be heavily used. An estimated 345,000 additional school/work pedestrian/bicycle trips will be attributed to the facility per year, or, about 945 on average per day. The project will also serve many of the low-moderate income households in Napa County. Many Napa residents work in Yountville and Napa in the hospitality and restaurant businesses along the corridor. See Narrative 6.

Recreational use by visitors and residents is also expected to be high, and will contribute a transportation benefit by providing a means to exercise/recreate without having to drive. The trail directly serves

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<sup>1</sup> [bikepeddocumentation.org](http://bikepeddocumentation.org)

#### IV. NARRATIVE QUESTIONS

numerous hotels in Napa and Yountville, along with wineries and visitor destinations in Yountville. Approximately 410,000 additional pedestrian//bicycle trips per year are forecast to be made by local residents, which includes everything from dog walkers to runners and bicyclists. In addition, an estimated 87,000 visitors per year are projected to use the trail, primarily from the local hotels but also general visits to wineries and scenic rides. Residents of the Veterans Home in Yountville will also be able to use the multi-use path.

A total of 1.29 million trips are forecast to be on the trail annually, including 842,600 new user trips.

*(See: Appendix B, Q1 Table 1)*

***C. How the project improves walking and bicycling routes to and from, connects to, or is part of a school, school facility, transit facility, community center, employment center, state or national trail system, points of interest, and/or park.***

**Schools** - The Project and the already funded Napa Valley Vine Trail Gap Closure Project Phase 1 will connect to the City of Napa's Commuter Bike Path and to Napa Community College, and twenty K-12 schools on the 14-mile corridor. When completed the 14-mile spine will serve almost 18,000 students.

*(See: Appendix B, Q1 Table 2)*

**Transit Facilities** - The Project will provide direct access to the Yountville Park and Ride Lot, the Redwood Road Park and Ride lot, and the Redwood Road Bus Transfer Hub that connects to a number of local and regional bus routes. It will also provide a connection to the Soscol Gateway Multi-Modal Transit Center (SGTC) in downtown Napa, via the existing Commuter Bike Path. The SGTC is the central station for the VINE public transit system which provides connections to Amtrak/Capitol Corridor, BART, and the Vallejo Ferry. *(See Appendix B, Q1 Table 3 and Map)*

**Employment centers - Hotels** - The Vine Trail will connect Napa's cities and towns to its world famous vineyards. It will be a central feature to Napa Valley which attracts 2.9 million visitors/year. The Project will directly connect hotels along Solano Avenue, hotels in Yountville and, via the Commuter Bike Path, hotel developments in the newly revitalized Napa River city center. *(See App. B, Q1 Table 3)*

#### IV. NARRATIVE QUESTIONS

*and map*) Fifteen percent (15%) of all existing hotel rooms within Napa County will have direct access to the Project. The Napa hotel industry provides 10,000 jobs county-wide - many of them low income. It's estimated that 450 hotel employees would regularly use the corridor to access jobs. (*see App. B, Q1 C, Tourism Employment*)

**Wine Tourism and Hospitality Centers** - There are six wineries on the **Project** corridor with access at Yountville to many more tasting rooms within the Town of Yountville. Wine tourism provides many jobs in Napa County and is an essential part of the Napa economy. (*See App. B Table 3 and Map*)

The completion of the **Project** will provide access to three regional retail centers plus many smaller retail and commercial development in Yountville. (*See App. B, Q1 Table 3 and Map*) Napa County has a robust restaurant industry. The trail will greatly improve safety for bicycling between up valley restaurants and affordable housing in Napa for after-hours/evening commutes when the transit system is not operating.

**Parks, Trails and Point of Interest** - The Project is part of the 47-mile Napa Valley Vine Trail, planned between the City of Calistoga in Napa County and the City of Vallejo in Solano County. In Vallejo the proposed bike path will terminate at the Vallejo Ferry Terminal with connections via ferry to San Francisco.

The **Project** will link the Bay Area Ridge Trail in Yountville and the San Francisco Bay Trail via the existing Cross Town commuter bike path. The completion of the gap will significantly improve connectivity between the Ridge Trail and Bay Trail, Solano and Sonoma counties. (*See App. B Map*)

The **Project** will in effect be a linear park or “greenway” with over 300 new trees planted along the corridor augmenting the 200 existing trees which will be preserved. Along the route there will be interpretive signs celebrating historical, cultural and natural resources in Napa Valley. Themes for the signs include Native American people, Mexican and Spanish land grants, Geology and its effects on viticulture and historical characters and events.

#### IV. NARRATIVE QUESTIONS

In addition the trail will link directly with the Veterans Memorial Park in Yountville and, via the Commuter Bike Path, the 107 acre John F. Kennedy Park (60,000 annual visitors) as well as the newly completed Riverfront Green Park both located in the City of Napa. *(See Appendix B Map)*

***D. How the project increases and/or improves connectivity, removes a barrier to mobility and closes a gap in a non-motorized facility***

**Improve Connectivity** - It is estimated that there would be a significant increase in walking and bicycling use of the corridor once the Gap Closure project is completed. It will enable non-motorized users to connect to retail areas, schools, employment and tourist destinations. *(See Appendix B, Table 1)*

The accompanying transit facilities will provide greater mobility to both youth and Napa's aging population (Class 1 multi-use paths also cater to wheel chairs and mobility). Napa has one of the highest per capita aging populations in the State. The VINE Transit System is considered a Small Transit Intensive City by the Federal Transit Administration. Its transit services are diverse to fit the needs of the population and to encourage visitors use.

The Project will greatly improve access to the transit system by the residents of the Yountville Veteran's Home as well as restaurant and hotel workers in the Town of Yountville. Likewise, completing the multi-use path connection to the City of Napa will greatly improve the safety of north/southbound bicycle commute providing a viable non-auto means for workers.

**Closes a "Gap" in a Non-motorized Facility** - There is an existing one mile multi-use path in Yountville and the Cross Town Commuter path in Napa. The six and a half mile gap is being constructed in two phases. Phase 1 (3.2 miles) is funded and will be constructed in 2014/15. The Project (3.3 miles) will close the gap which will create a 14-mile contiguous non-motorized multi-use path conforming to Caltrans and MUTCD standards.

**Mobility Benefits** - The annual mobility benefit is projected to be \$5.34 million dollars *(See Appendix B, Q1 Table 4)*. A summary of the benefits and corresponding economic values are shown in Table 5.

#### IV. NARRATIVE QUESTIONS

Using mobility benefits derived in NCHRP Report 552 based on stated preference analysis which places an economic value on people's time and the amount of extra time that bicycle commuters would be willing to spend to commute on an off-street bicycle trail rather than to commute on a street with parked cars. Mobility benefits apply to both existing bicycle/pedestrian commuters and new bicycle/pedestrian commuters.

**2. Potential for reducing the number and/or rate of pedestrian and bicyclist fatalities and injuries, including the identification of safety hazards for pedestrians and bicyclists. (0-25 points)**

Vehicle trips in the Napa Valley corridor are significantly greater than most rural agricultural counties because of the tourism it draws and imported work force from adjacent counties. Napa County's population is less than 140,000, yet vehicle trips along its major corridor, State Route 29 adjacent to this project range from 22,800 to 54,000 AADT (*see Appendix B, Q2, Traffic Counts Table*). Congestion through this very narrow corridor presents significant challenges to improve non-auto mobility. The County hosts 2.9 million visitors a year, drawn by the wine and hospitality industries, and is ranked the third most popular tourist destination in California.

The County established the first agricultural preserve in the USA which has benefited the region economically but constrains development and limits expansion of the road network. Consequently, the county has turned to alternative means to improve throughput, and active transportation has become a priority. The Vine Trail is key in improving the active transportation network as it serves as the spine to an expanded vision throughout the county.

**A. Describe the potential of the project to reduce pedestrian and or bicycle injuries or fatalities.**

At 70% design construction will include the installation of traffic signals to current standards with infrared detection at the intersections of Solano Avenue and Wine County Ave. and Solano and Salvador Avenue. In addition, several streets on the west side of Solano Avenue that could provide access to the Class I are being analyzed for pedestrian hybrid beacons to improve safety at these un-signalized intersections.

**B. Describe if/how your project will achieve any or all of the following:**

i. *Reduces speed or volume of motor vehicles* - The installation of two traffic signals and pedestrian hybrid beacons will reduce motor vehicle speeds at these intersections.. The Project will also include safety signage warning vehicles of crossings and narrow the corridor by reducing shoulder widths to accommodate the project.

ii. *Improves sight distance and visibility* - Solano Avenue currently includes Class 3 facilities and signage is intermittent or not present. New signals for the Project will require vehicles to slow or stop to give the Vine Trail users the right of way. In addition, the design will employ elements to emphasize conflict areas between bikes, pedestrians, and vehicles, such as colored pathways, signage, and crossing signals/technologies. In addition, trees that obstruct driver vision at various intersections will also be removed and new plantings will be consistent with current designs to ensure cyclists and pedestrians are visible. Most of the major intersections along the right of way will be upgraded with new signals that can be triggered by cyclists and walkers. This will aid in preventing signal running by cyclists and potential collisions.

iii. *Eliminates behaviors that lead to collisions* - The majority of the alignment for the project will be between the Napa Valley Wine Train trackage and a Napa County Flood Control District drainage channel. The posted speed for the County portions of Solano Avenue is 50 mph with no sidewalks and

an ill-maintained class 3 bike lane. The project will provide a significant separation from vehicle traffic for pedestrians and bicycles, as well as signage alerting both cyclists and vehicles.

iv. *Addresses inadequate traffic control devices* - Improvements for State Highway 29 traffic signal at Trower Ave., Wine Country Ave., Salvador Ave., and Oak Knoll Ave. are currently being reviewed by Caltrans Permitting for improvements that include bicycle inductive loops, programmable visibility signal heads, ped/bike countdown luminaries, and ADA accessible curb ramps.

v. *Addresses inadequate bicycle facilities, crosswalks or sidewalks* - The project will provide horizontal separation for car and truck traffic for pedestrians and bicycles on the new Class I facility. Sidewalks at intersecting streets will be improved to current ADA standards. In addition, several streets on the west side of Solano Avenue that could provide access to the Class I are being analyzed for pedestrian hybrid beacons to improve safety at these un-signalized intersections.

**C. *Describe the locations history of events and the source(s) of data used (e.g. collision reports, community observations, surveys, audits) if data is not available include a description of safety hazard(s) and photos.***

Napa County, although popular with cyclists has one of the worst records in California for bicycle accidents. It ranks **tenth** in California for bike accidents per 1 Million population. See Appendix B, Q2, Chart Showing Napa County Bicycle Accidents per 1M.

Sources of data are State Wide Integrated Traffic Record System (SWITRS) and medical records from Napa County's two hospitals, Queen of the Valley Hospital and Saint Helena Hospital.

*Findings from traffic consultant WTrans:* "Bike lanes (Class 3) exist on both sides of Solano Avenue for the entire length of this project, except for the south bound lane at Trower Avenue where the Class 3 is not existent due to available right of way. The collision history for the Solano Avenue corridor was reviewed to determine if there have been any safety concerns relative to this existing condition. For the ten-year period including the years 2002 through 2011 (SWITERS) there were 21 collisions reported that occurred on Solano Avenue and involved either bicyclists or pedestrians, translating to an average of 2.1 pedestrian- or bicyclist-involved crashes per year. As would be

expected, the majority of these crashes resulted in injuries. The number of conflicts each year that involved pedestrians or bicyclists and the direction of travel for the pedestrian or bicyclist are summarized in the following table. Each collision for a particular year is numbered such that the same number is used to link the direction for the pedestrian or bicyclists to that for the motor vehicle. Based on the number of crashes that occurred along the corridor as well as the finding that a majority of the crashes involved a cyclists or pedestrian traveling north or south if the past six years, demonstrates a safety concern that will be taken into consideration while designing the trail crossings.” See Appendix B, Q2 SWITERS Table.

*Findings from Queen of the Valley Hospital and Saint Helena Hospital (2013):* Total bicycle/pedestrian crashes were collected for the corridor for 2013 from Emergency Room data from two hospitals which serve Napa Valley residents. There were no fatalities but 93 accidents in 2013 involving cyclists and pedestrians. There were 62 bike accidents, 12 bike accidents involving a car, and 19 pedestrian accidents involving a car. Crash severity information was applied per the AIS classifications, and a unit value applied to each incident. This monetized figure was annualized and also calculated the 30-year useful life of the project. The estimated value is \$678 million.

***Safety Benefits (See Appendix B, Q2, Table: Safety and Table: Value of Injuries)***

**3. Public Participation and Planning (0-15 points)**

***A. Describe community based public participation process that culminated in the project proposal plan, such as noticed meetings/public hearings, consultation with stakeholders.***

The Vine Trail has its origins in Napa County Transportation Planning Agency’s (NCTPA) *Napa Valley Greenway Feasibility Study in 2009 (Feasibility Study)*, which analyzed and determined that a non-motorized multi-use pathway could be constructed between the City of Calistoga and the Vallejo Ferry Terminal (47 miles). This study was funded by NCTPA. Alta Planning + Design (Alta) conducted the Study. They consulted public agencies of the six cities (Calistoga, St. Helena, Yountville, Napa, American Canyon and Vallejo) and two counties (Napa and Solano). During the course of the *Feasibility Study* planning effort from January 2007 to January 2009 a Technical Advisory Committee

consisting of six representatives from the City and County Bicycle and Pedestrian Advisory Committees met once a month to provide direction, feedback and consultation with the Alta team. The Alta team also met individually with elected officials and staff from the cities and counties involved. There were also two public workshops at which the public was invited and four regular informational presentations to the NCTPA Board at publically noticed meetings. NCTPA staff and the project team presented updates of its progress. The NCTPA Board adopted the *Feasibility Study* in February 2009 at a public meeting. There was no opposition to the recommendations of the *Feasibility Study*.

In 2008, the Napa Valley Vine Trail Coalition (Vine Trail) was formed with the goal of supporting through private philanthropy the development of the multi-use path from Calistoga to Vallejo. The Vine Trail Coalition was incorporated as a 501.c (3) in October 2008. The Board of the Vine Trail meets once a month. These meetings are open to the public. The Vine Trail has presented the project to many service groups and civic organizations (*See: Appendix B, Q3 Public Outreach Meetings*)

The Vine Trail Board consists of over thirty stakeholder interest groups representing tourism, economic development, health, safety, recreation, cultural activities and agriculture. In addition an Engineering/Route Committee of the Vine Trail meets on a monthly basis and is open to the public and helps to guide the implementation process.

The Board of the Vine Trail works closely with elected officials and their constituencies as well as the NCTPA. Napa County's Bicycle Plan was updated in 2011/12 and consists of a Countywide Plan and a separate plan for each of the five cities. There was a series of six public workshops in each jurisdiction (five cities and the Unincorporated County). The Napa County Bicycle Plan was adopted by NCTPA in January 2012.

***B. Local participation process that resulted in the identification and prioritization of project.***

During the course of the preparation of the *Feasibility Study*, there were two public meetings in 2007 and 2008 at which time the public was invited to provide its input and feedback. Over sixty people attended the workshops. These meetings helped to shape three alternative alignments which were further analyzed by the project team for fatal flaws.

The three alternative alignments in Napa Valley were evaluated. Of these, the alignment which made most effective use of existing public rights of way and connected to the centers of population was the preferred alternative. The preferred alignment followed the Highway 29 corridor and is the alignment upon which both phases of the *Napa Valley Vine Trail Gap Closure Project* are located.

Since its inception in 2008, the Vine Trail Board has also developed a Project Plan (2013) which identifies segment priorities. For purposes of identifying opportunities the 47-mile corridor is divided into ten sections. These priorities focus on sections of the Vine Trail that can be implemented to serve the majority of the population and where public right of way exists. It is the consensus of the Vine Trail Board that the section of the Vine Trail corridor which has the most priority is between Yountville and Napa because it will serve over 57% of the Napa County population who live within a mile and a half of the 14 mile “central spine”. It will connect two existing multi-use paths. In addition, almost the entire available right of is publicly owned.

As funding became available a more focused level of public engagement began. At a public meeting in February 2014, the Vine Trail staff, NCTPA staff and consultants presented detailed plans for the *Gap Closure Project*. Over fifty people attended the workshop. The attendees provided input on the design elements including vegetation removal, road crossings and neighborhood connections. The project is also a priority project in NCTPA’s countywide transportation plan and countywide bicycle plan.

***C. Is the Project over \$1 million? Yes!***

**4. Cost Effectiveness (0-10 points).**

***A. Describe the alternatives that were considered. Discuss the relative costs and benefits of all the alternatives and explain why the nominated was chosen. (0-10 points)***

The 47-Mile Napa Valley Vine Trail has its origins in Napa County Transportation Planning Agency's *Napa Valley Greenway Feasibility Study 2009* (Feasibility Study) which analyzed three alternative routes for a Class I multi-use path between the City of Calistoga and the Vallejo Ferry Terminal. Both phases of the Napa Valley Vine Trail Gap Closure Project are on the alignment of the preferred alternative. This section of the Study was referred to as Segment 5. An extract from the Feasibility Study is included in this application in *Appendix B, Q4*.

Criteria used in the *Feasibility Study* included Available public right of way, Impacts on adjoining agricultural land, Aesthetics, User Safety, Residential impacts (connectivity), Anticipated Usage, Functionality, Cost/Feasibility and Environmental impacts. The Criteria were weighted and the alternatives scored and the estimated costs of the Alternatives evaluated in the 2009 Napa Valley Greenway Study in 2008 dollars at the end of *Appendix B, Q4, Feasibility Study*.

The 5.A West Side Solano Ave. option at \$5.7 million and the location of the project was the superior option. It scored highest because it uses existing public right of way, has no impact on adjoining agricultural lands, and provides a high level of safety, excellent connectivity to residential areas and therefore high anticipated usage. It is the least expensive of the alternatives and it connects to populations and destinations (Town of Yountville and City of Napa).

The preferred route recommendations of the *Feasibility Study* for Section 5 were adopted by the NCTPA Board in 2009. The route was also adopted by the County in the 2012 Bike Plan.

***B. Calculate the ratio of the benefits of the project relative to both the project cost and funds requested.***

The methodology and resources used to calculate the cost effectiveness are in Appendix B, Q4.

**Benefits and Costs of Project** - The estimated total construction cost for the *Project Phases 1 and 2* is \$8.3 million including Engineering and Design. Annual benefits (2014 dollars) were calculated for “high,” “best”, and “low” data inputs, following the NCHRP Report 552 methodology for both 7% and 3% discount rates. These results are shown in detail in Appendix B, Q4, Cost Effectiveness, Table B and show a very favorable 42.10 and 52.57 x average benefit to cost ratio.

The net present value of the annual benefits is derived from the calculated annual benefits described above, taking into account: Project useful life of 30 years, which is the minimum useful life for the proposed trails projects, and Discount rates of 7% or 3%.

For the purposes of this analysis, Year 1 refers to the first complete year the trail is fully open and operational. Concurrently, the annual benefits are increased each year by 0.57%, reflecting the projection of the historical annual population growth rate of 0.57% per year into the future. These annual benefits calculations are summarized below.

Project costs, including both construction costs and annual operating and maintenance costs were also discounted to net present value. Net present value of benefits results for the “high estimate” and “low estimate” analyses are directly proportional to their annual benefits relative to the “best estimate.” These results are shown for the two discount rates and the “high,” “best” and “low” estimates.

**Benefits to Cost, Benefits to Total Project Cost** - The benefit-cost ratio is calculated by dividing the net present value of benefits by the total project costs. For the 7% and 3% real discount rates, the best estimate benefit-cost ratios are 42.10 and 52.57 respectively. Thus, the net present value of benefits greatly exceeds the project costs for the proposed projects, (see Appendix B, Q4, Table C).

The “low” estimates are extremely conservative and greatly underestimate the actual benefits. However, even in this case the benefit-cost ratios for the 7% and 3% discount rates are 29.67 and 37.04 respectively. Furthermore, there is an important caveat on the above benefit-cost results: these are based

on conservative, lower-bound type data inputs and assumptions and there are additional categories of benefits which have not been considered in the above analysis, therefore, the actual benefit-cost ratios are likely substantially higher than those shown above.

**Benefits to Program Requested Funds** - Using the same methodology for the requested funds of \$3.6 million, the results of Table D follow calculations for “high,” “best”, and “low” data inputs, following the NCHRP Report 552 methodology for both 7% and 3% discount rates, Appendix B, Q4, Table D.

The “low” estimates are extremely conservative and greatly underestimate the actual benefits. However, even in this case the benefit-cost ratios for the 7% and 3% discount rates are **68.55 and 85.59** respectively.

**5. Improved Public Health (0-10 points)**

***A. Describe how the project will improve public health, i.e. through the targeting of populations who have a high risk factor for obesity, physical inactivity, asthma, or other health issues.***

An active transportation network is a critical element for a healthy community. The Vine Trail will provide a no-cost facility for exercise and healthy living to address obesity and improve overall health.

Napa County has the highest obesity rate of the nine San Francisco Bay counties. Youth obesity rates have dropped nationally by 43% from 2003 to 2012, according to the Center for Disease Control, reducing the youth obesity rate to 8%. However, among Napa’s low income youth, the obesity rate is 18.3%. Napa County Public Health estimated that 40% of all 5<sup>th</sup>, 7<sup>th</sup> and 9<sup>th</sup> graders are now overweight or obese.<sup>1</sup> In 2010 Napa was reported to have the highest obesity rate in the nine Bay Area counties of 28% and the second highest diabetes rate of 9.2%.<sup>2</sup>

Completion of the ***Project*** would encourage people to consider walking and bicycling as viable means of alternative transportation. It will have an estimated total health benefit of \$6.4 million

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<sup>1</sup> Napa County Community Health Improvement Plan 2014-17 (February 2014) page 4

<sup>2</sup> California Health Interview Survey 2010, UCLA (Data based on 2007 interviews).

**Health Benefits: Increased Exercise** - The health benefits for existing bicycle/pedestrian commuters are included under mobility benefits described in Narrative Section 3.D.1. Per the economic analysis in NCHRP Report 552, the annual health benefits are \$128 per person. The best estimate annual health benefit for improving health through exercise is over \$1.44 million. The details for the calculation of annual health benefits are as shown in Table A of Appendix B, Q5.

**Health Benefits: Recreation** - The annual recreation benefits for new adult cyclists (excluding new bicycle commuters) are valued using the NCHRP Report 552 value of \$10 per day<sup>3</sup>, which is based on a wide variety of studies referenced in Appendix G of NCHRP Report 552. New bicycle commuters are excluded in this because these benefits for bicycle commuters and included in the mobility benefits calculated previously. The best estimate annual recreation benefits are \$4.97 million. The details for the calculation of annual recreation benefits are, New Non-commuter \$497,000 annually.

**Health Benefits: Reduced Greenhouse Gas Emissions** - Human health is significantly compromised by harmful auto emissions. Auto emissions can cause asthma and other respiratory problems, particularly in youth and elderly populations. Reductions in emissions and related pollution were calculated based on projected reduced vehicle trips. The project is forecast to reduce an estimated 1.87 million vehicle miles annually, see Appendix B Q5, Table B. The monetized value of these reductions are shown in Table C, and estimated to be \$24,561 annually and \$736,837 over 30 years.

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<sup>3</sup>Per the NCHRP Report 552 Annual recreation benefit of \$10/year is for new users only.

6. **Benefit to Disadvantaged Communities (0-10 points)**

A. I. **Is the project located in a disadvantaged community?** Yes. (See map, Bay Area Integrated Regional Water Management Plan Map Appendix A)

II. **Does the project significantly benefit a disadvantaged community?** The project benefits at least two (2) disadvantaged communities. (See IRWMP Map in Appendix A)

- Average Median Household Income for the communities located within the project area is: \$40,810. (<http://bit.ly/1sLnIf5>; click on “Content/ Block Groups/Counties include: Madera to Nevada)
- California Communities Environmental Health Screen Tool score for the communities benefited by the project: Average score from the two communities is between 41-50%.
- For projects that benefit public school students, percentage of students eligible for the Free or Reduced Price Meals Programs: 43.7% of the student population in the Napa Unified School District is eligible for the Free and Reduced Price Meals Program.

B. **Describe how the project demonstrates a clear benefit to a disadvantaged community and what percentage of the project funding will benefit that community.**

The project will provide mobility and health benefits to the communities located within the project area. Nearly 80% of the project segment is located within the boundary of a disadvantaged community where limited number of low income families reside, primarily seniors and Veterans. Enhancing active transportation and transit facilities will result in providing greater, affordable mobility to both Napa’s aging population (Class 1 multi-use paths cater to wheel chairs and mobility scooters in addition to bicycles and other pedestrian activities). Napa has one of the highest per capita aging populations in the State. (2010 Census)[2] The Project<sup>1</sup> will greatly improve access to the VINE public transit system by the residents of the Yountville Veteran’s Home as well as restaurant and hotel workers in the Town of Yountville. Napa’s public transit services are diverse to fit the needs of the population and to encourage visitors to use transit. Likewise, completing the multi-use path connection to the City of Napa will greatly improve the safety of north/southbound bicycle commute providing a viable and affordable non-auto means for workers.

**7. USE OF CALIFORNIA CONSERVATION CORPS (CCC) OR A CERTIFIED COMMUNITY CONSERVATION CORPS (0 to -5 points)**

The applicant must send the following information to the CCC and CALCC prior to application submittal to Caltrans:

Project Description	Detailed Estimate	Project
Schedule		
Project Map	Preliminary Plan	

The corps agencies can be contacted at:

California Conservation Corps at: [www.ccc.ca.gov](http://www.ccc.ca.gov)

Community Conservation Corps at: <http://calocalcorps.org>

- A. The applicant has coordinated with the CCC to identify how a state conservation corps can be a partner of the project. Yes
  - a. Name, e-mail, and phone # of the person contacted and the date the information was submitted to them, Packet submitted 5/12/14, Virginia Clark, [virginaclark@cc.ca.gov](mailto:virginaclark@cc.ca.gov), 916-341-3147
- B. The applicant has coordinated with a representative from the California Association of Local Conservation Corps (CALCC) to identify how a certified community conservation corps can be a partner of the project. Yes
  - a. Name, e-mail, and phone # of the person contacted and the date the information was submitted to them, Packet submitted 5/12/14 to Cynthia Vitale, [calocorps@gmail.com](mailto:calocorps@gmail.com), 916-558-1516, ext. 126
- C. The applicant intends to utilize the CCC or a certified community conservation corps on all items where participation is indicated? Yes

I have coordinated with a representative of the CCC; and the following are project items that they are qualified to partner on:

Tree protection, clearing, grubbing and landscape restoration

I have coordinated with a representative of the CALCC; and the following are project items that they are qualified to partner on:

Site elements, Site preparation and planting, and irrigation

**Points will be deducted if an applicant does not seek corps participation or if an applicant intends not to utilize a corps in a project in which the corps can participate\*.**

- The applicant intends to partner with a conservation corps to the maximum extent possible- 0 points
- The applicant did not seek partnership with a conservation corps, or indicated that they do not intend to partner with the corps to the maximum extent possible- (-)5 points

**8. APPLICANT'S PERFORMANCE ON PAST GRANTS** ( 0 to -10 points)

- A. Describe any of your agency's ATP type grant failures during the past 5 years, and what changes your agency will take in order to deliver this project.

The Napa County Transportation & Planning Agency has performed satisfactorily on all past grants

- The applicant has no past grant experience or has performed satisfactorily on past grants - 0 points
- The applicant has not performed satisfactorily on past grants and/or has not adequately described how they will deliver this project (-)10 points

Project name: Napa Vine Trail Phase 2 Gap Closure

## **V. PROJECT PROGRAMMING REQUEST**

Applicant **must** complete a Project Programming Request (PPR) and attach it as part of this application. The PPR and can be found at [http://www.dot.ca.gov/hq/transprog/allocation/ppr\\_new\\_projects\\_9-12-13.xls](http://www.dot.ca.gov/hq/transprog/allocation/ppr_new_projects_9-12-13.xls)

PPR Instructions can be found at <http://www.dot.ca.gov/hq/transprog/ocip/2012stip.htm>

**Notes:**

- Fund No. 1 must represent ATP funding being requested for program years 2014/2015 and 2015/2016 only.
- Non-infrastructure project funding must be identified as Con and indicated as "Non-infrastructure" in the Notes box of the Proposed Cost and Proposed Funding tables.
- Match funds must be identified as such in the Proposed Funding tables.

**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised July 2013)

General Instructions

<input checked="" type="checkbox"/> New Project					Date:	5/21/14
District	EA	Project ID	PPNO	MPO ID	TCRP No.	
04	20976					
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
NAP				Napa County Transportation & Planning Agency		
				MPO	Element	
				MTC	Local Assistance	
Project Manager/Contact		Phone		E-mail Address		
Herb Fredricksen		707-259-5951		herbfredricksen@nctpa.net		
<b>Project Title</b>						
Napa Vine Trail Phase 2 Gap Closure						
<b>Location, Project Limits, Description, Scope of Work</b>						<input type="checkbox"/> See page 2
Within the City and County of Napa and the Town of Yountville this Class I path will be from California Dr. in Yountville to approx. Haven Way in the City of Napa. This project along with the fully funded Phase 1 will provide a 14 mile long section of the Vine Trail from Yountville to Napa Valley College south of the City of Napa. This Class I path will be 10 ft. wide with shoulders, construct 3 bridges over drainage channels, install 2 traffic signals and other traffic safety improvements, ADA improvements, remove tree and re-plant with native species per local standards, linking 2 existng park-n-rides adjacent to SR 29.						
<input checked="" type="checkbox"/> Includes ADA Improvements <input checked="" type="checkbox"/> Includes Bike/Ped Improvements						
<b>Component</b>		<b>Implementing Agency</b>				
PA&ED		Napa County Transportation & Planning Agency (NCTPA)				
PS&E		NCTPA				
Right of Way		NCTPA				
Construction		NCTPA				
<b>Purpose and Need</b>						<input type="checkbox"/> See page 2
The Vine Trail is an integral part of Napa County's active transportation future. It is a part of the General Plan and Bicycle Plan for each municipality within the county. It will provide a Class I connection to the Vallejo Ferry Terminal, all park n ride lots in the county, the county's transit center and multiple bus stop locations, be within 1 mile of nearly every school within the district, and align through the downtown of each municipality, major shopping centers and PDA's within the region.						
<b>Project Benefits</b>						<input type="checkbox"/> See page 2
The project will expand the active transportation network for Napa Copunty. It provides a Class I facility to County park-n-rides and the transit center, two traffic signal installations and improvements to existing traffic signal to current standards, signage and ADA improvements. The project is forecast to reduce an estimated 1.87 million vehicle miles annually. see Appendix B Q5, Table B						
<input checked="" type="checkbox"/> Supports Sustainable Communities Strategy (SCS) Goals <input checked="" type="checkbox"/> Reduces Greenhouse Gas Emissions						
<b>Project Milestone</b>						<b>Proposed</b>
Project Study Report Approved						
Begin Environmental (PA&ED) Phase						05/01/11
Circulate Draft Environmental Document						Document Type ND 05/30/14
Draft Project Report						
End Environmental Phase (PA&ED Milestone)						05/30/14
Begin Design (PS&E) Phase						05/11/11
End Design Phase (Ready to List for Advertisement Milestone)						10/03/14
Begin Right of Way Phase						03/28/14
End Right of Way Phase (Right of Way Certification Milestone)						07/10/14
Begin Construction Phase (Contract Award Milestone)						04/27/15
End Construction Phase (Construction Contract Acceptance Milestone)						10/30/15
Begin Closeout Phase						10/30/15
End Closeout Phase (Closeout Report)						12/30/15

**ADA Notice** For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento, CA 95814.

**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised May 2013)

*General Instructions*

<input checked="" type="checkbox"/> New Project				Date:	5/21/14
District	EA	Project ID	PPNO	MPO ID	TCRP No.
04	20976				

**Project Title**

Napa Vine Trail Phase 2 Gap Closure

**Additional Information**

SCS Goals - The Metropolitan Transportation Commission's Sustainable Communities Strategy prioritizes projects in existing developments that have been designated as Priority Development Areas (PDAs). This is to improve coordination between land use and transportation, to bring jobs and housing closer together and to ensure that housing is available for low income communities. There are two PDAs in Napa County. The City of Napa's PDA is located in the central part of downtown and includes the area east of the Napa River along the Soscol Gateway Corridor. The City of American Canyon's PDA is located along State Route 29. The Vine Trail, when completed, will serve both PDAs. The Class 1 facility that connects at the southern end of Phase 2 project traverses through the central part of Napa's PDA. When the southern portion of the Vine Trail is completed between Devlin and American Canyon Road, it will travel through the City of American Canyon's PDA.

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**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised July 2013)

Date: 5/21/14

District	County	Route	EA	Project ID	PPNO	TCRP No.
04	NAP		20976			
<b>Project Title:</b> Napa Vine Trail Phase 2 Gap Closure						

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	
E&P (PA&ED)	300							300	Total Phase 1 & Phase 2
PS&E	500							500	
R/W SUP (CT)									
CON SUP (CT)									
R/W	100							100	
CON		6,700						6,700	
<b>TOTAL</b>	<b>900</b>	<b>6,700</b>						<b>7,600</b>	

<b>Fund No. 1:</b>	ATP								<b>Program Code</b>
Proposed Funding (\$1,000s)									20.30.270
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									State
PS&E									Phase 2 of project
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		3,600						3,600	
<b>TOTAL</b>		<b>3,600</b>						<b>3,600</b>	

<b>Fund No. 2:</b>	Local								<b>Program Code</b>
Proposed Funding (\$1,000s)									local
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									Vine Trail Coalition
PS&E									Phase 2 of project
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		900						900	
<b>TOTAL</b>		<b>900</b>						<b>900</b>	

<b>Fund No. 3:</b>	Phase 1 of project, funded								<b>Program Code</b>
Proposed Funding (\$1,000s)									Various
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)	300							300	Fed & local
PS&E	500							500	Phase 1 of project. E&P, PS&E combination CMAQ, TCSP, Local. R/W and CON combination TCSP, Local
R/W SUP (CT)									
CON SUP (CT)									
R/W	100							100	
CON		2,200						2,200	
<b>TOTAL</b>	<b>900</b>	<b>2,200</b>						<b>3,100</b>	

**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised July 2013)

Date: 5/21/14

District	County	Route	EA	Project ID	PPNO	TCRP No.
04	NAP		20976			
<b>Project Title:</b> Napa Vine Trail Phase 2 Gap Closure						

<b>Fund No. 4:</b>									<b>Program Code</b>
<b>Proposed Funding (\$1,000s)</b>									Local
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
<b>TOTAL</b>									

<b>Fund No. 5:</b>									<b>Program Code</b>
<b>Proposed Funding (\$1,000s)</b>									Local
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
<b>TOTAL</b>									

<b>Fund No. 6:</b>									<b>Program Code</b>
<b>Proposed Funding (\$1,000s)</b>									Local
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
<b>TOTAL</b>									

<b>Fund No. 7:</b>									<b>Program Code</b>
<b>Proposed Funding (\$1,000s)</b>									Local
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
<b>TOTAL</b>									

**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised July 2013)

Date: 5/21/14

District	County	Route	EA	Project ID	PPNO	TCRP No.
04	NAP		20976			
<b>Project Title:</b> Napa Vine Trail Phase 2 Gap Closure						

<b>Fund No. 8:</b>									<b>Program Code</b>
<b>Proposed Funding (\$1,000s)</b>									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
<b>TOTAL</b>									

<b>Fund No. 9:</b>									<b>Program Code</b>
<b>Proposed Funding (\$1,000s)</b>									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
<b>TOTAL</b>									

<b>Fund No. 10:</b>									<b>Program Code</b>
<b>Proposed Funding (\$1,000s)</b>									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
<b>TOTAL</b>									

**Project name:** Napa Vine Trail Phase 2'Gap Closure

**VI. ADDITIONAL INFORMATION**  
Only fill in those fields that are applicable to your project

**FUNDING SUMMARY**

ATP Funds being requested by Phase (to the nearest \$1000)	Amount
PE Phase (includes PA&ED and PS&E)	\$ 0
Right-of-Way Phase	\$ 0
Construction Phase-Infrastructure	\$ 3,600,000
Construction Phase-Non-infrastructure	\$ 0
<b>Total for ALL Phases</b>	<b>\$ 3,600,000</b>

All Non-ATP fund types on this project* (to the nearest \$1000)	Amount
20% Matching Vine Trail Funds	\$ 900,000
	\$
	\$
	\$
	\$
	\$

\*Must indicate which funds are matching

Total Project Cost	\$ 4,500,000
Project is Fully Funded	Yes

ATP Work Specific Funding Breakdown (to the nearest \$1000)	Amount
Request for funding a Plan	\$ 0
Request for Safe Routes to Schools Infrastructure work	\$ 0
Request for Safe Routes to Schools Non-Infrastructure work	\$ 0
Request for other Non-Infrastructure work (non-SRTS)	\$ 0
Request for Recreational Trails work	\$ 0

**ALLOCATION/AUTHORIZATION REQUESTS SCHEDULE**

	Proposed Allocation Date	Proposed Authorization (E-76) Date
PA&ED or E&P		
PS&E		
Right-of-Way		
Construction	01/19/2015	01/19/2015

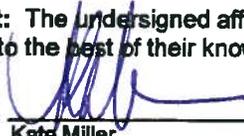
All project costs MUST be accounted for on this form, including elements of the overall project that will be, or have been funded by other sources.



Project name: Napa Vine Trail Phase 2 Gap Closure

**VIII. APPLICATION SIGNATURES**

**Applicant:** The undersigned affirms that the statements contained in the application package are true and complete to the best of their knowledge.

Signature:   
Name: Kate Miller  
Title: Executive Director, NCTPA

Date: 5/20/14  
Phone: 707-259-8834  
e-mail: kmiller@nctpa.net

**Local Agency Official (City Engineer or Public Works Director):** The undersigned affirms that the statements contained in the application package are true and complete to the best of their knowledge.

Signature: \_\_\_\_\_  
Name: \_\_\_\_\_  
Title: \_\_\_\_\_

Date: \_\_\_\_\_  
Phone: \_\_\_\_\_  
e-mail: \_\_\_\_\_

**School Official:** The undersigned affirms that the school(s) benefited by this application is not on a school closure list.

Signature: \_\_\_\_\_  
Name: \_\_\_\_\_  
Title: \_\_\_\_\_

Date: \_\_\_\_\_  
Phone: \_\_\_\_\_  
e-mail: \_\_\_\_\_

**Person to contact for questions:**

Name: Herb Fredricksen  
Title: Civil Engineer

Phone: 707-259-5951  
e-mail: hfredricksen@nctpa.net

**Caltrans District Traffic Operations Office Approval\***

If the application's project proposes improvements on a freeway or state highway that affects the safety or operations of the facility, it is required that the proposed improvements be reviewed by the district traffic operations office and either a letter of support or acknowledgement from the traffic operations office be attached ( ) or the signature of the traffic personnel be secured below.

Signature:   
Name: Roland Au-Yeung  
Title: Chief, Office of Traffic

Date: 5/15/2014  
Phone: 510-286-4560  
e-mail: roland\_au-yeung@dot.ca.gov

\*Contact the District Local Assistance Engineer (DLAE) for the project to get Caltrans Traffic Ops contact information. DLAE contact information can be found at <http://www.dot.ca.gov/hq/LocalPrograms/dlae.htm>

Project name:  
Napa Vine Trail Phase 2 Gap Closure

### VIII. ADDITIONAL APPLICATION ATTACHMENTS

Check all attachments included with this application.

- Vicinity/Location Map- **REQUIRED for all IF Projects**
  - North Arrow
  - Label street names and highway route numbers
  - Scale
  
- Photos and/or Video of Existing Location- **REQUIRED for all IF Projects**
  - Minimum of one labeled color photo of the existing project location
  - Minimum photo size 3 x 5 inches
  - Optional video and/or time-lapse
  
- Preliminary Plans- **REQUIRED for Construction phase only**
  - Must include a north arrow
  - Label the scale of the drawing
  - Typical Cross sections where applicable with property or right-of-way lines
  - Label street names, highway route numbers and easements
  
- Detailed Engineer's Estimate- **REQUIRED for Construction phase only**
  - Estimate must be true and accurate. Applicant is responsible for verifying costs prior to submittal
  - Must show a breakdown of all bid items by unit and cost. Lump Sum may only be used per industry standards
  - Must identify all items that ATP will be funding
  - Contingency is limited to 10% of funds being requested
  - Evaluation required under the ATP guidelines is not a reimbursable item
  
- Documentation of the partnering maintenance agreement- Required with the application if an entity, other than the applicant, is going to assume responsibility for the operation and maintenance of the facility
  
- Documentation of the partnering implementation agreement-Required with the application if an entity, other than the applicant, is going to implement the project.
  
- Letters of Support from Caltrans (Required for projects on the State Highway System(SHS))
  
- Digital copy of or an online link to an approved plan (bicycle, pedestrian, safe routes to school, active transportation, general, recreation, trails, city/county or regional master plan(s), technical studies, and/or environmental studies (with environmental commitment record or list of mitigation measures), if applicable. Include/highlight portions that are applicable to the proposed project.
  
- Documentation of the public participation process (required)
  
- Letter of Support from impacted school- when the school isn't the applicant or partner on the application (required)
  
- Additional documentation, letters of support, etc (optional)

## **APPENDIX A**

### **Maps, Plans, Schedules, Engineer Estimate, and Agreements**

**Regional Map**

**Area Vine Trail Map**

**Location Map Phases**

**Typical Section**

**Project Schedule**

**Site Photos**

**Detailed Engineer's Estimate**

**Agreements**

**Bicycle Plan (CD)**

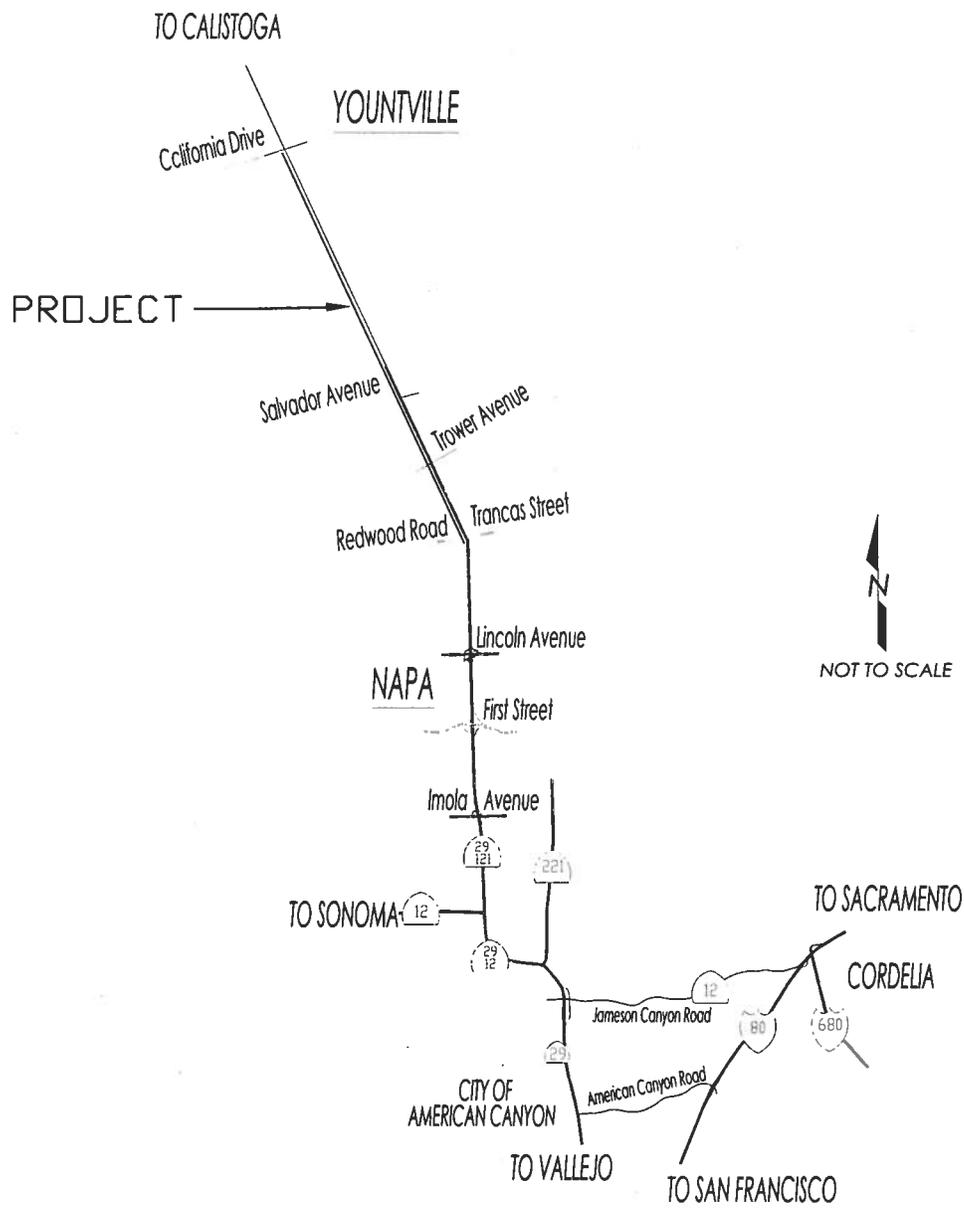
[http://www.nctpa.net/sites/default/files/NCTPA%20Countywide%20Bicycle%20Plan\\_0.pdf](http://www.nctpa.net/sites/default/files/NCTPA%20Countywide%20Bicycle%20Plan_0.pdf)

**Preliminary Plans (65% submittals PDFs – valid 3/27/2014) (CD)**

**FTP link:**

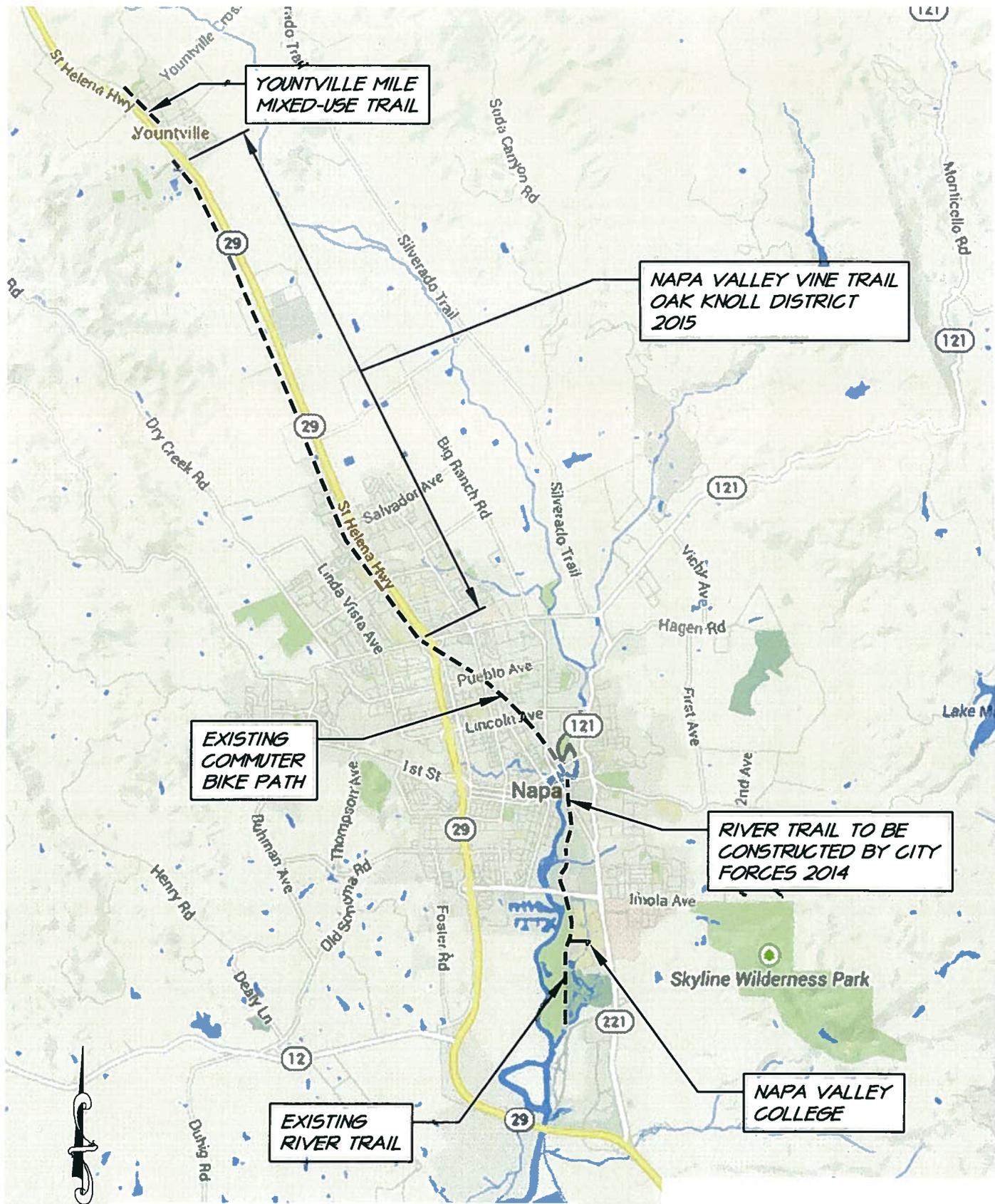
<https://rsa.brickftp.com/sessions/new>

**username: Vine Trail ATP Funding**  
**password: welcome**



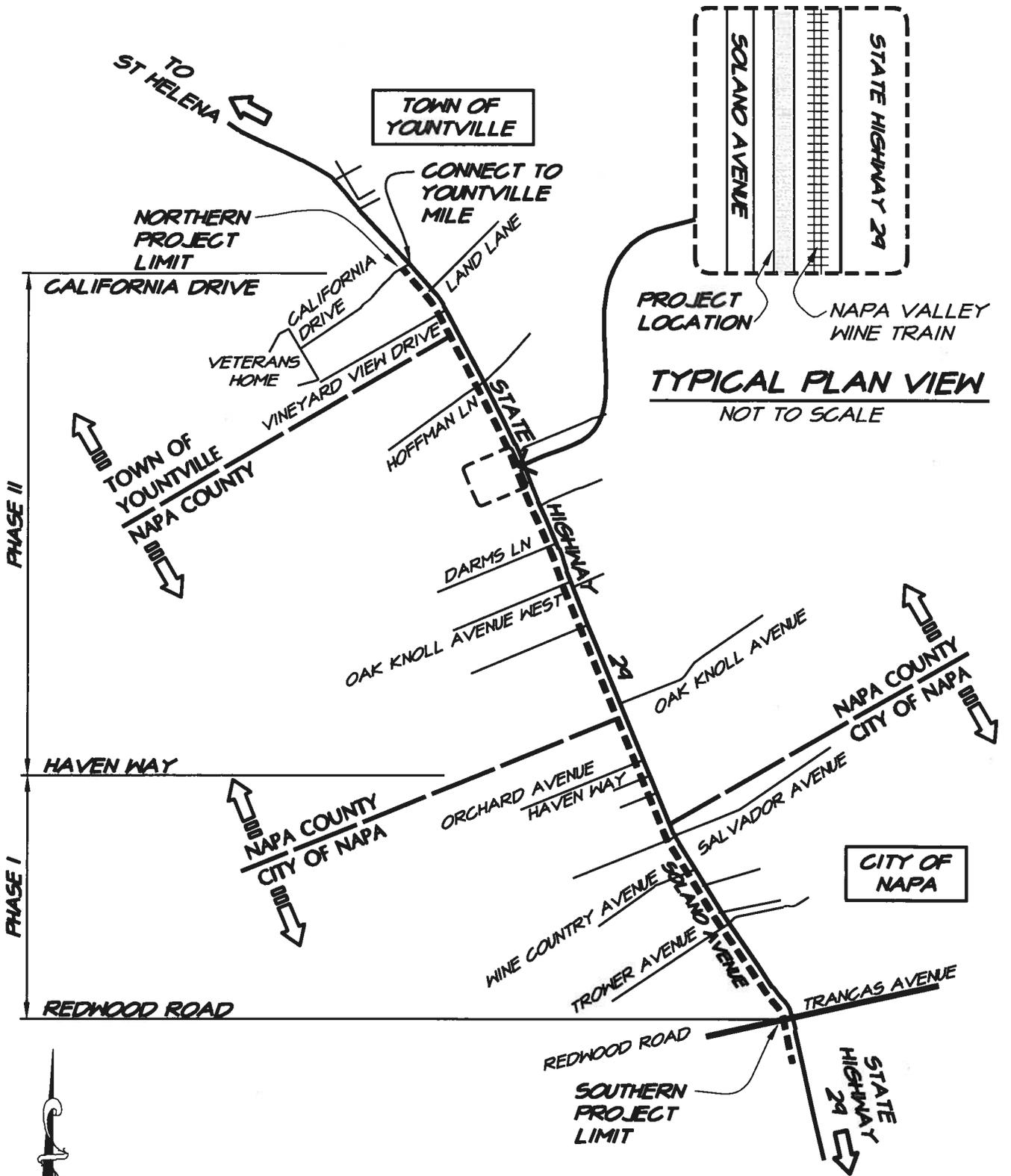
**REGIONAL MAP**

NOT TO SCALE



**NAPA VALLEY VINE TRAIL**  
**OAK KNOLL SECTION**  
**VICINITY MAP**


**CONSULTING CIVIL ENGINEERS**  
**RIECHERS**  
**SPENCE**  
**ASSOCIATES**  
 1515 Fourth Street  
 Napa, Calif. 94559  
 v 707.252.3301  
 f 707.252.4966

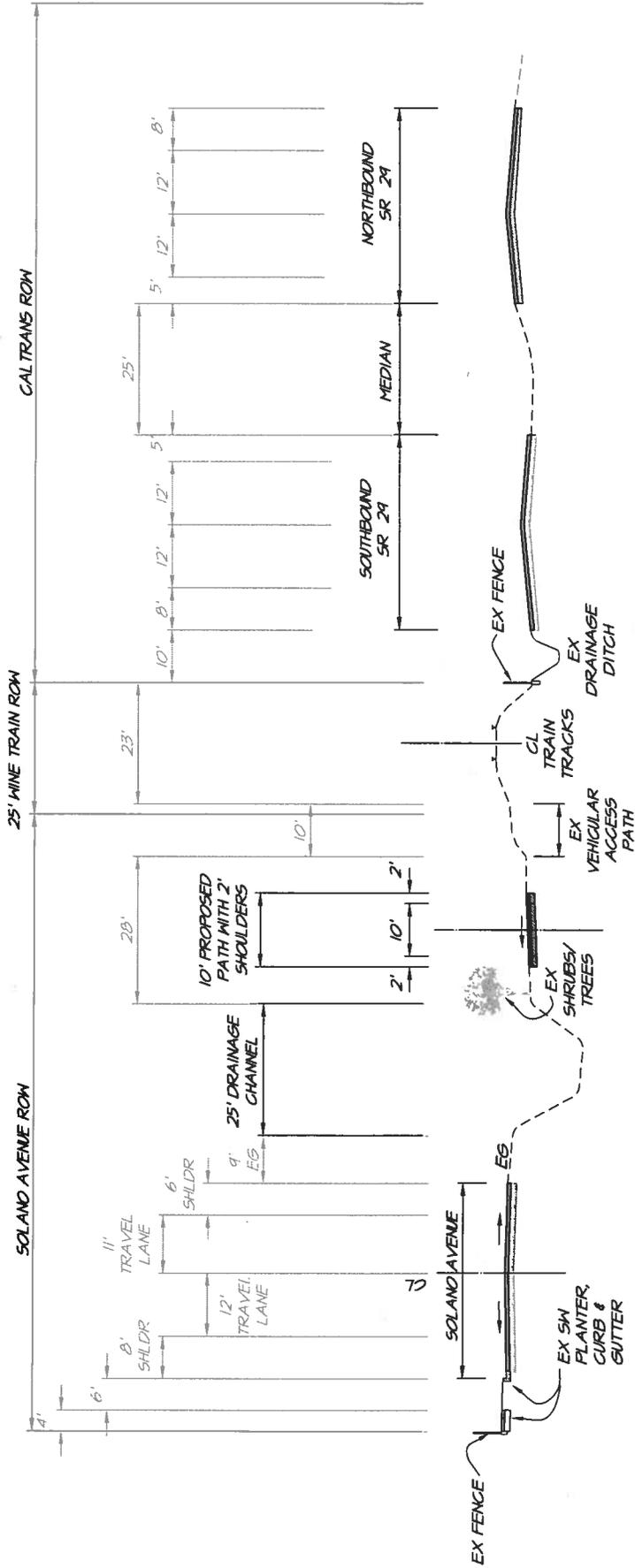


**PHASE I & II  
LOCATION MAP  
VINE TRAIL - OAK KNOLL SECTION**

CONSULTING CIVIL ENGINEERS  
**RIECHERS  
 SPENCE  
 ASSOCIATES**  
 1515 Fourth Street  
 Napa, Calif. 94559  
 v 707.252.3301  
 f 707.252.4966

# VINE TRAIL SOLANO AVENUE NAPA CALIFORNIA

1" = 20'



## LEGEND

- CL CENTERLINE
- EG EXISTING GROUND
- EP EDGE OF PAVEMENT
- EX EXISTING
- ROW RIGHT OF WAY
- SHLDR SHOULDER
- SR STATE ROUTE
- SW SIDEWALK

## SECTION 1 - 500' NORTH OF TROWER AVENUE

NOTE: TYPICAL SECTION FOR THE MAJORITY OF THE PROJECT



FEBRUARY 13 2013

4113004.VineTrail/ds-3d/Exhibits/Section1

## Napa Vine Trail Phase 2 Gap Closure Schedule

Task Name	Duration	Start	Finish	Percent Complete*
Request Authorization to Proceed with Prelim Engr TCSP Funds	1 day	Tue 4/16/13	Tue 4/16/13	100%
Receive E-76 for Prelim Engr	1 day	Tue 7/16/13	Tue 7/16/13	100%
Preliminary Studies and Surveying	61 days	Mon 2/4/13	Mon 4/29/13	100%
Conduct Caltrans Field Review	1 day	Tue 4/30/13	Tue 4/30/13	100%
Design PS&E to 35% and Initiate Environmental Studies	146 days	Mon 5/20/13	Mon 12/9/13	100%
Environmental Studies Initial Submittal	1 day	Wed 11/20/13	Wed 11/20/13	100%
Environmental Studies Caltrans Comment	1 Day	Wed 1/8/14	Wed 1/8/14	100%
Environmental Studies Final Submittal	1 day	Mon 4/21/14	Mon 4/21/14	100%
Environmental Review & Determination, expect Mitigated Negative Declaration	138 day	Wed 11/20/13	Fri 5/30/14	85%
Design PS&E to 65%	70 days	Mon 12/23/13	Fri 3/28/14	100%
Appraisals Right of Way	60 days	Mon 3/3/14	Fri 5/23/14	75%
<i>Right of Way Certification</i>	1 day	Thu 7/10/14	Thu 7/10/14	30%
Design PS&E to 100%	91 days	Fri 5/9/14	Fri 9/12/14	70%
Request Authorization to Proceed with Construction Phase 1 <sup>^</sup>	1 day	Wed 7/16/14	Wed 7/16/14	0%
Approve PS&E	1 day	Fri 10/3/14	Fri 10/3/14	0%
Request Authorization to Proceed with Construction Phase 2, Pending ATP Award <sup>+^</sup>	1 day	Mon 01/19/15	Mon 01/19/15	0%
Advertise for Construction <sup>^</sup>	20 days	Mon 1/5/15	Fri 1/30/15	0%
Open Bids <sup>^</sup>	1 day	Fri 1/30/15	Fri 1/30/15	0%
Board of Supervisors Award Contract <sup>^</sup>	1 day	Wed 2/18/15	Wed 2/18/15	0%
Issue Notice to Proceed <sup>^</sup>	1 day	Fri 2/20/15	Fri 2/20/15	0%
Construction Phase 1 <sup>^</sup>	80 days	Mon 3/2/15	Fri 6/19/15	0%
Construction Phase II, pending ATP Award <sup>^</sup>	110 days	Mon 4/27/15	Fri 9/25/15	0%
File Notice of Completion	1 day	Fri 10/30/15	Fri 10/30/15	0%

\* Percent completion as of 4/21/14

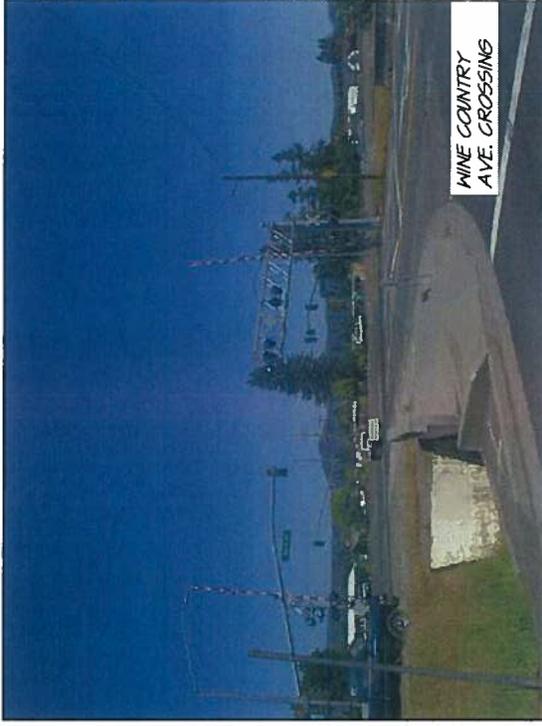
<sup>+</sup> Request will be submitted upon award of funds

<sup>^</sup> If ATP awarded, the construction project for Phase I & Phase II would be combined to be one advertisement, bid, and construction project with the schedule dictated by the award date and Caltrans process. If there is no ATP award, Phase I will be constructed as scheduled with existing funding.

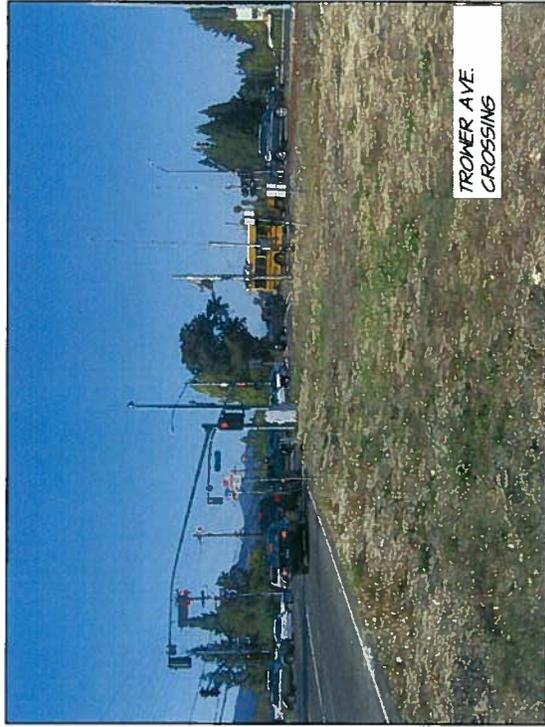
# VINE TRAIL - PHASE 2



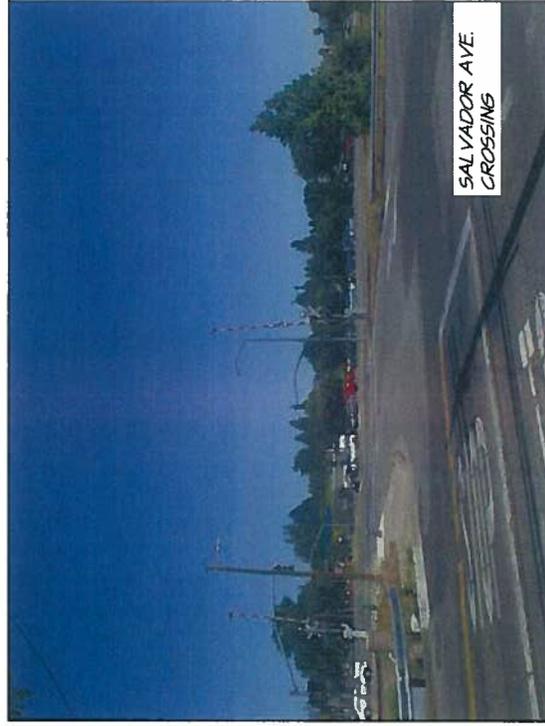
CALIFORNIA  
DRIVE CROSSING



WINE COUNTRY  
AVE. CROSSING



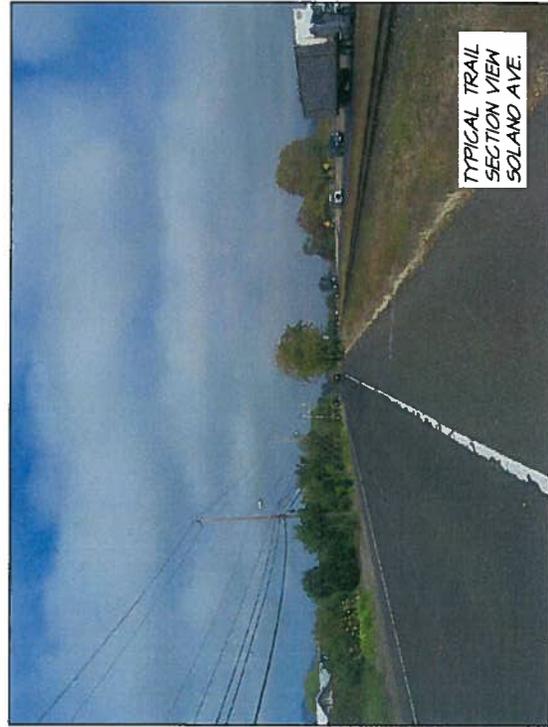
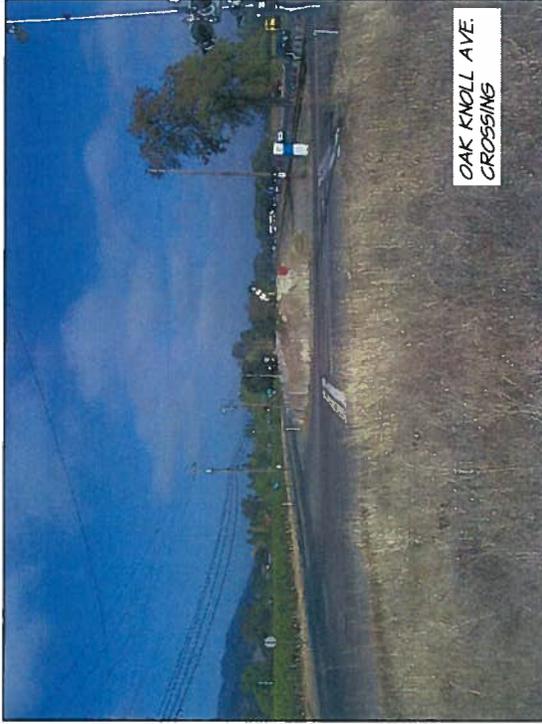
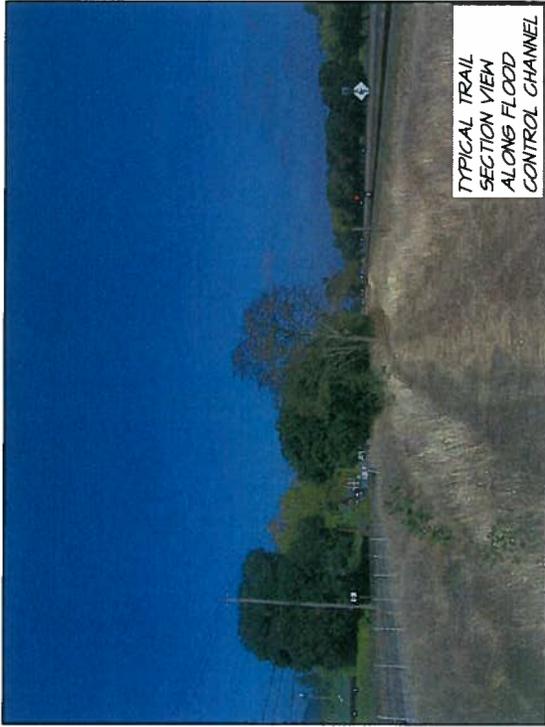
TROWER AVE.  
CROSSING



SALVADOR AVE.  
CROSSING

NOTE: TROWER AVENUE VIEW IS  
NORTHERLY, OTHERS EASTERLY

# VINE TRAIL - PHASE 2



NOTE: VINE TRAIL ALIGNMENT WEST OF TRACKS VIEW IS NORTHERLY FOR ALL

**NAPA VALLEY VINE TRAIL - OAK KNOLL SEGMENT PHASE 2 GAP CLOSURE  
ENGINEER'S ESTIMATE 65% DESIGN**

**BASE BID - City/County of Napa - Haven Way to Vineyard View Dr.**

ITEM NO.	ITEM DESCRIPTION	SPEC SECTION	ESTIMATED QUANTITY	UNIT OF MEASURE	UNIT COST	ITEM TOTAL
1	Mobilization	10-1.06	1	L.S.	\$ 75,000.00	\$ 75,000
2	Control of Work	5-2	1	L.S.	\$ 25,000.00	\$ 25,000
3	Construction Staking	5-2.02	1	L.S.	\$ 25,000.00	\$ 25,000
4	Dust Control	10-2.01	1	L.S.	\$ 20,000.00	\$ 20,000
5	Clearing, Gubbing & Landscape Restoration	10-2.02	1	L.S.	\$ 32,000.00	\$ 32,000
6	Potholing	10-2.05	1	L.S.	\$ 10,000.00	\$ 10,000
7	Temporary Traffic Control	10-1-07	1	L.S.	\$ 20,000.00	\$ 20,000
8	Water Pollution Control Program	10-1.02	1	L.S.	\$ 60,000.00	\$ 60,000
9	Demolition	TBD	1	L.S.	\$ 15,000.00	\$ 15,000
10	Tree Protection	10-6.03	1	L.S.	\$ 2,000.00	\$ 2,000
11	Tree Removal*	10-6.01	71	EA	\$ 2,000.00	\$ 142,000
12	Earthwork	10-2.03	12200	C.Y.	\$ 10.00	\$ 122,000
13	Export Soil	TBD	7000	C.Y.	\$ 20.00	\$ 140,000
14	Curb and Gutter (City of Napa Standard)	10-2.15	1800	L.F.	\$ 18.00	\$ 32,400
15	Curb Ramp	12-2.15	4	EA	\$ 4,000.00	\$ 16,000
16	Aggregate Base (9" for path and shoulders)	10-2.14	6200	C.Y.	\$ 80.00	\$ 496,000
17	Hot Mix Asphalt (2.5" for path)	10-2.15	3250	TONS	\$ 200.00	\$ 650,000
18	1" Minus (2.5" for shoulders and buffer)	TBD	500	C.Y.	\$ 200.00	\$ 100,000
19	8" Type A 1/2" HMA Plug	10-2.11	7200	S.F.	\$ 15.00	\$ 108,000
20	Through curb drains	TBD	150	L.F.	\$ 30.00	\$ 4,500
21	Striping - Thermoplastic	10-2.23	3600	L.F.	\$ 1.50	\$ 5,400
22	Adjust Utility to Grade	10-2.12	24	EA	\$ 500.00	\$ 12,000
23	Relocate ARV	TBD	6	EA	\$ 3,000.00	\$ 18,000
24	Bike Shelter	TBD	1	L.S.	\$ 50,000.00	\$ 50,000
25	Intersection improvements - Non-Signalized	TBD	3	EA	\$ 5,000.00	\$ 15,000
26	78' Clear Span Bridge#1-South of Hoffman Lane**	TBD	1	L.S.	\$ 176,000.00	\$ 176,000
27	77' Clear Span Bridge#2-South of Hoffman Lane**	TBD	1	L.S.	\$ 169,000.00	\$ 169,000
28	150' Clear Span Bridge - South of Darms Lane	TBD	1	L.S.	\$ 400,000.00	\$ 400,000
29	Landscaping Improvements***	TBD	1	L.S.	\$ 234,690.00	\$ 234,690
					Subtotal	\$ 3,174,990
					10% Contingency	\$ 317,499
					<b>BASE BID =</b>	<b>\$ 3,492,489</b>

\*Large Euc trees in County segment  
\*\*See following pages for Line Items #23 & 24  
\*\*\*See following for Landscape Estimate details

**City/County of Napa - By Discipline (Civil/Structural/Landscape/Signals)**

ITEM NO.	ITEM DESCRIPTION	ESTIMATED QUANTITY	UNIT OF MEASURE	UNIT COST	ITEM TOTAL	
1	Civil Improvements	1	L.S.	\$ 2,180,300.00	\$ 2,180,300	
2	Structural Improvements (Bridges & Culvert)	1	L.S.	\$ 745,000.00	\$ 745,000	
3	Landscaping Improvements	1	L.S.	\$ 234,690.00	\$ 234,690	
4	Signal/Intersection Improvements	1	L.S.	\$ 15,000.00	\$ 15,000	
					Subtotal	\$ 3,174,990
					10% Contingency	\$ 317,499
					<b>TOTAL COUNTY OF NAPA BID =</b>	<b>\$ 3,492,489</b>

All items eligible for ATP

**NAPA VALLEY VINE TRAIL - OAK KNOLL SEGMENT PHASE 2 GAP CLOSURE  
ENGINEER'S ESTIMATE 65% DESIGN**

**BASE BID - Town of Yountville - Vineyard View Dr. to Yountville Mile Path**

ITEM NO.	ITEM DESCRIPTION	SPEC SECTION	ESTIMATED QUANTITY	UNIT OF MEASURE	UNIT COST	ITEM TOTAL
1	Mobilization	10-1.06	1	L.S.	\$ 28,000.00	\$ 28,000
2	Control of Work	5-2	1	L.S.	\$ 8,000.00	\$ 8,000
3	Construction Staking	5-2.02	1	L.S.	\$ 8,000.00	\$ 8,000
4	Dust Control	10-2.01	1	L.S.	\$ 6,000.00	\$ 6,000
5	Clearing, Gubbing & Landscape Restoration	10-2.02	1	L.S.	\$ 10,000.00	\$ 10,000
6	Potholing	10-2.05	1	L.S.	\$ 2,000.00	\$ 2,000
7	Temporary Traffic Control	10-1.07	1	L.S.	\$ 10,000.00	\$ 10,000
8	Water Pollution Control Program	10-1.02	1	L.S.	\$ 18,000.00	\$ 18,000
9	Demolition	TBD	1	L.S.	\$ 25,000.00	\$ 25,000
10	Tree Protection	10-6.03	1	L.S.	\$ 500.00	\$ 500
11	Tree Removal*	10-6.01	7	EA	\$ 500.00	\$ 3,500
12	Earthwork	10-2.03	1800	C.Y.	\$ 10.00	\$ 18,000
13	Export Soil	TBD	950	C.Y.	\$ 20.00	\$ 19,000
14	Concrete Flatwork	10-2.15	3300	S.F.	\$ 10.00	\$ 33,000
15	Curb and Gutter (Town of Yountville Standard)	10-2.15	1700	L.F.	\$ 18.00	\$ 30,600
16	Curb Ramp	10-2.15	5	EA	\$ 4,000.00	\$ 20,000
17	Aggregate Base (9" for path and shoulders)	10-2.14	880	C.Y.	\$ 80.00	\$ 70,400
18	Hot Mix Asphalt (2.5" for path)	10-2.10	400	TONS	\$ 200.00	\$ 80,000
19	1" Minus (2.5" for shoulders and buffer)	TBD	80	C.Y.	\$ 60.00	\$ 4,800
20	Aggregate Base (13" for road)	10-2.14	110	C.Y.	\$ 80.00	\$ 8,800
21	Hot Mix Asphalt (5.5" for road)	10-2.10	90	TONS	\$ 200.00	\$ 18,000
22	8" Type A 1/2" HMA Plug	10-2.11	6800	S.F.	\$ 15.00	\$ 102,000
23	Through curb drains	TBD	60	L.F.	\$ 30.00	\$ 1,800
24	Striping - Thermoplastic	10-2.23	3200	L.F.	\$ 1.50	\$ 4,800
25	Pavement Markings - Thermoplastic	10-2.23	30	S.F.	\$ 2.00	\$ 60
26	Adjust Utility to Grade	10-2.12	7	EA	\$ 500.00	\$ 3,500
27	Relocate ARV	TBD	1	EA	\$ 3,000.00	\$ 3,000
28	Retaining Wall	10-2.24	5000	S.F.	\$ 40.00	\$ 200,000
29	Intersection improvements - Non-Signalized	TBD	1	EA	\$ 5,000.00	\$ 5,000
30	Landscaping Improvements***	TBD	1	L.S.	\$ 18,795.00	\$ 18,795
31	Pedestrian Railroad Crossing Gate	TBD	2	EA	\$ 48,000.00	\$ 96,000
32	Concrete railroad crossing panels	TBD	8	L.S.	\$ 7,500.00	\$ 60,000
*Small trees in Yountville						Subtotal \$ 916,555
***See following for Landscape Estimate						10% Contingency \$ 91,656
						<b>BASE BID = \$ 1,008,211</b>

**Town of Yountville - By Discipline (Civil/Structural/Landscape/Signals)**

ITEM NO.	ITEM DESCRIPTION	ESTIMATED QUANTITY	UNIT OF MEASURE	UNIT COST	ITEM TOTAL
1	Civil Improvements	1	L.S.	\$ 892,760.00	\$ 892,760
2	Structural Improvements (Bridges & Culvert)	1	L.S.	\$ -	\$ -
3	Landscaping Improvements	1	L.S.	\$ 18,795.00	\$ 18,795
4	Signal/Intersection Improvements	1	L.S.	\$ 5,000.00	\$ 5,000
Subtotal					\$ 916,555
10% Contingency					\$ 91,656
<b>TOTAL TOWN OF YOUNTVILLE BID =</b>					<b>\$ 1,008,211</b>

BID SUMMARY TABLE	
CITY/COUNTY OF NAPA =	\$ 3,492,489
TOWN OF YOUNTVILLE =	\$ 1,008,211
<b>TOTAL PROJECT BID =</b>	<b>\$ 4,500,700</b>

**TOTAL BASE BIDS - By Discipline (Civil/Structural/Landscape/Signals)**

ITEM NO.	ITEM DESCRIPTION	% of SUBTOTAL	ESTIMATED QUANTITY	UNIT OF MEASURE	UNIT COST	ITEM TOTAL
1	Civil Improvements	75.11%	1	L.S.	\$ 3,073,060.00	\$ 3,073,060
2	Structural Improvements (Bridges & Culvert)	18.21%	1	L.S.	\$ 745,000.00	\$ 745,000
3	Landscaping Improvements	6.20%	1	L.S.	\$ 253,485.00	\$ 253,485
4	Signal/Intersection Improvements	0.49%	1	L.S.	\$ 20,000.00	\$ 20,000
Subtotal						\$ 4,091,545
10% Contingency						\$ 409,155
<b>TOTAL PROJECT BID =</b>						<b>\$ 4,500,700</b>

# Vine Trail

## Preliminary Opinion of Probable Cost 65% CD Landscaping and Site Elements Only

### Phase 2 - Locust Drive to Town of Yountville Limit

March 24, 2014

Item	Quantity	Unit	Unit Cost	SubTotal	Total
<b>SITE ELEMENTS</b>					
Pet Waste Dispenser	3	EA	\$ 800.00	\$ 2,400.00	
Mile Marker	4	EA	\$ 2,000.00	\$ 8,000.00	
Bench	3	EA	\$ 4,000.00	\$ 12,000.00	
Educational Sign	2	EA	\$ 5,000.00	\$ 10,000.00	
Trash/Recycle Receptacle	3	EA	\$ 3,000.00	\$ 9,000.00	
Bicycle Rack - Custom DERO	3	EA	\$ 2,000.00	\$ 6,000.00	
AVA Boundary Monument Sign	1	EA	\$ 5,000.00	\$ 5,000.00	
Colored Concrete Paving	1,200	SF	\$ 15.00	\$ 18,000.00	
Miscellaneous Concrete	1	LS	\$ 1,500.00	\$ 1,500.00	
<b>Subtotal</b>					<b>\$ 71,900.00</b>
<b>SITE PREPARATION AND PLANTING</b>					
Clear and Grub	14,850	SF	\$ 0.25	\$ 3,712.50	
Soil Preparation	14,850	SF	\$ 0.75	\$ 11,137.50	
Trees (15 gallon)	189	EA	\$ 200.00	\$ 37,800.00	
Deep Root Barriers	111	SETS	\$ 110.00	\$ 12,210.00	
Organic Mulch (4" deep)	181	CY	\$ 30.00	\$ 5,430.00	
365 Day Maintenance	1	LS	\$ 8,000.00	\$ 8,000.00	
<b>Subtotal</b>					<b>\$ 78,290.00</b>
<b>IRRIGATION</b>					
Point of Connection (Water Service)	1	EA	\$ 4,500.00	\$ 4,500.00	
Backflow Preventer	1	EA	\$ 3,000.00	\$ 3,000.00	
Irrigation System (including solar powered controllers, valves, main line, lateral line, valve boxes, tree emitters, bubblers, and miscellaneous equipment)	22,000	SF	\$ 3.50	\$ 77,000.00	
<b>Subtotal</b>					<b>\$ 84,500.00</b>
<b>PROJECT SUBTOTAL</b>					<b>\$ 234,690.00</b>
<b>CONTINGENCY (10%)</b>					<b>\$ 23,469.00</b>
<b>PROJECT TOTAL</b>					<b>\$ 258,159.00</b>

**Notes:**

See Spatial 38 Architect's Cost Estimate for Custom Shelter, Custom paving within and surrounding shelter and other shelter components.

This cost opinion is preliminary and does not include figures for tree and shrub demolition, pruning, arboricultural measures, design, inspections, permits, soil import/export, etc. Cost for irrigation water extension to point of connection is not included. The cost opinion is subject to change as the design is refined and revised and is not intended to be used for bond or grant purposes. GSM landscape architects, inc. can not and does not guarantee that the proposals, bids, or the construction cost will not vary from this opinion of probable cost.

# Vine Trail

## Preliminary Opinion of Probable Cost 65% CD Landscaping and Site Elements Only

### Phase 3 - Town of Yountville Limit to Existing Bike Path

March 27, 2014

Item	Quantity	Unit	Unit Cost	SubTotal	Total
<b>SITE PREPARATION AND PLANTING</b>					
Clear and Grub	1,200	SF	\$ 0.25	\$ 300.00	
Soil Preparation	1,200	SF	\$ 0.75	\$ 900.00	
Trees (15 gallon)	14	EA	\$ 200.00	\$ 2,800.00	
Deep Root Barriers	10	SETS	\$ 110.00	\$ 1,100.00	
Organic Mulch (4" deep)	14	CY	\$ 30.00	\$ 420.00	
365 Day Maintenance	1	LS	\$ 4,000.00	\$ 4,000.00	
<b>Subtotal</b>					<b>\$ 9,520.00</b>
<b>IRRIGATION</b>					
Irrigation System (including solar powered controllers, valves, main line, lateral line, valve boxes, tree emitters, bubblers, and miscellaneous equipment)	2,650	SF	\$ 3.50	\$ 9,275.00	
<b>Subtotal</b>					<b>\$ 9,275.00</b>
<b>PROJECT SUBTOTAL</b>					<b>\$ 18,795.00</b>
<b>CONTINGENCY (10%)</b>					<b>\$ 1,879.50</b>
<b>PROJECT TOTAL</b>					<b>\$ 20,674.50</b>

**Notes:**

*This cost opinion is preliminary and does not include figures for tree and shrub demolition, pruning, arboricultural measures, design, inspections, permits, soil import/export, etc. Cost for irrigation water extension to point of connection is not included. The cost opinion is subject to change as the design is refined and revised and is not intended to be used for bond or grant purposes. GSM landscape architects, inc. can not and does not guarantee that the proposals, bids, or the construction cost will not vary from this opinion of probable cost.*



May 21, 2014

Chuck McMinn  
Executive Director  
Board President

Shannon Kuleto  
Operations Director

**NAPA VALLEY VINE TRAIL  
COALITION BOARD  
MEMBER ORGANIZATIONS**

**LAND INTEREST GROUPS**

Napa Valley Vintners (co-founder)  
Napa Valley Grapegrowers (co-founder)  
Land Trust of Napa County (co-founder)  
Napa County Farm Bureau  
Winegrowers of Napa County

**PUBLIC AGENCIES**

Napa County Transportation & Planning Agency (NCTPA)  
City of Vallejo/Solano County  
NCTPA/TAC Public Works Planners  
Active Transportation Advisory Committees of Napa County (ATAC)  
Napa County Regional Park & Open Space District  
California Department of Fish & Game  
Napa County Planning Commission  
Napa County Law Enforcement  
Napa County Sheriff's Department  
City of Napa Police Department  
California Highway Patrol  
Caltrans District 4

**ECONOMIC**

**INTEREST GROUPS**

Visit Napa Valley  
Napa Valley Chambers of Commerce  
NV Hispanic Chamber of Commerce  
Calistoga Vitality Group  
Cycling Businesses of Napa Valley

**ENVIRONMENTAL  
INTEREST GROUPS**

Sierra Club Napa Group  
Sustainable Napa County  
Friends of the Napa River

**CULTURAL & COMMUNITY  
INTEREST GROUPS**

Napa County Bicycle Coalition  
Health, Wellness & Medical Coalition  
Youth Development/Safety Education  
Safe Routes to School Napa County  
Runners of Napa Valley  
Rotary Clubs of Napa Valley  
Arts Council Napa Valley

Kate Miller  
Executive Director  
Napa County Transportation and Planning Agency  
625 Burnell Street  
Napa, CA 94559

Re: Vine Trail support for NCTPA-Napa Valley Vine Trail Gap Closure Project, Phase 2

Dear Kate:

On behalf of the Napa Valley Vine Trail Coalition, representing more than 30 countywide organizations, we are pleased to support NCTPA's application for ATP funding with the following financial commitments:

- **The Vine Trail Coalition will provide the local match for up to 20%** of any ATP grant from philanthropic funds already raised by our coalition (e.g. \$900,000 in support of your \$3.6 million grant request).
- **The Vine Trail Coalition in partnership with the local jurisdictions will provide funding for the maintenance of this section of the Trail** from funds already raised or committed to our endowment fund for maintenance in an amount estimated at \$7-9,000 per year per mile for 20 years from the date of trail installation.

We are strong supporters of the Vine Trail project and created our Coalition over 5 years ago to raise local matching funds to design, construct and maintain the Vine Trail. We believe that these commitments demonstrate a uniquely high level of local community support for this great project.

Sincerely,

Charles McMinn  
Chairman & Executive Director  
Napa Valley Vine Trail Coalition

CC:

Kate Miller, Director, Napa County Transportation Planning Agency  
Board of Directors, Napa Valley Vine Trail Coalition

NAPA VALLEY VINE TRAIL COALITION

WWW.VINETRAIL.ORG | INFO@VINETRAIL.ORG | POST OFFICE BOX 93 | ST. HELENA, CA 94574

501(c)(3) TaxID 26-3426758 | @NVVINETRAIL | 707.967.5410

NAPA COUNTY TRANSPORTATION PLANNING AGENCY AGREEMENT NO. 13-11  
NAPA COUNTY AGREEMENT NO. 8000

AGREEMENT BETWEEN  
THE NAPA COUNTY TRANSPORTATION AND PLANNING AGENCY AND  
NAPA COUNTY

This Agreement ("Agreement") is entered into and effective as of August 6, 2013, by and between the Napa County Transportation and Planning Agency, a joint powers agency ("NCTPA") and Napa County, a political subdivision of the State of California ("County"), collectively "Parties".

**WHEREAS**, NCTPA and County have each adopted all or a portion of the County-Wide Bicycle Plan, one recommendation of which is envisioned as a continuous connected bike path, the Vine Trail, which is aligned through all of the jurisdictions in Napa County; and

**WHEREAS**, one length of the Vine Trail ("Project") traverses the City of Napa, County, and Town of Yountville and is described in Section 2 below and depicted on Exhibit "A" (Project Maps); and

**WHEREAS**, it is in the best interest of the public and the agencies for the Parties to pool resources to fund the planning, design (including environmental clearance), and construction of that portion of the Vine Trail depicted on the Project Maps, and as described below; and

**WHEREAS**, the Parties desire to set forth the respective obligations of each which are necessary to successfully complete the Project.

**NOW, THEREFORE**, in consideration of the foregoing, the mutual agreements of the parties, and other valuable consideration the sufficiency of which is hereby acknowledged, the parties hereby agree as follows:

1. **Term of the Agreement.** The term of this Agreement shall commence on the date first above written and shall expire upon completion of the Project but no later than December 31, 2015, unless terminated earlier in accordance with this Agreement; except the obligations of the County as outlined in Section 6 of this agreement and the obligations of the Parties under Insurance, Indemnification, and Access to Records/Retention shall continue in full force and effect after expiration or termination in relation to acts or omissions occurring prior to expiration or termination of the Agreement.
2. **Project.** A portion of the Vine Trail will be planned and implemented under this Agreement:
  - a. Oak Knoll District - The portion that is aligned parallel to and east of Solano Avenue and will connect the City of Napa's Commuter Bike Path, at its northerly terminus south of Redwood Road, to the Town of Yountville's Yountville Mile, at its southerly terminus at California Drive. The project lies within the City of Napa, County, and Town of Yountville. The work will provide environmental determination and final plans, specifications, and estimates for construction bid documents with any remaining funds applied to construction.

3. **Roles.** NCTPA shall provide overall project management of the Project, shall retain a qualified Engineering Firm to assist with the completion of the tasks as detailed in Section 4 of this Agreement, and shall perform those other services as set forth in Exhibit "B". County shall provide direction as to County's design standards and review and comment on the plans, specifications, and estimates.

4. **Payment of Funds.** Funding for the Project shall be paid to NCTPA as follows:

a. **Oak Knoll District**

- I. County shall authorize NCTPA to utilize its STP/CMAQ federal funds in the amount of Two Hundred Eleven Thousand dollars (\$211,000) by August 6, 2013.
- II. County shall make one lump sum payment to NCTPA in the amount of Thirty Thousand dollars (\$30,000) by August 16, 2013.
- III. County shall provide, to NCTPA, County staff services during the course of this Agreement up to a value of One Hundred Twenty-Five Thousand dollars (\$125,000) to assist NCTPA with any of the following services: project management, environmental determination, plan and specification review, and/or construction inspection of portions of the Project within the County right of way. Expenses accrued up to the date of this Agreement for the preliminary work that has been done by the County along the Oak Knoll District segment shall be included in this item.

The environmental determination, final plans, specifications, and estimates will produce bid documents for construction of the segment. NCTPA shall use its Federal Highway Administration award of Transportation and Community System Preservation (TCSP) funds to complete the final plans, specifications and estimate. Any remaining TCSP funds shall be applied to construction costs.

5. **Environmental.** NCTPA shall be the Lead Agency for purposes of design and environmental determination of the Project consistent with the requirements of the National Environmental Policy Act (NEPA) and the California Environmental Quality Act ("CEQA") and standard engineering practices. NCTPA shall retain and pay for the engagement of a qualified consultant(s) to conduct such design and environmental determination. It is anticipated that the Project will require the preparation of either a Mitigated Negative Declaration or Environmental Impact Report, depending on the conclusions of an initial study. It is anticipated that the final environmental document will be completed and ready for adoption/certification before January 31, 2014.

6. **Ownership and Maintenance.** The County shall own, operate and maintain all improvements related to the Project, including but not limited to trash collection, lighting, and graffiti removal within County's jurisdiction.

7. **Reporting.** NCTPA shall provide a written quarterly report to the County in the format attached as Exhibit "C" within thirty (30) days of the end of each fiscal quarter that includes, at a minimum, Project status and activities for the fiscal quarter and the project to date.

8. **Use of Funds, Return of Funds.** The County agrees to pay NCTPA for Project expenses, and NCTPA may submit invoices to the County for eligible project costs up to the amount set forth to in Section 4(a)(I) of this Agreement. Invoices shall describe the invoiced

project activities. The invoices may include itemized staff charges, itemized payment to vendors, consultants or contractors, and total funds being reimbursed. NCTPA hereby agrees to use all funds conveyed to NCTPA under this Agreement for the sole purpose of funding expenses directly related to the services set forth in this Agreement. NCTPA shall create and maintain sufficient financial records in a manner that is consistent with generally accepted accounting principles for use of the funds conveyed through this Agreement, and further agrees to all applicable Federal, State, and local regulations associated with the stated fund sources herein.

(a) If NCTPA has not fully expended the funds by the date of expiration or other termination of the Agreement and the Agreement has not been amended by the Parties to extend the term or otherwise amended, then NCTPA shall return to the County the remaining unspent funds within thirty (30) days after such expiration or other termination date.

(b) If NCTPA fails to fulfill in a timely and proper manner NCTPA's obligations under this Agreement or otherwise breaches this Agreement, NCTPA shall, upon written demand of the County, return to the County all unencumbered and unexpended funds provided hereunder within thirty (30) days of receipt by NCTPA of written demand therefore, and shall include any interest earned thereon by NCTPA on a pro-rata basis. Return of funds under this paragraph shall be in addition to any other remedies available to the County by law.

9. **Insurance.** NCTPA shall obtain and maintain in full force and effect throughout the term of this Agreement, and thereafter as to matters occurring during the term of this Agreement, the following insurance coverage or equivalent self-insurance or a combination thereof:

(a) **Workers' Compensation insurance.** To the extent required by law during the term of this Agreement, NCTPA shall provide workers' compensation insurance for the performance of any of NCTPA's duties under this Agreement, including but not limited to, coverage for workers' compensation and employer's liability and a waiver of subrogation, and shall provide the County with certification of all such coverages upon request by the County.

(b) **Liability Insurance.** NCTPA shall obtain and maintain in full force and effect during the term of this Agreement the following liability insurance coverages, issued by a company admitted to do business in California and having an A.M. Best rating of A:VII or better or equivalent self-insurance:

(1) **General Liability.** Commercial general liability [CGL] insurance coverage (personal injury and property damage) of not less than ONE MILLION DOLLARS (\$1,000,000) combined single limit per occurrence, covering liability or claims for any personal injury, including death, to any person and/or damage to the property of any person arising from the acts or omissions of NCTPA or any officer, agent, or employee of NCTPA under this Agreement. If the coverage includes an aggregate limit, the aggregate limit shall be no less than twice the per occurrence or \$2,000,000.

(2) **Professional Liability.** NCTPA shall require its Consultants to provide Professional liability [or errors and omissions] insurance for all activities of the Consultant arising out of or in connection with this Agreement in an amount not less than ONE MILLION DOLLARS (\$1,000,000) per claim.

(3) **Comprehensive Automobile Liability Insurance.** Comprehensive automobile liability insurance (Bodily Injury and Property Damage) on owned, hired, leased and non-owned vehicles used in conjunction with NCTPA's business of not less than ONE MILLION DOLLARS (\$1,000,000) combined single limit per occurrence.

(c) **Certificates.** All insurance coverages referenced in 7(b), above, shall be evidenced by one or more certificates of coverage or, with the consent of any of Parties' Risk Managers, which shall be filed by NCTPA prior to commencement of performance of any of NCTPA's duties; shall reference this Agreement by its number or title and department; shall be kept current during the term of this Agreement; shall provide that the other Parties shall be given

no less than thirty (30) days prior written notice of any non-renewal, cancellation, other termination, or material change, except that only ten (10) days prior written notice shall be required where the cause of non-renewal or cancellation is non-payment of premium; and shall provide that the inclusion of more than one insured shall not operate to impair the rights of one insured against another insured, the coverage afforded applying as though separate policies had been issued to each insured, but the inclusion of more than one insured shall not operate to increase the limits of the company's liability. For the commercial general liability insurance coverage referenced in 7(b)(1) and, where the vehicles are covered by a commercial policy rather than a personal policy, for the comprehensive automobile liability insurance coverage referenced in 7(b)(3) NCTPA shall also file with the evidence of coverage an endorsement from the insurance provider naming the Parties, their officers, employees, agents and volunteers as additional insureds and waiving subrogation, and the certificate or other evidence of coverage shall provide that if the same policy applies to activities of NCTPA not covered by this Agreement then the limits in the applicable certificate relating to the additional insured coverage of the other Parties shall pertain only to liability for activities of NCTPA under this Agreement, and that the insurance provided is primary coverage to the other Parties with respect to any insurance or self-insurance programs maintained by the other Parties. The additional insured endorsements for the general liability coverage shall use Insurance Services Office (ISO) Form No. CG 20 09 11 85 or CG 20 10 11 85, or equivalent, including (if used together) CG 2010 10 01 and CG 2037 10 01; but shall not use the following forms: CG 20 10 10 93 or 03 94. Upon request by the other Parties, NCTPA shall provide or arrange for the insurer to provide within thirty (30) days of the request, certified copies of the actual insurance policies or relevant portions thereof.

(d) Deductibles/Retentions. Any deductibles or self-insured retentions shall be declared to, and be subject to approval by the other Parties' Risk Managers, which approval shall not be denied unless the Risk Manager determines that the deductibles or self-insured retentions are unreasonably large in relation to compensation payable under this Agreement and the risks of liability associated with the activities required of NCTPA by this Agreement. At the option of and upon request by the other Parties' Risk Manager if the Risk Manager determines that such deductibles or retentions are unreasonably high, either the insurer shall reduce or eliminate such deductibles or self-insurance retentions as respects the other Parties, their officers, employees, agents and volunteers or NCTPA shall procure a bond guaranteeing payment of losses and related investigations, claims administration and defense expenses.

(e) Contractors. NCTPA shall require all contractors and their sub-contractors performing work in connection with this Agreement to maintain insurance consistent with the terms set forth above and all such certificates shall name Napa County as an additional insured.

#### 10. **Hold Harmless/Defense/Indemnification.**

(a) In General. To the full extent permitted by law, the Parties shall each defend, indemnify and hold harmless each other as well as their respective officers, agents and employees from any claims, suits, proceedings, loss or liability, including reasonable attorney's fees, for personal injury (including death) or damage to property, arising out of or connected with any acts or omissions of that party or its officers, agents, employees, volunteers, contractors or subcontractors when performing any activities or obligations required of that party under this Agreement, except when such acts or omissions have been requested by and non-negligently performed in compliance with the express direction of the other party. Each party shall notify the other party immediately in writing of any claim or damage related to activities performed under this Agreement. The Parties shall cooperate with each other in the investigation and disposition of any claim arising out of the activities under this Agreement, providing that nothing shall require either party to disclose any documents, records or communications that are protected under peer review privilege, attorney-client privilege, or attorney work product

privilege. NCTPA shall require its consultants to defend, indemnify and hold harmless all of the Parties to this agreement.

(b) **Employee Character and Fitness.** NCTPA accepts responsibility for determining and approving the character and fitness of its employees (including volunteers, agents or representatives) to provide the services required of NCTPA under this Agreement. Notwithstanding anything to the contrary in this Paragraph, NCTPA shall hold the other Parties and their officers, agents and employees harmless from any liability for injuries or damages resulting from a breach of this provision or NCTPA's actions in this regard.

11. **Termination for Cause.** If NCTPA shall fail to fulfill in a timely and proper manner the obligations under this Agreement or otherwise breach this Agreement and fail to cure such failure or breach within ten (10) days of receipt of written notice from the other party describing the nature of the breach, the other Parties may, in addition to any other remedies they may have, terminate this Agreement by giving five (5) days prior written notice to NCTPA in the manner set forth in Paragraph 14 (Notices).

12. **Termination for Convenience.** This Agreement may be terminated by any party for any reason and at any time by giving no less than sixty (60) days prior written notice of such termination to the other party and specifying the effective date thereof; provided, however, that no such termination may be effected by NCTPA unless an opportunity for consultation is provided prior to the effective date of the termination.

13. **Disposition and Payment for Work upon Expiration or Termination.**  
NCTPA shall be entitled to receive compensation for any satisfactory work completed prior to receipt of the notice of termination or commenced prior to receipt of the notice and completed satisfactorily prior to the effective date of the termination.

14. **No Waiver.** The waiver by any Parties of any breach or violation of any requirement of this Agreement shall not be deemed to be a waiver of any such breach in the future, or of the breach of any other requirement of this Agreement.

15. **Notices.** All notices required or authorized by this Agreement shall be in writing and shall be delivered in person or by deposit in the United States mail, by certified mail, postage prepaid, return receipt requested. Any mailed notice, demand, request, consent, approval or communication that either party desires to give the other party shall be addressed to the other party at the address set forth below. Either party may change its address by notifying the other party of the change of address. Any notice sent by mail in the manner prescribed by this paragraph shall be deemed to have been received on the date noted on the return receipt or five days following the date of deposit, whichever is earlier.

COUNTY  
Rick Marshall  
Deputy Director, Public Works  
1195 third Street, Suite 101  
Napa, CA 94559

NCTPA  
Kate Miller  
NCTPA Executive Director  
625 Burnell Street  
Napa, CA 94559

16. **Compliance with Laws.** NCTPA shall observe and comply with all applicable Federal, State and local laws, ordinances, and codes. Such laws shall include, but not be limited to, the following, except where prohibited by law:

(a) **Non-Discrimination.** During the performance of this Agreement, NCTPA and its subcontractors shall not deny the benefits thereof to any person on the basis of sex, race, color,

ancestry, religion or religious creed, national origin or ethnic group identification, sexual orientation, marital status, age (over 40), mental disability, physical disability or medical condition (including cancer, HIV and AIDS), nor shall they discriminate unlawfully against any employee or applicant for employment because of sex, race, color, ancestry, religion or religious creed, national origin or ethnic group identification, sexual orientation, marital status, age (over 40), mental disability, physical disability or medical condition (including cancer, HIV and AIDS), or use of family care leave. NCTPA shall ensure that the evaluation and treatment of employees and applicants for employment are free of such discrimination or harassment. In addition to the foregoing general obligations, NCTPA shall comply with the provisions of the Fair Employment and Housing Act (Government Code section 12900, et seq.), the regulations promulgated thereunder (Title 2, California Code of Regulations, section 7285.0, et seq.), the provisions of Article 9.5, Chapter 1, Part 1, Division 3, Title 2 of the Government Code (sections 11135-11139.5) and any state or local regulations adopted to implement any of the foregoing, as such statutes and regulations may be amended from time to time. To the extent this Agreement subcontracts to NCTPA services or works required of Parties by the State of California pursuant to agreement between Parties and the State, the applicable regulations of the Fair Employment and Housing Commission implementing Government Code section 12990 (a) through (f), set forth in Chapter 5 of Division 4 of Title 2 of the California Code of Regulations are expressly incorporated into this Agreement by reference and made a part hereof as if set forth in full, and NCTPA and any of its subcontractors shall give written notice of their obligations thereunder to labor organizations with which they have collective bargaining or other agreements.

(b) Documentation of Right to Work. NCTPA agrees to abide by the requirements of the Immigration and Control Reform Act pertaining to assuring that all newly-hired employees of NCTPA performing any services under this Agreement have a legal right to work in the United States of America, that all required documentation of such right to work is inspected, and that INS Form 1-9 (as it may be amended from time to time) is completed and on file for each employee.

(c) Inclusion in Subcontracts. To the extent any of the services required of NCTPA under this Agreement are subcontracted to a third party; NCTPA shall include all of the provisions of this Paragraph in all such subcontracts as obligations of the subcontractor.

**17. Access to Records/Retention.** Parties, any federal or state grantor NCTPA funding all or part of the compensation payable hereunder, the State Controller, the Comptroller General of the United States, or the duly authorized representatives of any of the above, shall have access to any books, documents, papers and records of NCTPA which are directly pertinent to the subject matter of this Agreement for the purpose of making audit, examination, excerpts and transcriptions. Except where longer retention is required by any federal or state law, NCTPA shall maintain all required records for at least five (5) years after Parties makes final payment for any other work authorized hereunder and all pending matters are closed, whichever is later.

**18. Non-Solicitation of Employees.** Each party agrees not to solicit for employment the employees of the other party who were directly involved in the performance of the services hereunder for the term of this Agreement and a period of six (6) months after termination of this Agreement except with the written permission of the other party, except that nothing in this Paragraph shall preclude either party from publishing or otherwise distributing applications and information regarding that party's job openings where such publication or distribution is directed to the public generally, and from processing filed applications in accordance with the party's general recruitment procedures.

**19. Privileges, Immunities and Other Benefits** In accordance with California Government Code section 6513, all of the privileges and immunities from liability, all exemptions from laws,

ordinances and rules, and all pension, relief, disability, workmen's compensation, and other benefits which apply to the activity of the trustees, officers, employees or agents of the Parties when performing their functions within the territorial limits of their respective Public Agencies, shall apply to them to the same degree and extent while engaged in the performance of any of their functions and duties associated with performance of this Agreement.

20. **Third Party Beneficiaries.** Nothing contained in this Agreement shall be construed to create any rights in third parties and the Parties do not intend to create such rights.

21. **Warranty of Legal Authority.** Each party warrants and covenants that it has the present legal authority to enter into this Agreement and to perform the acts required of it hereunder. If any party is found to lack the authority to perform the acts required of it hereunder or is prevented from performing the acts by a court of competent jurisdiction, this Agreement shall be void.

22. **Assignment/Delegation.** None of the Parties hereto shall assign or transfer any benefit or obligations of this Agreement without the prior written consent of the others, and no assignment shall be of any force or effect whatsoever unless and until the other Parties shall have so consented.

23. **Severability.** In the event any provision of this Agreement is held to be invalid or unenforceable, the valid or enforceable portion thereof and the remaining provisions of this Agreement will remain in full force and effect.

24. **Interpretation; Venue.**

(a) **Interpretation.** The headings used herein are for reference only. The terms of the Agreement are set out in the text under the headings. This Agreement shall be governed by the laws of the State of California without regard to the choice of law or conflicts.

(b) **Venue.** This Agreement is made in Napa County, California. The venue for any legal action in state court filed by either party to this Agreement for the purpose of interpreting or enforcing any provision of this Agreement shall be in the Superior Court of California, County of Napa, a unified court. The venue for any legal action in federal court filed by either party to this Agreement for the purpose of interpreting or enforcing any provision of this Agreement lying within the jurisdiction of the federal courts shall be the Northern District of California. The appropriate venue for arbitration, mediation or similar legal proceedings under this Agreement shall be Napa County, California; however, nothing in this sentence shall obligate either party to submit to mediation or arbitration any dispute arising under this Agreement.

25. **Attorneys' Fees.** The prevailing party in any legal action brought by one party against the other and arising out of this Agreement shall be entitled to reimbursement for its expenses, including court costs and reasonable attorneys' fees.

26. **Entire Agreement.** This document is intended both as the final expression of the agreement between the Parties hereto with respect to the included terms and as a complete and exclusive statement of the terms of the Agreement. This Agreement may be executed in counterparts, each of which shall constitute an original.

///

///

27. **Amendment.** This Agreement may only be amended in writing by an amendment authorized by the each of the Parties.

**IN WITNESS WHEREOF**, this Agreement was executed by the PARTIES hereto as of the date first above written.

NAPA COUNTY TRANSPORTATION AND PLANNING AGENCY, "NCTPA"

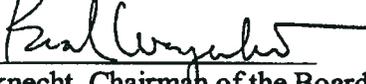
By   
Kate Miller, Executive Director

ATTEST:

By   
Karaly Sanderlin, Secretary

Approved as to form:  
Minh Tran, NCTPA Legal Counsel  
By Janice D. Killion (e-sign)  
Janice D. Killion, Deputy

NAPA COUNTY, a political subdivision of the State of California

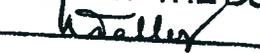
By   
Brad Wagenknecht, Chairman of the Board of Supervisors

ATTEST:

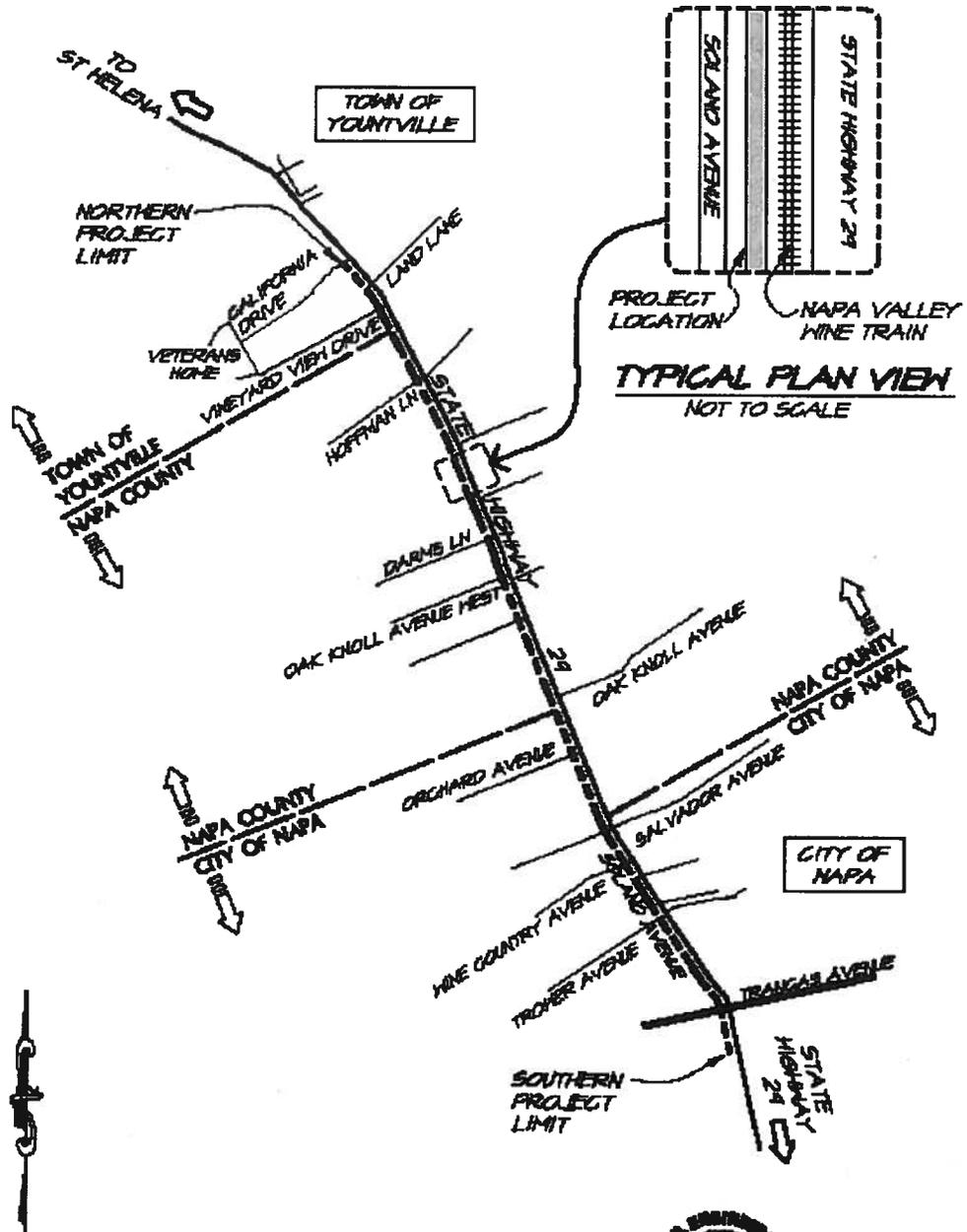
By   
Gladys I. Coil, Clerk of the Board of Supervisors

Approved as to form:  
Minh Tran, County Counsel

By Thomas S. Capriola (e-sign)  
Thomas S. Capriola, Deputy

APPROVED 8/6/2013  
BOARD OF SUPERVISORS  
COUNTY OF NAPA  
GLADYS I. COIL  
CLERK OF THE BOARD  
BY  Deputy

PROJECT MAP  
EXHIBIT "A"  
Oak Knoll District



**LOCATION MAP**  
SOLANO AVENUE VINE TRAIL

1013 Fourth Street  
Napa, Calif. 94558  
☎ 707.252.3301  
☎ 707.252.4000

**EXHIBIT "B"**  
**SCOPE OF WORK**

**OAK KNOLL DISTRICT**

1. Project Management
  - a. RFQ/RFP process & Consultant management
  - b. Stakeholder agreements, reporting, invoicing & coordination
  - c. Scheduling
  - d. Caltrans coordination
    - i. E-76 (PE, R/W, Construction)
    - ii. Field Review, Preliminary Environmental Studies
    - iii. Invoicing
    - iv. Project close-out
  - e. Work with County to identify additional funding as needed
    - i. Grant writing
  - f. Route Planning and Plan Development
    - i. Co-ordination with County
  - g. Cost Estimating
  - h. Construction
  - i. Project close-out
2. Data Collection and Analysis
  - a. Topographic survey for County of Napa portion
  - b. Base mapping
  - c. Site Inventory
3. Environmental
  - a. Process Preliminary Environmental Studies
  - b. Conduct Field Review w/ Caltrans
  - c. Complete required studies and technical memos
  - d. Stakeholder Agency coordination
  - e. Secure environmental determination, CEQA/NEPA
4. Right of Way
  - a. Identify needed right of way, if any
    - i. Easements; Temporary Construction & Permanent
    - ii. Permanent acquisition
  - b. Work with County to complete
    - i. Appraisals, Deeds, Filing
  - c. Caltrans Encroachment Permitting
5. Utilities
  - a. Identify utility conflicts
  - b. Stakeholder coordination on plan design
6. Design, engineering, PS&E
  - a. County/Caltrans coordination for PS&E review; 30% 60%, 90%, final
  - b. Consultant management
  - c. Public meeting if required
  - d. Board presentations
7. Construction (per Section 2. of this Agreement)
  - a. Bid documents
  - b. Advertisement/Bid opening
  - c. Construction management

## SCOPE OF WORK (con't)

- i. Public Outreach
- d. Contractor invoicing
- e. Project close-out

### **Project Reporting**

Within thirty days of each fiscal quarter-ended, NCTPA shall provide a written quarterly report to the County that includes at a minimum, Project status and activities for the fiscal quarter-ended and Project expenditures for the fiscal quarter-ended and the Project to date.

(See EXHIBIT "C" for Quarterly Report Template)

**EXHIBIT "C"**  
**(QUARTERLY REPORT TEMPLATE)**

Project Report for Quarter Ending \_\_\_\_\_

Project Name:

Description of Project:

Project is (%) Complete:

Work Completed and Revenues Expended to Date\*:

Description of Task/Sub-Task	Date of Completion or Percent Completed	Amount Expended/Amount Budgeted

Discuss Potential Project Risks or Projected Cost Overruns\*\*

Description of Task/Sub-Task	Issue or Risk	Anticipated Cost

\* Table to be expanded as needed in order to provide adequate detail of work completed to date, progress schedule and revenues expended.

\*\*Table to be expanded as needed in order to provide adequate detail of issues/problems encountered, design challenges, and proposed solution.

Approved by Napa City Council 5/06/14, awaiting signatures

**COOPERATIVE JOINT POWERS AGREEMENT BETWEEN  
THE NAPA COUNTY TRANSPORTATION AND PLANNING AGENCY  
AND THE CITY OF NAPA FOR THE FUNDING, DESIGN, AND  
IMPLEMENTATION OF THE VINE TRAIL PROJECT**

Napa County Transportation and Planning Agency Agreement No. \_\_\_\_\_  
City of Napa Agreement No. \_\_\_\_\_

This Cooperative Joint Powers Agreement between the Napa County Transportation and Planning Agency and the City of Napa for the Funding, Design, Implementation and Construction of the Vine Trail Project ("Agreement") is made and entered into under the joint exercise of powers provisions of the Government Code of the State of California, California Government Code Section 6500-6536, as of this \_\_\_\_\_ day of \_\_\_\_\_, 2014 by and between the Napa County Transportation and Planning Agency, a joint powers agency ("NCTPA") and the City of Napa, a California Charter City and municipal organization ("City"). NCTPA and City are public entities organized and operating under the laws of the State of California and each is a public agency as defined in California Government Code Section 6500. NCTPA and City may be referred to collectively as "the Parties."

**WHEREAS**, NCTPA and City have each adopted all or a portion of the County-Wide Bicycle Plan, one recommendation of which is envisioned as a continuous connected bike path, the Vine Trail, which is aligned through all of the jurisdictions in Napa County; and

**WHEREAS**, two portions of the Vine Trail ("Project") are located in the City, County of Napa and Town of Yountville and are described in Section 2 below and depicted on Exhibit "A1" and Exhibit "A2" (Project Maps); and

**WHEREAS**, it is in the best interest of the public and the agencies for the Parties to pool resources to fund the planning, design (including environmental clearance) and implementation of the Project, as described below; and

**WHEREAS**, the Parties desire to set forth the respective obligations of each which are necessary to successfully complete the Project.

**NOW, THEREFORE**, in consideration of the foregoing, the mutual agreements of the parties, and other valuable consideration the sufficiency of which is hereby acknowledged, the parties hereby agree as follows:

1. **Term of the Agreement.** The term of this Agreement shall commence on the date first above written and shall expire upon completion of the project but no later than July 31, 2016, unless terminated earlier in accordance with this Agreement; except the obligations of the City as outlined in Section 6 of this agreement and that the obligations of the Parties under Sections 9, 10 and 17, Insurance, Indemnification and Access to Records/Retention, shall continue in full force and effect after expiration or termination in relation to acts or omissions occurring prior to expiration or termination of the Agreement.

2. **Project.** Two portions of the Vine Trail will be planned, designed, and implemented under this Agreement:

- a. Oak Knoll District - The portion that is aligned parallel to and easterly of Solano Avenue and will connect the City's Commuter Bike Path, at northerly terminus, south of Redwood Road, to the Town of Yountville's Yountville Mile. This portion of the project lies within the City, County of Napa and Town of Yountville. Work performed under this segment of the Project will include the preparation of environmental determination, final plans, specifications and estimates for construction bid documents, and construction of the segment.
- b. Soscol Avenue - The portion that is aligned adjacent to Soscol Avenue and will connect the City's Commuter Bike Path, at southerly terminus at Vallejo Street, to the future Napa River Trail south of Third Street. Work performed under this segment of the Project will include the preparation of environmental documentation, surveying, preliminary plan design, specifications and estimates.

Both portions of the Project are shown in Exhibit "A1" and Exhibit "A2" (Project Maps).

3. NCTPA shall provide overall project management of the Project and shall retain a qualified Engineering Firm to assist with the completion of the tasks as detailed in Section 4 of this Agreement. City shall provide direction as to City's design standards and review and comment on the plans, specifications and estimates. City shall provide construction inspection services and NCTPA shall pay for materials testing. If the City is unable to provide staff inspection during construction based on staff availability NCTPA shall hire a consultant for these services.

4. **Payment of Funds.** Funding for the Project shall be paid to NCTPA as follows:

- a. Oak Knoll District - City shall make one lump sum payment to NCTPA in the amount of Ten Thousand dollars (\$10,000) by July 31, 2014. The funds will be applied to the Oak Knoll District segment of the project and applied to the environmental determination and the preparation of the final plans, specifications and estimate. This will fulfill the City's funding obligation for this segment. The environmental determination, final plans, specifications and estimates will produce bid documents for construction of the segment. The Federal Highway Administration's award of \$2,500,000 of Transportation and Community System Preservation (TCSP) funds to NCTPA will pay to complete the final plans, specifications and estimate, with the remaining TCSP funds being applied to construction.
- b. Soscol Avenue - City shall support NCTPA's use of Fifty Thousand dollars (\$50,000) of Regional Bike TDA Article 3 funds on the City's behalf for this segment. (Note: the Napa Valley Vine Trail Coalition will be contributing \$50,000 as matching funds for this segment.) The funds will be applied to the Soscol Avenue segment and applied to the survey, preliminary design and environmental review or determination with the scope of this effort being limited to these funds. The amounts set forth herein represent NCTPA's best estimate of the actual costs that will be incurred by NCTPA in providing services for the

surveying, preliminary design and environmental review or determination of this segment. Once the actual consultant scope of work and costs are known and in the event costs exceed the total estimate, the Parties shall meet and confer in an effort to identify a revised scope of work that is in line with available funding. If after meeting and conferring the scope of work exceeds available funding, Parties shall discuss alternatives, options, and available funding sources to pay for additional costs over the original budget. Under no circumstances shall payment of funds exceed NCTPA's actual costs nor shall City be obligated to pay any additional funds beyond what is specified in this agreement.

5. NCTPA shall be the Lead Agency for purposes of design and environmental determination of the Project consistent with the requirements of the National Environmental Policy Act (NEPA) and the California Environmental Quality Act ("CEQA") and standard engineering practices. NCTPA shall retain and pay for the engagement of a qualified consultant(s) to conduct such design and environmental determination. It is anticipated that the Project will require the preparation of either a Mitigated Negative Declaration(s) or Environmental Impact Report(s), depending on the conclusions of an initial study. For the Oak Knoll District portion, it is anticipated that the final environmental document will be completed and ready for adoption/certification before June 30, 2014. For the Soscol Avenue portion, the schedule is yet to be determined.

6. The City shall own and operate all improvements related to the Project within City limits following their construction. Following City's acceptance of the improvements, the Napa Valley Vine Trail Coalition shall maintain the facility. The terms of the maintenance obligation will be detailed through a separate agreement with the Napa Valley Vine Trail Coalition.

7. **Reporting.** NCTPA shall provide a written quarterly report to the City in the format attached as Exhibit "C" within thirty (30) days of the end of each fiscal quarter that includes, at a minimum, Project status and activities for the fiscal quarter and the project to date.

8. **Use of Funds, Return of Funds.** The City agrees to pay NCTPA the funds specified in Section 4 of this agreement. NCTPA hereby agrees to use all funds conveyed to NCTPA under this Agreement for the sole purpose of funding expenses directly related to the services set forth in this Agreement. NCTPA shall create and maintain sufficient financial records in a manner that is consistent with generally accepted accounting principles for use of the funds conveyed through this Agreement, and further agrees to all applicable Federal, State, and local regulations associated with the stated fund sources herein.

(a) If NCTPA has not fully expended the funds by the date of expiration or other termination of the Agreement and the Agreement has not been amended by the parties to extend the term or otherwise amended, then NCTPA shall return to the Parties the remaining unspent funds within thirty (30) days after such expiration or other termination date.

(b) If NCTPA fails to fulfill in a timely and proper manner NCTPA's obligations under this Agreement or otherwise breaches this Agreement, NCTPA shall, upon written demand of the Parties, return to the Parties all unencumbered and unexpended funds provided hereunder within thirty (30) days of receipt by NCTPA of written demand therefore and shall include any interest earned thereon by NCTPA on a pro-rata basis. Return of funds under this paragraph shall be in addition to any other remedies available to the other Parties by law.

9. **Insurance.** NCTPA shall obtain and maintain in full force and effect throughout the term of this Agreement, and thereafter as to matters occurring during the term of this Agreement, the following insurance coverage or equivalent self-insurance or a combination thereof:

(a) **Workers' Compensation insurance.** To the extent required by law during the term of this Agreement, NCTPA shall provide workers' compensation insurance for the performance of any of NCTPA's duties under this Agreement, including but not limited to, coverage for workers' compensation and employer's liability and a waiver of subrogation, and shall provide the other Parties with certification of all such coverages upon request by the other Parties.

(b) **Liability Insurance.** NCTPA shall obtain and maintain in full force and effect during the term of this Agreement the following liability insurance coverages, issued by a company admitted to do business in California and having an A.M. Best rating of A:VII or better or equivalent self-insurance:

(1) **General Liability.** Commercial general liability [CGL] insurance coverage (personal injury and property damage) of not less than ONE MILLION DOLLARS (\$1,000,000) combined single limit per occurrence, covering liability or claims for any personal injury, including death, to any person and/or damage to the property of any person arising from the acts or omissions of NCTPA or any officer, agent, or employee of NCTPA under this Agreement. If the coverage includes an aggregate limit, the aggregate limit shall be no less than twice the per occurrence or \$2,000,000.

(2) **Professional Liability.** NCTPA shall require its Consultants to provide Professional liability [or errors and omissions] insurance for all activities of the Consultant arising out of or in connection with this Agreement in an amount not less than ONE MILLION DOLLARS (\$1,000,000) per claim.

(3) **Comprehensive Automobile Liability Insurance.** Comprehensive automobile liability insurance (Bodily Injury and Property Damage) on owned, hired, leased and non-owned vehicles used in conjunction with NCTPA's business of not less than ONE MILLION DOLLARS (\$1,000,000) combined single limit per occurrence.

(c) **Certificates.** All insurance coverages referenced in 7(b), above, shall be evidenced by one or more certificates of coverage or, with the consent of any of Parties' Risk Managers, which shall be filed by NCTPA prior to commencement of performance of any of NCTPA's duties; shall reference this Agreement by its number or title and department; shall be kept current during the term of this Agreement; shall provide that the other Parties shall be given no less than thirty (30) days prior written notice of any non-renewal, cancellation, other termination, or material change, except that only ten (10) days prior written notice shall be required where the cause of non-renewal or cancellation is non-payment of premium; and shall provide that the inclusion of more than one insured shall not operate to impair the rights of one insured against another insured, the coverage afforded applying as though separate policies had been issued to each insured, but the inclusion of more than one insured shall not operate to increase the limits of the company's liability. For the commercial general liability insurance coverage referenced in 7(b)(1) and, where the vehicles are covered by a commercial policy rather than a personal policy, for the comprehensive automobile liability insurance coverage referenced in 7(b)(3) NCTPA shall also file with the evidence of coverage an endorsement from the insurance provider naming the Parties, their officers, employees, agents and volunteers as additional insureds and waiving subrogation, and the certificate or other evidence of coverage shall provide that if the same policy applies to activities of NCTPA not covered by this Agreement then the limits in the applicable certificate relating to the additional insured coverage of the other parties shall pertain only to liability for activities of NCTPA under this Agreement, and that the insurance provided is primary coverage to the other Parties with respect to any

insurance or self-insurance programs maintained by the other Parties. The additional insured endorsements for the general liability coverage shall use Insurance Services Office (ISO) Form No. CG 20 09 11 85 or CG 20 10 11 85, or equivalent, including (if used together) CG 2010 10 01 and CG 2037 10 01; but shall not use the following forms: CG 20 10 10 93 or 03 94. Upon request by the other Parties, NCTPA shall provide or arrange for the insurer to provide within thirty (30) days of the request, certified copies of the actual insurance policies or relevant portions thereof.

(d) Deductibles/Retentions. Any deductibles or self-insured retentions shall be declared to, and be subject to approval by the other Parties' Risk Managers, which approval shall not be denied unless the Risk Manager determines that the deductibles or self-insured retentions are unreasonably large in relation to compensation payable under this Agreement and the risks of liability associated with the activities required of NCTPA by this Agreement. At the option of and upon request by the other Parties' Risk Manager if the Risk Manager determines that such deductibles or retentions are unreasonably high, either the insurer shall reduce or eliminate such deductibles or self-insurance retentions as respects the other Parties, their officers, employees, agents and volunteers or NCTPA shall procure a bond guaranteeing payment of losses and related investigations, claims administration and defense expenses.

10. **Hold Harmless/Defense/Indemnification.**

(a) In General. To the full extent permitted by law, the Parties shall each defend, indemnify and hold harmless each other as well as their respective officers, agents and employees from any claims, suits, proceedings, loss or liability, including reasonable attorney's fees, for personal injury (including death) or damage to property, arising out of or connected with any acts or omissions of that party or its officers, agents, employees, volunteers, contractors or subcontractors when performing any activities or obligations required of that party under this Agreement, except when such acts or omissions have been requested by and non-negligently performed in compliance with the express direction of the other party. Each party shall notify the other party immediately in writing of any claim or damage related to activities performed under this Agreement. The parties shall cooperate with each other in the investigation and disposition of any claim arising out of the activities under this Agreement, providing that nothing shall require either party to disclose any documents, records or communications that are protected under peer review privilege, attorney-client privilege, or attorney work product privilege. NCTPA shall require its consultants to defend, indemnify and hold harmless all of the Parties to this agreement.

(b) Employee Character and Fitness. NCTPA accepts responsibility for determining and approving the character and fitness of its employees (including volunteers, agents or representatives) to provide the services required of NCTPA under this Agreement. Notwithstanding anything to the contrary in this Paragraph, NCTPA shall hold the other Parties and their officers, agents and employees harmless from any liability for injuries or damages resulting from a breach of this provision or NCTPA's actions in this regard.

11. **Termination for Cause**. If NCTPA shall fail to fulfill in a timely and proper manner the obligations under this Agreement or otherwise breach this Agreement and fail to cure such failure or breach within ten (10) days of receipt of written notice from the other party describing the nature of the breach, the other Parties may, in addition to any other remedies they may have, terminate this Agreement by giving five (5) days prior written notice to NCTPA in the manner set forth in Paragraph 14 (Notices).

12. **Termination for Convenience.** This Agreement may be terminated by any party for any reason and at any time by giving no less than sixty (60) days prior written notice of such termination to the other party and specifying the effective date thereof; provided, however, that no such termination may be effected by NCTPA unless an opportunity for consultation is provided prior to the effective date of the termination.

13. **Disposition and Payment for Work upon Expiration or Termination.**  
NCTPA shall be entitled to receive compensation for any satisfactory work completed prior to receipt of the notice of termination or commenced prior to receipt of the notice and completed satisfactorily prior to the effective date of the termination.

14. **No Waiver.** The waiver by any Parties of any breach or violation of any requirement of this Agreement shall not be deemed to be a waiver of any such breach in the future, or of the breach of any other requirement of this Agreement.

15. **Notices.** All notices required or authorized by this Agreement shall be in writing and shall be delivered in person or by deposit in the United States mail, by certified mail, postage prepaid, return receipt requested. Any mailed notice, demand, request, consent, approval or communication that either party desires to give the other party shall be addressed to the other party at the address set forth below. Either party may change its address by notifying the other party of the change of address. Any notice sent by mail in the manner prescribed by this paragraph shall be deemed to have been received on the date noted on the return receipt or five days following the date of deposit, whichever is earlier.

City of Napa  
Eric Whan  
Deputy Public Works Director  
P.O. Box 660  
Napa, CA 94559

NCTPA  
Kate Miller  
NCTPA Executive Director  
625 Burnell Street  
Napa, CA 94559

16. **Compliance with Laws.** NCTPA shall observe and comply with all applicable Federal, State and local laws, ordinances, and codes. Such laws shall include, but not be limited to, the following, except where prohibited by law:

(a) **Non-Discrimination.** During the performance of this Agreement, NCTPA and its subcontractors shall not deny the benefits thereof to any person on the basis of sex, race, color, ancestry, religion or religious creed, national origin or ethnic group identification, sexual orientation, marital status, age (over 40), mental disability, physical disability or medical condition (including cancer, HIV and AIDS), nor shall they discriminate unlawfully against any employee or applicant for employment because of sex, race, color, ancestry, religion or religious creed, national origin or ethnic group identification, sexual orientation, marital status, age (over 40), mental disability, physical disability or medical condition (including cancer, HIV and AIDS), or use of family care leave. NCTPA shall ensure that the evaluation and treatment of employees and applicants for employment are free of such discrimination or harassment. In addition to the foregoing general obligations, NCTPA shall comply with the provisions of the Fair Employment and Housing Act (Government Code section 12900, et seq.), the regulations promulgated thereunder (Title 2, California Code of Regulations, section 7285.0, et seq.), the provisions of Article 9.5, Chapter 1, Part 1, Division 3, Title 2 of the Government Code (sections 11135-11139.5) and any state or local regulations adopted to implement any of the foregoing, as

such statutes and regulations may be amended from time to time. To the extent this Agreement subcontracts to NCTPA services or works required of PARTIES by the State of California pursuant to agreement between PARTIES and the State, the applicable regulations of the Fair Employment and Housing Commission implementing Government Code section 12990 (a) through (f), set forth in Chapter 5 of Division 4 of Title 2 of the California Code of Regulations are expressly incorporated into this Agreement by reference and made a part hereof as if set forth in full, and NCTPA and any of its subcontractors shall give written notice of their obligations thereunder to labor organizations with which they have collective bargaining or other agreements.

(b) Documentation of Right to Work. NCTPA agrees to abide by the requirements of the Immigration and Control Reform Act pertaining to assuring that all newly-hired employees of NCTPA performing any services under this Agreement have a legal right to work in the United States of America, that all required documentation of such right to work is inspected, and that INS Form 1-9 (as it may be amended from time to time) is completed and on file for each employee.

(c) Inclusion in Subcontracts. To the extent any of the services required of NCTPA under this Agreement are subcontracted to a third party; NCTPA shall include all of the provisions of this Paragraph in all such subcontracts as obligations of the subcontractor.

17. **Access to Records/Retention.** PARTIES, any federal or state grantor NCTPA funding all or part of the compensation payable hereunder, the State Controller, the Comptroller General of the United States, or the duly authorized representatives of any of the above, shall have access to any books, documents, papers and records of NCTPA which are directly pertinent to the subject matter of this Agreement for the purpose of making audit, examination, excerpts and transcriptions. Except where longer retention is required by any federal or state law, NCTPA shall maintain all required records for at least five (5) years after PARTIES makes final payment for any other work authorized hereunder and all pending matters are closed, whichever is later.

18. **Non-Solicitation of Employees.** Each party agrees not to solicit for employment the employees of the other party who were directly involved in the performance of the services hereunder for the term of this Agreement and a period of six (6) months after termination of this Agreement except with the written permission of the other party, except that nothing in this Paragraph shall preclude either party from publishing or otherwise distributing applications and information regarding that party's job openings where such publication or distribution is directed to the public generally, and from processing filed applications in accordance with the party's general recruitment procedures.

19. **Independent Entities.** Although this Agreement is a Joint Powers Agreement as authorized by California Government Code 6500 *et seq*, NCTPA and City are independent entities, and NCTPA and City and the respective officers, agents and employees of NCTPA and City are not, and shall not be deemed, employees of the other agency for any purpose, including but not limited to worker's compensation and employee benefits.

20. **Privileges, Immunities and other Benefits.** In accordance with California Government Code section 6513, all of the privileges and immunities from liability, all exemptions from laws, ordinances and rules, and all pension, relief, disability, workmen's compensation, and other benefits which apply to the activity of the trustees, officers, employees or agents of the Parties when performing their functions within the territorial limits of their respective Public Agencies,

shall apply to them to the same degree and extent while engaged in the performance of any of their functions and duties associated with performance of this Agreement.

21. **Third Party Beneficiaries.** Nothing contained in this Agreement shall be construed to create any rights in third parties and the parties do not intend to create such rights.

22. **Warranty of Legal Authority.** Each party warrants and covenants that it has the present legal authority to enter into this Agreement and to perform the acts required of it hereunder. If any party is found to lack the authority to perform the acts required of it hereunder or is prevented from performing the acts by a court of competent jurisdiction, this Agreement shall be void.

23. **Assignment/Delegation.** None of the Parties hereto shall assign or transfer any benefit or obligations of this Agreement without the prior written consent of the others, and no assignment shall be of any force or effect whatsoever unless and until the other parties shall have so consented.

24. **Severability.** In the event any provision of this Agreement is held to be invalid or unenforceable, the valid or enforceable portion thereof and the remaining provisions of this Agreement will remain in full force and effect.

25. **Interpretation; Venue.**

(a) **Interpretation.** The headings used herein are for reference only. The terms of the Agreement are set out in the text under the headings. This Agreement shall be governed by the laws of the State of California without regard to the choice of law or conflicts.

(b) **Venue.** This Agreement is made in Napa County, California. The venue for any legal action in state court filed by either party to this Agreement for the purpose of interpreting or enforcing any provision of this Agreement shall be in the Superior Court of California, County of Napa, a unified court. The venue for any legal action in federal court filed by either party to this Agreement for the purpose of interpreting or enforcing any provision of this Agreement lying within the jurisdiction of the federal courts shall be the Northern District of California. The appropriate venue for arbitration, mediation or similar legal proceedings under this Agreement shall be Napa County, California; however, nothing in this sentence shall obligate either party to submit to mediation or arbitration any dispute arising under this Agreement.

26. **Attorneys' Fees.** The prevailing party in any legal action brought by one party against the other and arising out of this Agreement shall be entitled to reimbursement for its expenses, including court costs and reasonable attorneys' fees.

27. **Entire Agreement.** This document is intended both as the final expression of the agreement between the Parties hereto with respect to the included terms and as a complete and exclusive statement of the terms of the Agreement. This Agreement may be executed in counterparts, each of which shall constitute an original.

28. **Amendment.** This Agreement may only be amended in writing by an amendment authorized by the each of the Parties.

Approved by Napa City Council 5/06/14, awaiting signatures

SIGNATURE PAGE TO FOLLOW

Approved by Napa City Council 5/06/14, awaiting signatures

**IN WITNESS WHEREOF**, this Agreement was executed by the PARTIES hereto as of the date first above written.

NAPA COUNTY TRANSPORTATION AND PLANNING AGENCY, "NCTPA"

By \_\_\_\_\_  
Kate Miller, Executive Director

ATTEST:

Approved as to form:  
Minh Tran, NCTPA Legal Counsel

By \_\_\_\_\_  
Karalyn Sanderlin, Secretary

By \_\_\_\_\_  
Janice D. Killion, Deputy

CITY OF NAPA, a Municipal Corporation

By \_\_\_\_\_  
Mike Parness, City Manager

ATTEST:

Approved as to form:

By \_\_\_\_\_  
Dorothy Roberts, City Clerk

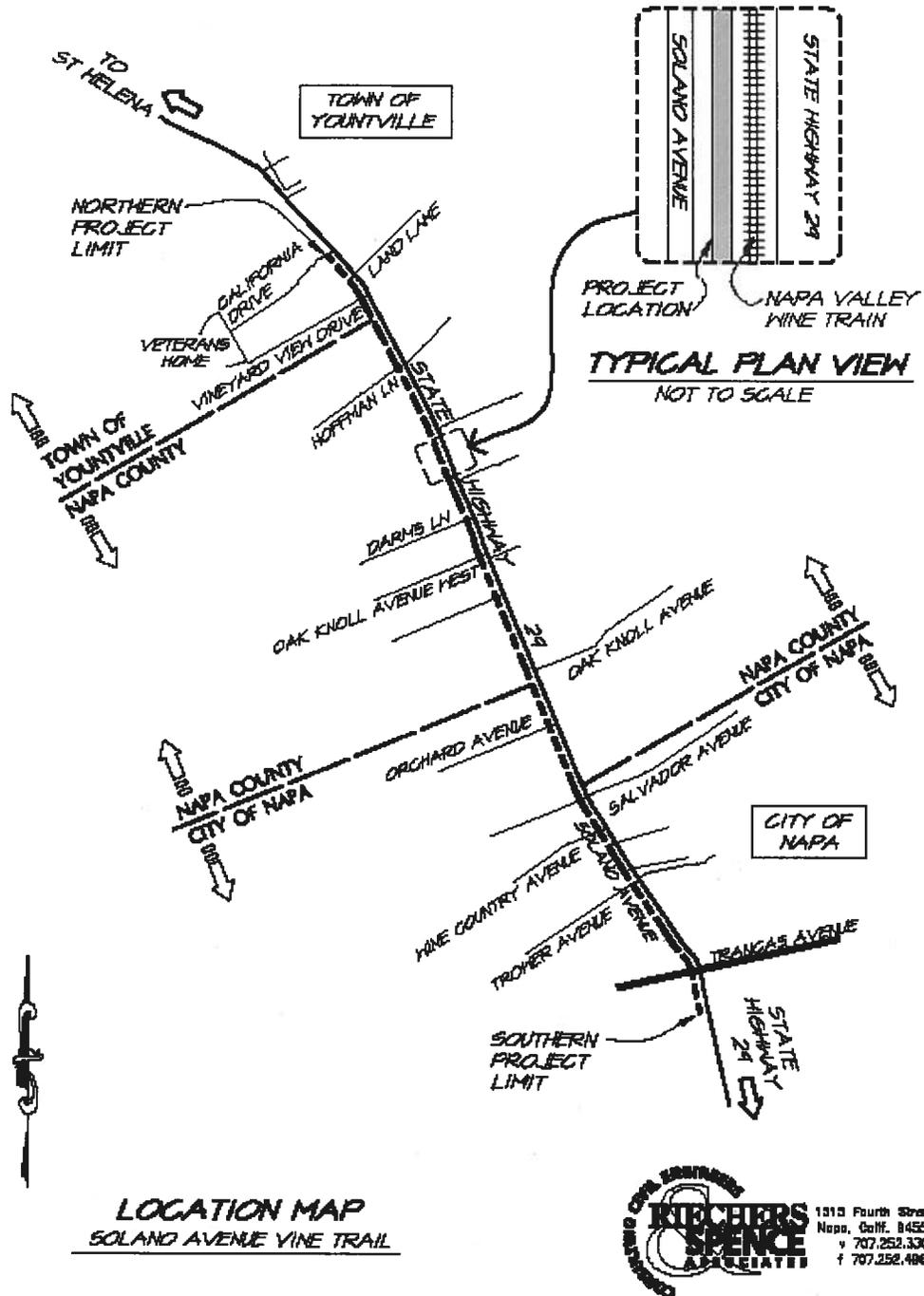
By \_\_\_\_\_  
Michael Barrett, City Attorney

COUNTERSIGNED

By \_\_\_\_\_  
Desiree Brun, City Auditor

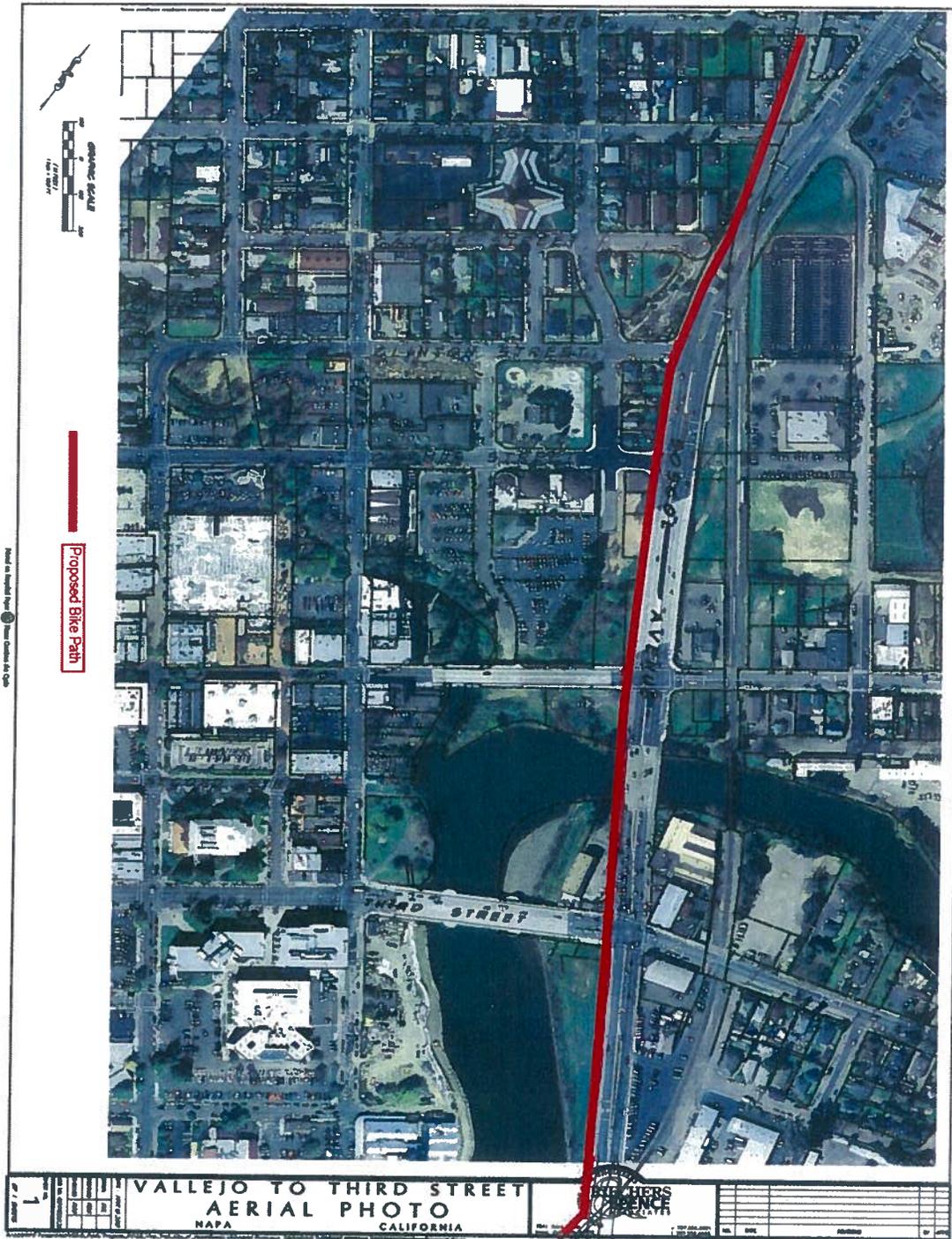
Budget Code: 43010-55002

PROJECT MAPS  
EXHIBIT "A1"  
Oak Knoll District



Approved by Napa City Council 5/06/14, awaiting signatures

PROJECT MAPS  
EXHIBIT "A2"  
Soscol Avenue Segment



Approximate alignment

Approved by Napa City Council 5/06/14, awaiting signatures

EXHIBIT "B"  
SCOPE OF WORK

OAK KNOLL DISTRICT

1. Project Management
  - a. RFQ/RFP process & Consultant management
  - b. Stakeholder agreements, reporting, invoicing & coordination
  - c. Scheduling
  - d. Caltrans coordination
    - i. E-76 (PE, R/W, Construction)
    - ii. Field Review, Preliminary Environmental Studies
    - iii. Invoicing
    - iv. Project close-out
  - e. Work with County/City to identify additional funding as needed
    - i. Grant writing
  - f. Route Planning and Plan Development
    - i. Co-ordination with City
  - g. Cost Estimating
  - h. Construction
  - i. Project close-out
2. Data Collection and Analysis
  - a. Topographic survey for City of Napa Portion
  - b. Base mapping
  - c. Site Inventory
3. Environmental
  - a. Process Preliminary Environmental Studies
  - b. Conduct Field Review w/ Caltrans
  - c. Complete required studies and technical memos
  - d. Stakeholder Agency coordination
  - e. Secure environmental determination, CEQA/NEPA
4. Right of Way
  - a. Identify needed right of way
    - i. Easements; Temporary Construction & Permanent
    - ii. Permanent acquisition
  - b. Work with City to complete
    - i. Appraisals, Deeds, Filing
  - c. Caltrans Encroachment Permitting
5. Utilities
  - a. Identify utility conflicts
  - b. Stakeholder coordination on plan design
6. Design, engineering, PS&E
  - a. City/Caltrans coordination for PS&E review; 30% 60%, 90%, final
  - b. Consultant management
  - c. Public meeting if required
  - d. Council/Board presentations
7. Construction (per Section 4. of this Agreement)
  - a. Bid documents

Approved by Napa City Council 5/06/14, awaiting signatures

b. Advertisement/Bid opening

Exhibit "B"

SCOPE OF WORK

OAK KNOLL DISTRICT (continued)

- c. Construction management
- d. Inspection services if City staff in not available to provide
- e. Materials testing
- f. Contractor invoicing
- g. Project close-out

SOSCOL AVENUE

- 1. Project Management
  - a. RFQ/RFP process & Consultant management
  - b. Stakeholder agreements, reporting, invoicing & coordination
  - c. Scheduling
  - d. Work with City to identify additional funding as needed
  - e. Route Planning and Plan Development
    - i. Co-ordination with City
  - f. Cost Estimating
- 2. Data Collection and Analysis
  - a. Topographic survey
  - b. Base mapping
  - c. Site Inventory
- 3. Environmental (to extent funding allows)
  - a. Process preliminary environmental studies
  - b. Complete required studies and technical memos
  - c. Stakeholder Agency coordination
  - d. Secure environmental determination, CEQA/NEPA
- 4. Right of Way (to the extent funding allows)
  - a. Identify needed right of way
    - i. Easements
      - 1. Temporary construction
      - 2. Permanent
    - ii. Permanent acquisition
  - b. Work with City and Stake Holders to complete
    - i. Appraisals, Deeds, Filing
- 5. Utilities
  - a. Identify utility conflicts
  - b. Stakeholder coordination on plan design
- 6. Design, engineering, PS&E
  - a. City coordination for PS&E review; 35%
  - b. Consultant management
  - c. Public/Business Outreach/Coordination
  - d. Public meeting if required
  - e. Council/Board presentations if required

Approved by Napa City Council 5/06/14, awaiting signatures

Approved by Napa City Council 5/06/14, awaiting signatures

**EXHIBIT "C"**  
**(QUARTERLY REPORT TEMPLATE)**

Project Report for Quarter Ending \_\_\_\_\_

Project Name:

Description of Project:

Project is (%) Complete:

Work Completed and Revenues Expended to Date\*:

Description of Task/Sub-Task	Date of Completion or Percent Completed	Amount Expended/Amount Budgeted

Discuss Potential Project Risks or Projected Cost Overruns\*\*

Description of Task/Sub-Task	Issue or Risk	Anticipated Cost

\* Table to be expanded as needed in order to provide adequate detail of work completed to date, progress schedule and revenues expended.

\*\*Table to be expanded as needed in order to provide adequate detail of issues/problems encountered, design challenges, and proposed solution.

Approved by Napa City Council 5/06/14, awaiting signatures

**Project Reporting**

Within thirty days of each fiscal quarter-ended, NCTPA shall provide a written quarterly report to the PARTIES that includes at a minimum, Project status and activities for the fiscal quarter-ended and Project expenditures for the fiscal quarter-ended and the Project to date.

## **APPENDIX B**

### **Tables**

#### **Section III - Screening Criteria**

#### **Section IV - Narrative Questions Q1 – Q8**

Appendix B Section III - How the Project Meets the Goals of the Active Transportation Program

ATP GOALS	How the Project meets the Goals of the Active Transportation Program
Increased biking and walking:	<ul style="list-style-type: none"> <li>• The Project provides access to 57% of the Napa residents who live within one and a half miles of the project.</li> <li>• The Project will provide access to over 18,000 students along the 14 mile corridor when the gap is closed (over 13,000 are K-12 graders many of whom are in the Free School Lunch program).</li> <li>• The Project will provide direct access to 15% of the hotel rooms in Napa employing over 450 workers and used by tourists who are an integral and important part of the Napa economy.</li> <li>• The Project connects to two Transit Center and two Park and Ride lots.</li> <li>• The Project connects to work places at wineries, retail centers and hotels.</li> <li>• The Project will connect with the San Francisco Bay Trail and the Bay Area Ridge Trail.</li> </ul>
Safety Benefits	<ul style="list-style-type: none"> <li>• The existing roads available to cyclists and pedestrians travelling north south in Napa valley have 55 mph speeds and have experienced serious bike accidents and deaths.</li> <li>• Napa County was ranked tenth highest of 58 counties in California in Bicycle Accident per Million population from 2006-10.</li> <li>• The Project will provide a safe non-motorized alternative form of transportation.</li> <li>• The Project will connect two existing Class I multi-use trails creating a 14-mile continuous route for pedestrians and cyclists.</li> </ul>
Health Benefits : Increased Exercise	<ul style="list-style-type: none"> <li>• The Project will provide a no-cost facility for exercise and healthy living to address obesity and improve overall health. Napa County has the highest obesity rate of the nine San Francisco Bay counties. Napa's low income youth, the obesity rate is at 18.3% and for middle school-aged children, the rate is 40%.</li> <li>• The Vine Trail of which the Project is part is one of the recommendations of the Napa County Comprehensive Community Health Assessment.</li> <li>• The Project provides access to the California Veterans Home in Yountville.</li> </ul>
Health Benefits: Recreation	<ul style="list-style-type: none"> <li>• The Project provides access to three parks.</li> <li>• The Project creates a "greenway" increasing the quality of life by planting over 300 trees.</li> </ul>
Health Benefits Greenhouse gas reductions	<ul style="list-style-type: none"> <li>• The Project will help reduce dependence on automobile. Mileage reductions are estimated to be 1.8 million</li> <li>• The Project will reduce greenhouse gases and pollutants by almost 570 metric tons/year.</li> </ul>
Disadvantaged Communities	<ul style="list-style-type: none"> <li>• The Project will provide mobility and health benefits to senior populations residing within these communities with income levels well below the State MHI of \$61,400.</li> <li>• The Project will improve access to transit facilities</li> <li>• The Project will provide multi-use path facilities for bicycle commuting, providing a non-auto means for workers.</li> </ul>
Health Benefits Greenhouse gas reductions	<ul style="list-style-type: none"> <li>• The Project will help reduce dependence on automobile. Mileage reductions are estimated to be 1.8 million/year.</li> <li>• The project will reduce greenhouse gases and pollutants by almost 570 metric tons/year.</li> </ul>

**Appendix B Section III cont.**

**Estimated Economic Benefits Table:**

	High Estimate	Best Estimate	Low Estimate
Increased biking and walking: Mobility	\$ 6,332,545	\$ 5,339,414	\$ 4,415,696
Safety Benefits	\$ 26,694,599	\$ 22,622,541	\$ 18,708,842
Health Benefits : Increased Exercise	\$ 5,335,894	\$ 1,446,042	\$ 216,906
Health Benefits: Recreation	\$ 22,265,600	\$ 4,970,000	\$ 879,690
Health Benefits Greenhouse gas reductions	\$ 28,982	\$ 24,561	\$ 20,312
<b>Total Annual Benefits</b>	<b>\$ 60,657,620</b>	<b>\$ 34,402,559</b>	<b>\$ 24,241,446</b>

**Question 1.B**

A conservative approach was used to develop the analysis. As an example, the existing pedestrian commute trips in this busy corridor are estimated at 100,800/year. This is based on a 7% pedestrian commute mode split for the 20,000 people who live within 1 mile of the corridor, and a 30% 'capture' rate. This equates to 276 pedestrian trips per day on the corridor, or, an average of 19 pedestrian trips/hour between 7 A.M. and 9 P.M. The 'new' pedestrian commuters who would choose to walk because there is a continuous separated facility with enhanced crossings linking neighborhoods directly to destinations is 140,000 trips/year, or 383 trips/day on average.

**Table 1: Trail Demand/Usage Estimate**

<b>Recreational Use by Local Residents</b>		
Bicyclists (existing)	172,000	annual trips
Bicyclists (future)	430,000	annual trips
Net increased bicycle trips	258,000	annual trips
Pedestrian (existing)	152,000	annual trips
Pedestrians (future)	304,000	annual trips
Net increased pedestrian trips	152,000	annual trips
<b>TOTAL increased trips</b>	<b>410,000</b>	<b>annual trips</b>
<b>School/Work Commuting Use by Local Residents</b>		
Bicyclists (existing)	41,280	annual trips
Bicyclists (future)	247,680	annual trips
Net increased bicycle trips	206,400	annual trips
Pedestrian (existing)	100,800	annual trips
Pedestrians (future)	240,000	annual trips
Net increased pedestrian trips	139,200	annual trips
<b>TOTAL increased trips</b>	<b>345,600</b>	<b>annual trips</b>
<b>Recreational Use by Visitors</b>		
Annual Napa Valley visitors	2,900,000	
Visitors stopping within Trail service area	435,000	See*
Visitors choosing to bike on trail	69,600	
Visitors choosing to walk on trail	17,400	
<b>TOTAL increased trips</b>	<b>87,000</b>	
<b>Projections</b>		
<b>TOTAL BICYCLISTS/PEDESTRIANS ON TRAIL</b>	<b>1,291,280</b>	
<b>TOTAL NEW BICYCLISTS/PEDESTRIANS ON TRAIL</b>	<b>842,600</b>	
Bicyclists	534,000	
Average trip length	5	miles
Miles of travel	2,670,000	
Pedestrians	308,600	
Average trip length	0.5	miles
Miles of travel	154,300	
* Estimate based on 15% of hotel rooms directly having access to the trail		

**Question 1.C**

**Table 2: Schools within 2 miles of the Vine Trail 14 mile corridor**

Schools	Number of Students
Napa Community College	6700
Justin Siena High School	650
Napa Valley High School	1826
Valley Oak High School/Horizons High School*	180
Vintage High School	1708
New Technology High School	406
Redwood Middle School	1053
Silverado Heights Middle School	783
Kolbe Academy and Trinity Prep School	116
Northwood Elementary	358
St John Lutheran Elementary School	270
Salvador Elementary *	242
Pueblo Vista Elementary School*	255
Bel Aire Magnet School	503
St. Apollinaris School	277
McPherson Elementary School*	572
Shearer Elementary School*	547
Alta Heights Magnet School	374
Snow Elementary School	525
Phillips Elementary School	560
Yountville Elementary	148
<b>Total</b>	<b>18053</b>

\*Schools meeting criteria for reduced price meals under the National School Lunch Program

**Question 1.C**

**Table 3: Summary of facilities served by project**

<b>Transportation Centers</b>	
Park and Ride Lot Yountville	
Park and Ride Lot Redwood Road	
Bus Transit Hub Redwood Road	
Napa County Transit Center Burnell Street	
<b>Businesses</b>	
<b>Major Hotels (50+ rooms)</b>	<b>Hotel Rooms</b>
Napa Valley Marriot, Napa	275
Best Western Ivy Hotel, Napa	115
Hilton Garden Inn, Napa	80
Bardessono Hotel, Yountville	52
Villagio Hotel Yountville	112
Hotel Yountville	55
Napa Valley Lodge	51
<b>Regional Commercial/Retail Businesses</b>	<b>SF of Retail</b>
Bel Aire Shopping Center	240,000
Oxbow Shopping Center	40,000
Redwood Plaza Shopping Center	60,000
South Napa Marketplace	349,530
<b>Wine Tourism/Hospitality</b>	
O'Brien Estates	
Silenus Winery	
Laird Winery	
Elyse Winery	
Keever Winery	
Domaine Chandon	
<b>Regional and National Trails</b>	<b>Connections</b>
San Francisco Bay Trail	1
Bay Area Ridge Trail	2
<b>Parks</b>	<b>Acres</b>
John F. Kennedy Park Napa	107
Riverfront Green Park Napa	1
Veterans Memorial Park Yountville	5

## Question 1.C

### Tourism Employment

**From:** [Catherine Heywood](#)  
**To:** [Philip Sales](#); [Meehan, Diana](#)  
**Cc:** [Clay Gregory](#)  
**Subject:** Fwd: How many people are employed in the hotel industry in Napa Valley  
**Date:** Monday, May 19, 2014 2:22:38 PM  
**Attachments:** [2012 Economic Impact Quick Facts.pdf](#)

---

Hi Philip,

In answer to your question for Clay, the visitor-serving industry supports just over 10,000 jobs:

Jobs Supported by Napa Valley Visitor Industry: Napa Valley visitor spending in 2012 supported an estimated 10,498 jobs. The majority of these jobs are in either the hotel or restaurant industries. Visitor spending backs an estimated 3,800 restaurant industry jobs and 3,006 jobs in the lodging industry.

I've also attached our quick facts sheet, that may contain other information of value to your efforts. Please let me know if you need anything else.

Thanks very

much,

Catherine

**Heywood**

Director of Operations

Visit Napa Valley

1001 Second Street, Suite 330

Napa, CA 94559

Office: (707) 260-0112 | Fax: (707) 265-8154

[Catherine@VisitNapaValley.com](mailto:Catherine@VisitNapaValley.com)

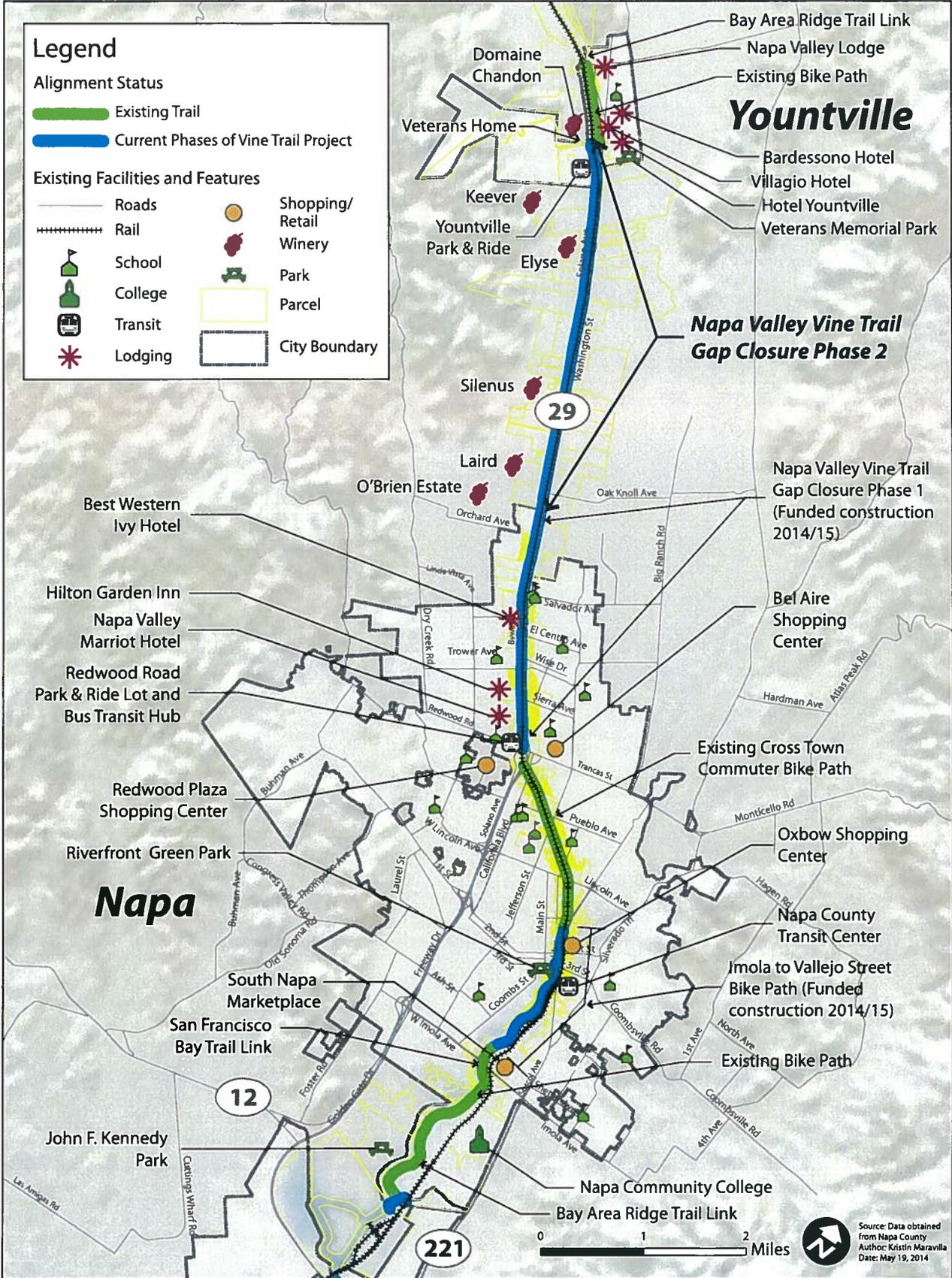
# Legend

## Alignment Status

- Existing Trail
- Current Phases of Vine Trail Project

## Existing Facilities and Features

- Roads
- Rail
- School
- College
- Transit
- Lodging
- Shopping/Retail
- Winery
- Park
- Parcel
- City Boundary



## Major Facilities Served by the Napa Valley Vine Trail Gap Closure Phase 2



Source: Data obtained from Napa County  
 Author: Kristin Maravilla  
 Date: May 19, 2014

**Q 2 – Safety**

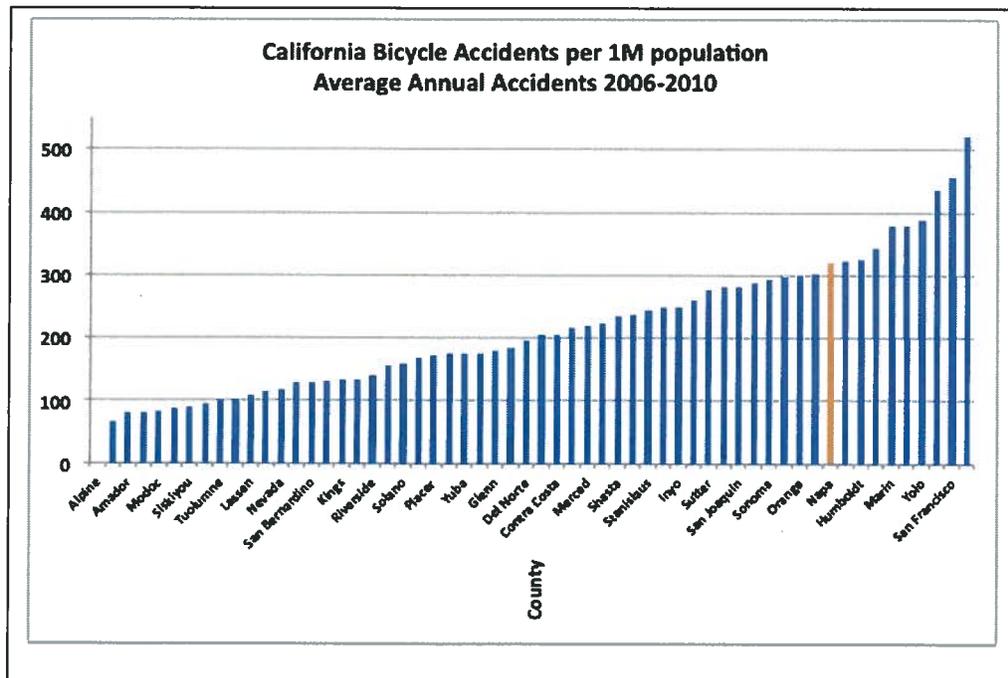
Traffic counts for the corridor are as follows:

SR29 (2012)	Intersection	Ahead AADT	Back AADT	MPH
	Redwood Road	41,000	54,000	65
	Oak Knoll	30,000	28,500	65
	California Dr.	22,800	28,000	65
Solano Ave. (2008)	Redwood Rd	8,105 ADT		40
	City of Napa Limit	4,640 ADT		50

See Appendix A – IV Narrative, Q2 for traffic count explanation

Napa County, although popular with cyclists has one of the worst records in the California for bicycle accidents. It ranks fifth in California for bike accidents per 1 Million population.

**Chart showing Napa County Bicycle Accidents per 1 Million (2006-2010)<sup>1</sup>**



<sup>1</sup> Chart developed using data from California Fatality and Injury Statistics (SWITRS)

## Collision Records

**Solano Ave. – Redwood Rd. to California Dr.**

**W-Trans**

### Collision Report Summary

3/28/2013  
 Date Range Reported: 1/1/02 - 12/31/11  
 Total Number of Collisions: 21  
 Total Number of Persons Injured: 18  
 Total Number of Persons Killed: 0

Report#	Date	Time	Location	Dist.	Dir.	Type of Collision	Motor Veh. Involved With	Dir. of Travel 1	Movement Prec. Coll. 1	Dir. of Travel 2	Movement Prec. Coll. 2	PCF	Inj. Kil.
0060152	1/4/02	16:40	Solano Av & Orchard Av	319'	North	Rear-End	Bicycle	South	Other Unsafe Turning	South	Proceeding Straight	Improper Turning	1 0
0320937	8/2/02	18:06	Redwood Rd & Solano Av	0'	In Int.	Vehicle - Pedestrian	Pedestrian	East	Proceeding Straight	North	Proceeding Straight	Ped RAW Violation	1 0
0498131	11/14/02	12:57	Orchard Av & Solano Av	60'	West	Hit Object	Bicycle	West	Other	West	Making Left Turn	Hazardous Parking	0 0
0973097	8/21/03	15:21	Solano Av & Wine Country Av	0'	In Int.	Other	Bicycle	South	Ran Off Road	North	Proceeding Straight	Improper Turning	1 0
1097523	10/28/03	15:12	Trower Av & Solano Av (mp13.86)	0'	In Int.	Broadside	Bicycle	East	Proceeding Straight	North	Proceeding Straight	Traffic Signals and Signs	0 0
1797631	12/22/04	16:16	Solano Av & Redwood Dr	0'	In Int.	Broadside	Bicycle	North	Proceeding Straight	West	Proceeding Straight	Traffic Signals and Signs	1 0
2584384	2/24/06	21:14	Solano Av & Trower Av	1024'	North	Vehicle - Pedestrian	Pedestrian	North	Proceeding Straight	East	Not Stated	Pedestrian Violation	1 0
2950650	12/11/06	07:55	Solano Av & Wine Country Av	0'	In Int.	Not Stated	Bicycle	South	Proceeding Straight	East	Proceeding Straight	Wrong Side of Road	1 0
2973400	12/22/06	15:45	Solano Av & Oak Knoll Av	528'	North	Other	Bicycle	South	Entering Traffic	South	Proceeding Straight	Auto RAW Violation	1 0
3078639	3/13/07	18:34	Solano Av & Redwood Rd	30'	North	Broadside	Bicycle	South	Making Right Turn	South	Proceeding Straight	Improper Turning	1 0
3229367	6/15/07	07:18	Solano Av & Redwood Rd	30'	North	Other	Bicycle	South	Making Right Turn	South	Proceeding Straight	Improper Turning	1 0
3382870	9/26/07	09:16	Solano Av & Redwood Rd	638'	North	Vehicle - Pedestrian	Pedestrian	South	Ran Off Road	East	Not Stated	Driving Under Influence	1 0

Report#	Date	Time	Location	Dist.	Dir.	Type of Collision	Motor Veh. Involved With	Dir. of Travel 1	Movement Prec. Coll. 1	Dir. of Travel 2	Movement Prec. Coll. 2	PCF	Inj. Kil.
3383425	9/27/07	15:14	Salvador Av & Solano AV	0'	In Int.	Other	Bicycle	North	Traveling Wrong Way	West	Proceeding Straight	Auto RW Violation	0 0
3568360	1/12/08	14:27	Solano Av & Redwood Rd	20'	North	Other	Bicycle	North	Making Left Turn	South	Stopped in Road	Auto RW Violation	0 0
4057890	12/16/08	19:40	Solano Av & Wine Country Av	0'	In Int.	Vehicle - Pedestrian	Pedestrian	West	Proceeding Straight	South	Not Stated	Unknown	1 0
4374501	8/4/09	12:02	Solano Av & Darms Ln	4224'	North	Other	Bicycle	North	Other Unsafe Turning	North	Proceeding Straight	Improper Turning	2 0
4434799	10/2/09	08:51	Solano Av & Trower Av	0'	In Int.	Other	Bicycle	South	Proceeding Straight	East	Making Right Turn	Traffic Signals and Signs	1 0
4848189	8/12/10	15:54	Solano Av & Wine Country Av	0'	In Int.	Broadside	Bicycle	West	Proceeding Straight	North	Proceeding Straight	Unknown	1 0
4938362	10/27/10	19:00	Solano Av & Redwood Rd	100'	North	Broadside	Bicycle	North	Proceeding Straight	East	Entering Traffic Wrong Side of Road	Auto RW Violation	1 0
5066012	1/22/11	22:00	Solano Av & Trower Av	0'	In Int.	Broadside	Bicycle	North	Making Left Turn	South	Proceeding Straight	Auto RW Violation	1 0
5350171	10/3/11	09:49	Solano Av & Haven Wy	100'	South	Rear-End	Bicycle	North	Stopped in Road	North	Proceeding Straight	Unknown	1 0

Safety benefits were calculated using the methodology provided in TIGER BCA Resource Guide for crashes. The corridor has a relatively high crash rate overall and the project will provide a significant safety benefit. Total bicycle/pedestrian crashes were collected for the corridor for 2013 from Emergency Room data from two hospitals which serve Napa Valley residents (Queen of the Valley in Napa and St Helena Hospital in St Helena). There were no fatalities but 93 accidents in 2013 involving cyclists and pedestrians. There were 62 bike accidents, 12 bike accidents involving a car and 19 pedestrian accidents involving a car. Crash severity information was applied per the AIS classifications, and a unit value applied to each incident. This monetized figure was annualized and also calculated the 30-year useful life of the project. The estimated value is \$678 million.

**Table 8: Safety**

Bicycle injuries within corridor (2013)	74
Pedestrian injuries within corridor (2013)	19
Bicycle fatalities within corridor (2013)	0
Pedestrian fatalities within corridor (2013)	0

**Table 9: Value of Injuries<sup>2</sup>**

	Reported crashes	Monetized unit value	Avg. Annual Monetized Value	5-Year Monetized value	30-Year Monetized value
Property damage	93	\$ 3,285	\$ 61,101	\$ 305,505	\$ 1,833,030
AIS 1 (minor)	5.36	\$ 18,600	\$ 19,935	\$ 99,677	\$ 598,064
AIS 2 (moderate)	26.99	\$ 291,400	\$ 1,572,802	\$ 7,864,012	\$ 47,184,071
AIS 3 (serious)	40.82	\$ 651,000	\$ 5,314,894	\$ 26,574,471	\$ 159,446,826
AIS 4 (severe)	17.49	\$ 1,649,200	\$ 5,768,902	\$ 28,844,508	\$ 173,067,048
AIS 5 (critical)	13.44	\$ 3,676,600	\$ 9,884,907	\$ 49,424,534	\$ 296,547,203
AIS 6 (unsurvivable)	0.00	\$ 6,200,000	\$ -	\$ -	\$ -
<b>Total Value of Fatalities and Injuries</b>			<b>\$ 22,622,541</b>	<b>\$ 113,112,707</b>	<b>\$ 678,676,242</b>

<sup>2</sup> Pedestrian and Bicycle Crash Types, FHWA RD-95-163.

**Question 3.B**

**Public outreach meetings.**

**Napa Valley Vine Trail Outreach Meetings**

2011-5/2014

The Vine Trail's # 1 pledge is to be open and inclusive. Any organization that agrees with the goal of building a safe class 1 trail in Napa Valley can join our board. We currently have 32 organizations in Napa Valley represented on our board.

All our board and committee meetings are open to the public. Since 2011 we have held the following meetings and events

**2011 (49 total)**

Napa Valley Grap growers Board (1/4)

VT Engineering Comm. (1/24)

SH Chamber Award Dinner (1/22)

RP&OSD Plan Review (1/26)

Arts Council (2/16)

Capital Campaign Comm (2/25, 3/25)

Youth Committee (3/2)

National Bike Summit (3/8-10)

VT Marketing Comm. (3/24)

NC Bike Plan Comm (3/28)

Clif Bar Foundation (3/31)

Cheers to Taste (4/6)

CA Trails Conference (4/11-13)

VT Youth Comm (4/13)

Cycle for Sight (4/16)

VT Engineering Comm. (4/18)

Napa Chamber (4/27)

Capital Campaign Comm (4/29)

Secretary Ray LaHood (5/18!)

LaHood Dinner (5/18)

Capital Campaign (5/20)

Echelon Grand Fondo (5/21)

Engineering Comm. (5/23)

Cheers to Taste (6/1)

NTCAP NAC (8/24)

TCSP Funding Support (8/31)

NC Flood Control District (8/31)

TEDx Napa Presentation (9/11)

Marketing Comm (9/13)

NV Lodging Council (9/14)

VT Engineering Comm. (9/19)

VT Capital Campaign (9/20)

NCTPA Bike Advisory Comm. (9/22)

COPE Walk & Stroll (9//24)	CA Soroptimists (2/15)
NVV Am Can Outreach (10/6)	Biz Partners (2/21)
VT Birthday Party (10/14)	Arts Council (2/21)
VT Engineering Comm (10/17, 12/12)	Sustainable Winegrowing (2/22)
VT Biz Partners (10/20,11/29)	Napa Sunrise Rotary (2/23)
St Helena Harvest Festival (10/22)	VT Governance (3/1)
Napa Action Committee (10/25)	Caltrans (3/6)
Metropolitan Transportation Com (11/7)	VT Engineering Comm (3/19)
NV Vintners Member Meeting (11/8)	NCTPA (3/21, 3/23)
Pedal America (11/10)	Napa Noon Rotary (3/21)
NCBC Ride (11/11)	National Bike Summit (3/20-22)
VT Capital Campaign (11/3)	Ag/Bike Interface (3/27)
Girls On The Run (11/19)	Biz Partners Comm. (3/28)
SH Chamber Mixer (11/23)	VT Capital Campaign (3/30)
NCTPA NAC (12/14)	SH Cycling (3/31)
NCTPA Bike Plan (12/16)	Eagle Cycling (4/9)
<b>2012 (71 total)</b>	NV Community Foundation (4/10)
NCTPA Bike Plan (1/11)	VT Engineering Comm. (4/16)
Anderson Valley Trails (1/6)	Bike Plan Steering (4/19)
VT Engineering Comm (1/9)	Napa Earth Day (4/21)
SH Star Ed Bd (1/9)	Bay Area Ridge Trail (4/25)
VT Biz Partners (1/10)	Vallejo City Manager (4/26)
Calistoga Rotary (1/12)	Capital Campaign (4/27)
Plan Bay Area (1/19)	Napa Bike Fest (4/28)
Capital Campaign (1/27)	Ag Respect Comm. (5/3)
Napa Bike Offsite (1/28)	VT Governance (5/7)
VT Governance (2/7)	Echelon Grand Fondo (5/12)
VT Engineering Comm (2/13)	Girls on the Run Fun Run (5/19)

VT Engineering Comm (5/21)  
Vallejo City Council (5/22)  
Capital Campaign Comm (5/25)  
St. Helena Hospital (5/25)  
VT Engineering Comm. (6/18)  
Caltrans (6/18)  
Gasser Foundation (6/21)  
Rails to Trails Ride and Lunch (6/26)  
Capital Campaign (6/29)  
Grants Comm.(7/3)  
Biz Partners (7/10)  
Art on the Trail (7/16)  
NV Leadership Council (7/20)  
VT Engineering Comm. (7/23)  
Capital Campaign (7/27, 8/31)  
Solano/NCTPA (8/2)  
Gasser Foundation (8/9)  
Ag Respect Comm. (8/9)  
Napa Town Center Display (8/1-31)  
Measure T (8/21, 8/28)  
VT Engineering Comm. (9/17)  
Toot Suite (10/3)  
VT Birthday Party (10/12)  
Measure T (Multiple)  
Capital Campaign (9/28)  
VT Engineering Comm. (10/22)  
Capital Campaign (10/26)  
County Bike Map (11/6)

NC Viticultural Fair (11/7)  
NCTPA Board (11/14)  
SH Rotary (12/4)  
VT Engineering Comm. (12/10)  
**2013 (63 Total)**  
NV Vintner Board (12/13, 1/10)  
SR 29 Committee (12/19)  
County Staff (3x)  
VT Engineering Comm. (1/7)  
VT Governance (1/7)  
Sonoma Land Trust (1/11)  
Capital Campaign (1/25)  
NCTPA/County (1/31, 2/11)  
SR29 Study Comm. (2/6)  
VT Engineering Comm. (2/11)  
KCRB Radio (2/12)  
Mike Thompson Open House (3/22)  
NV Register Ed Board (3/27)  
VT Engineering Comm. (4/1)  
VT Marketing Comm. (4/16)  
Calistoga Working Group (4/22)  
Napa Tourist Investment District (4/23)  
VT Marketing Comm. (4/23)  
Rails to Trails in Sacramento (4/25)  
Capital Campaign (4/26)  
Napa Bike Fest (4/27)  
Sonoma Trail Ride (4/28)  
Star Editorial Bd (5/3)

VT Engineering Comm. (5/6)  
 Girls on the Run 5K Fun Run (5/18)  
 SH Tourist Improvement District (5/20)  
 NV CanDo Give!Guide (5/22)  
 STA/NCTPA Meeting (5/28)  
 VT Capital Campaign (5/30)  
 VT Marketing Comm (5/30)  
 Sonoma County Supervisors (5/31)  
 VT Engineering Comm. (6/3)  
 VT Marketing Comm. (6/3)  
 Cheers StH (6/7)  
 Kidical Mass (6/7)  
 Metropolitan Transportation Com (6/12)  
 Ag Respect Comm. (3 mtgs)  
 STA/NCTPA Meeting (5/28)  
 VT Marketing (6/20)  
 St Helena Tourist Invest. Dist.(6/24)  
 VT Engineering Comm. (7/1)  
 Festival de Sole Auction (7/14)  
 Yountville Tourist Invest. Dist. (7/19)  
 Ag Respect Comm.(8/12)  
 VT Marketing Comm. (8/20)  
 Capital Campaign Comm. (8/30)  
 Yountville Realtors (9/5)  
 VT Engineering Comm. ( 9/9)  
 Napa Chamber (9/11)  
 VT Marketing Comm. (10/22)  
 Vist Napa Valley Marketing (10/29)

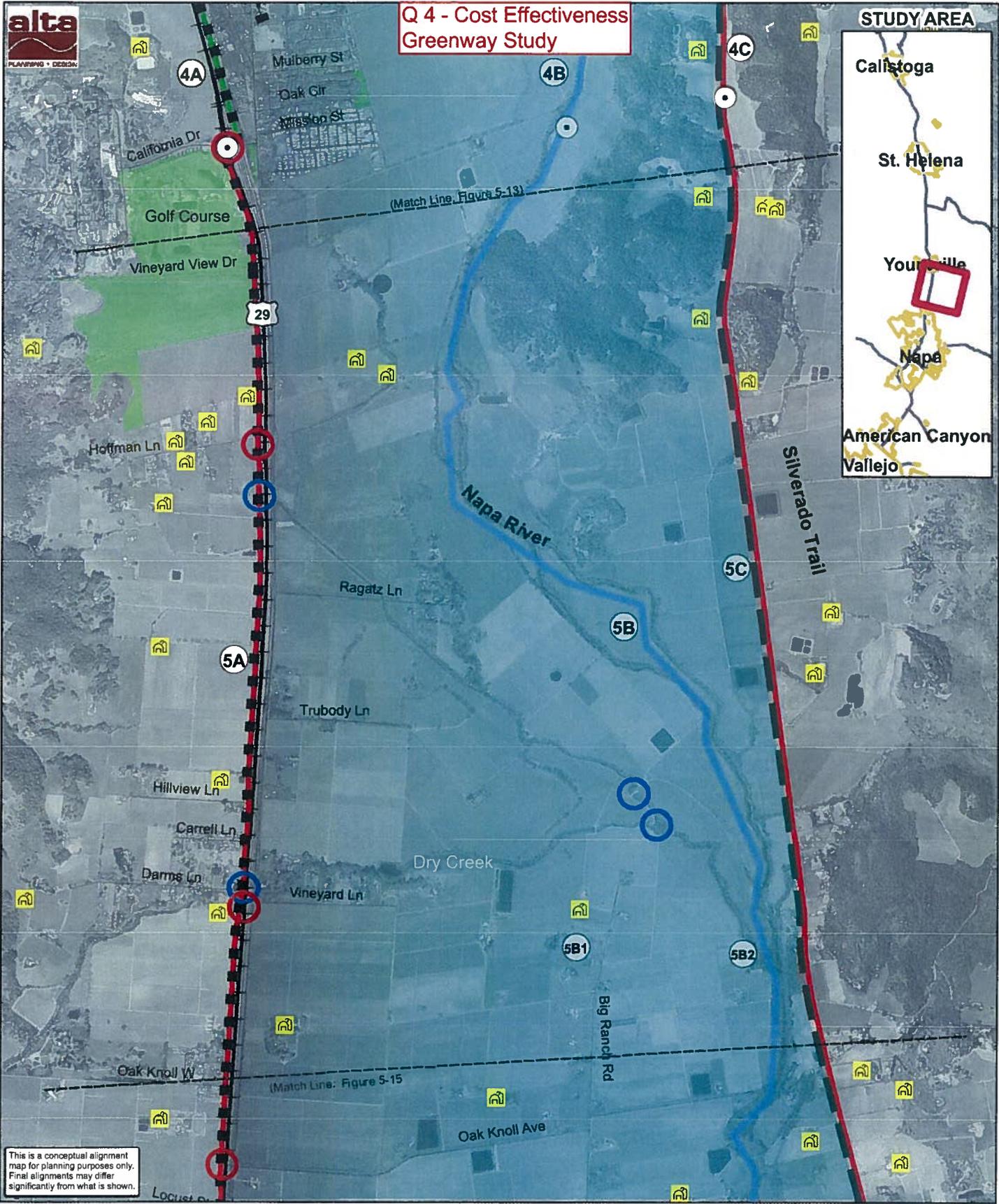
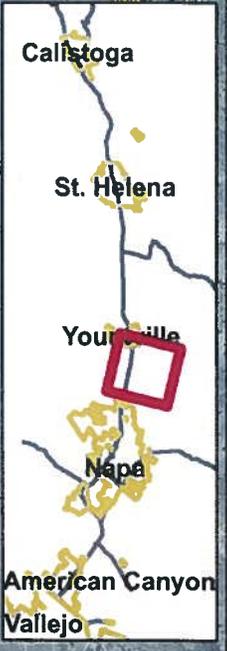
NapaBike Legendary Ride (10/31)  
 VT Engineering Comm. (11/4)  
 VT Capital Campaign (11/8)  
 Ridge Trail dedication (11/10)  
 Visit Napa Valley Board (11/11)  
 Napa Tourist Invest. District (11/19)  
 VT Governance (11/20)  
 Napa Valley Vintners (11/21)  
 Caltrans (12/6)  
 VT Engineering Comm. (12/9)  
 SR 29 Corridor (12/10)  
 VT Marketing (12/10)  
**2014 (through 5/20) (27 Total)**  
 Resolution Run Yvl (1/1)  
 VT Engineering Comm. (1/6)  
 VT Marketing (1/8)  
 Devlin Road Dedication (1/9)  
 Am Can Broadway Dedication (1/11)  
 NV Vintners Board (1/16)  
 Calistoga Tourist Invest. Dist. (1/17)  
 Visit NV Welcome Center (1/21)  
 Am Canyon Town Center (1/23)  
 VT Engineering Comm. (2/3)  
 SR 29 Comm. (2/3)  
 VT Marketing Comm. (2/12)  
 VT Valentine Day Party (2/13)  
 Solano Ave Public Mtg (2/27)  
 VT Engineering Comm. (3/3)

Calistoga Rotary (3/6)  
Eagle Cycling (3/10)  
VT Engineering Comm. (4/7)  
VT Marketing Comm. (4/8)  
SH Tourist Invest. Dist. (4/9)  
Bottega GF Booth (4/12-13)  
Napa Leadership Lunch (4/18)  
NC 25 Yr Trans Plan (4/21,23,24,26)  
Napa Bikefest (4/27)  
VT Engineering Comm. (5/5)  
Napa Bike Davis Visit (5/10)  
SH Rotary (5/20)



### Q 4 - Cost Effectiveness Greenway Study

STUDY AREA



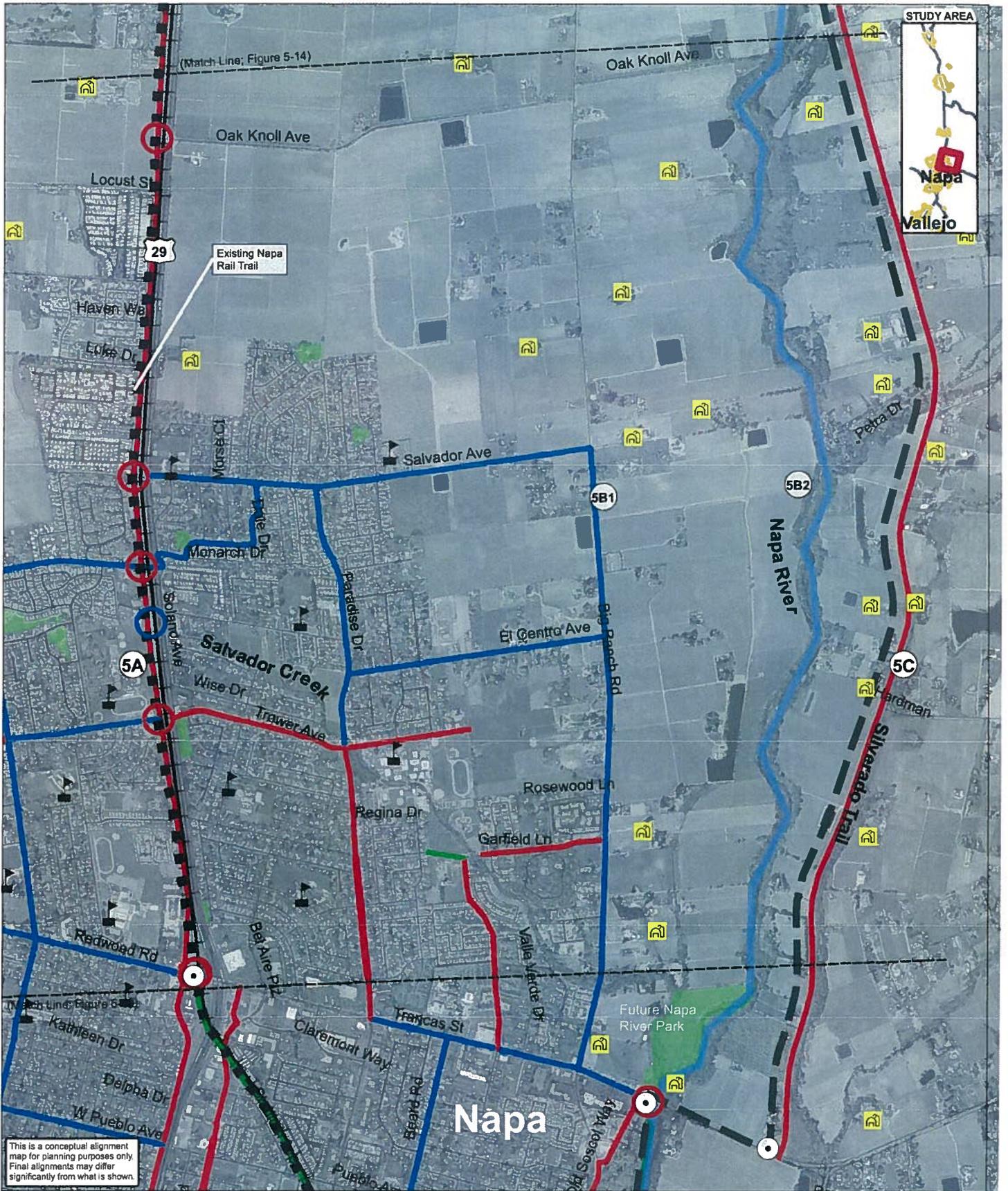
This is a conceptual alignment map for planning purposes only. Final alignments may differ significantly from what is shown.

## NAPA BIKEWAY FEASIBILITY STUDY Segment 5 Map 1 NCT 5A - Napa Vine Trail Phase 2 Gap Closure

- Segment Endpoint
- Major Road Crossings
- Creek and Stream Crossings
- Class I Path
- Class II Bike Lane
- Class III Bike Route
- Railroad
- Streams and Rivers
- Gap Closure
- 🏫 Schools
- 🍷 Wineries
- Option 1A1
- Option B Mid-Valley Study Zone
- Option C

Figure 5-14





This is a conceptual alignment map for planning purposes only. Final alignments may differ significantly from what is shown.

- Segment Endpoint
- Major Road Crossings
- Creek and Stream Crossings
- Class I Path
- Class II Bike Lane
- Railroad
- Streams and River
- ▲ Schools
- ▲ Wineries
- Option 1A1
- Option B Mid-Valley Study Zone
- Option C

**Figure 5-15**

### **5.2.5 . Segment 5: California Drive/Silverado Winery to Redwood Road/ Trancas Street**

The three Segment 5 options extend from the southern edge of Yountville on an east-west line extending from California Avenue in the City of Yountville to the Silverado Winery on the Silverado Trail. The segment extends south to Redwood Road and Trancas Street in the city of Napa. See **Figures 5-14 and 5-15** for location of Options.

#### **Option 5A: West Side**

Length:	5.97 miles
Type:	Class I bike path.
Surrounding Land Use:	Rural residential, Agriculture, Urban residential, commercial.
Jurisdictions:	Napa County, City of Napa, Caltrans, Napa County Flood Control District.

Option 5A begins at California Avenue, south of Yountville, and would be constructed parallel to Solano Avenue, a County and City road. The bike path would be mostly constructed in the County right-of-way between Solano Avenue and the Napa Valley Wine Train (NVWT) right-of-way. Solano Avenue currently provides Class II bike lanes on this entire segment.

The NVWT's right-of-way is consistently 38-feet wide along the corridor until just north of Redwood Road. Publicly-owned right-of-way on the west side of the NVWT varies from 80-feet mainly in within the City of Napa to between 60-feet and 127-feet in the unincorporated area. This variation is due to flood control /drainage channels located within the public right-of-way. These channels are set back from the railroad right-of-way. and there is often ample width to locate the bike path in these areas. The drainage and flood control channels are in some cases easements or fee property owned by the Napa County Flood Control District (NCFCD). The relevant cross-sections illustrating the conditions are referenced in the following detailed descriptions

The railroad right-of-way and Highway 20 share a common boundary along this segment and in all cases there would not be enough room to locate the bike path between the railroad tracks and the highway. It is also preferable to locate the pathway on the Solano Avenue side of any drainage swale, providing greater access for users and also maximizing the separation between SR 29 and the path way.

The segment is broken down into four sub-segments.

#### **California Avenue to Hillview Lane.**

The bike path would begin at California Avenue. It would be necessary to construct an at-grade crossing where California Avenue and Solano Avenue connect. The Napa Valley Greenway would be located between the NVWT right-of-way and Solano Avenue within the Solano Avenue right-of-way. The 9-foot wide bike path would be adjacent to the existing bike lane, separated from Solano Avenue by a barrier. At this location Solano Avenue has a right-of-way width of 60-feet. There is a drainage swale that would have to be partially re-engineered with a retaining wall at this location to accommodate the pathway (**Fig 5-16 Cross Section 18**).

Beginning at Vineyard View Drive, south to Hoffman Lane (approximately one and a half mile), there is a flood control channel between Solano Avenue and the railroad right-of-way. The centerline of the railroad is over 120-feet from the west edge of Solano Avenue. The Solano Avenue pavement occupies 46-feet of the right-of-way, and 42-feet is occupied by the flood control channel. As a result there is over 20-feet available within which to construct a 9-foot wide bike path (**Fig 5-16 cross section 19**).

There are many existing trees, both native (valley oaks) and non native (eucalyptus and palms) in this corridor. The bike path can meander between these trees to preserve those that would be desirable to keep for shade. There are existing informal pathways in this area as well.

Approximately 1500-feet south of Hoffman Lane, the bike path would need to span a drainage channel. It is estimated that a 70- to 80-foot long bike/pedestrian bridge would be needed at this location.

Approximately 2000-feet north of Hillview Lane the flood control channel ends. At this location, the distance between the railroad right-of-way and Solano Avenue is substantially reduced. From here south to Carrel Lane there is a row of twenty eight mature eucalyptus trees between the railroad right-of-way and Solano Avenue. Solano Avenue has a right-of-way width in this section of 60-feet wide. It would be necessary to remove all of these trees to construct the bike path. The trees appear to be in a mature condition and like many eucalyptus of that age are nearing the end of their functional and natural lives (**Fig. 5-16 Cross Section 20**).



*Existing trees and informal pathway parallel to Wine Train ROW between Vineyard View Drive and Hoffman Lane*



*Eucalyptus trees north of Hillview Lane between railroad right-of-way and Solano Avenue*

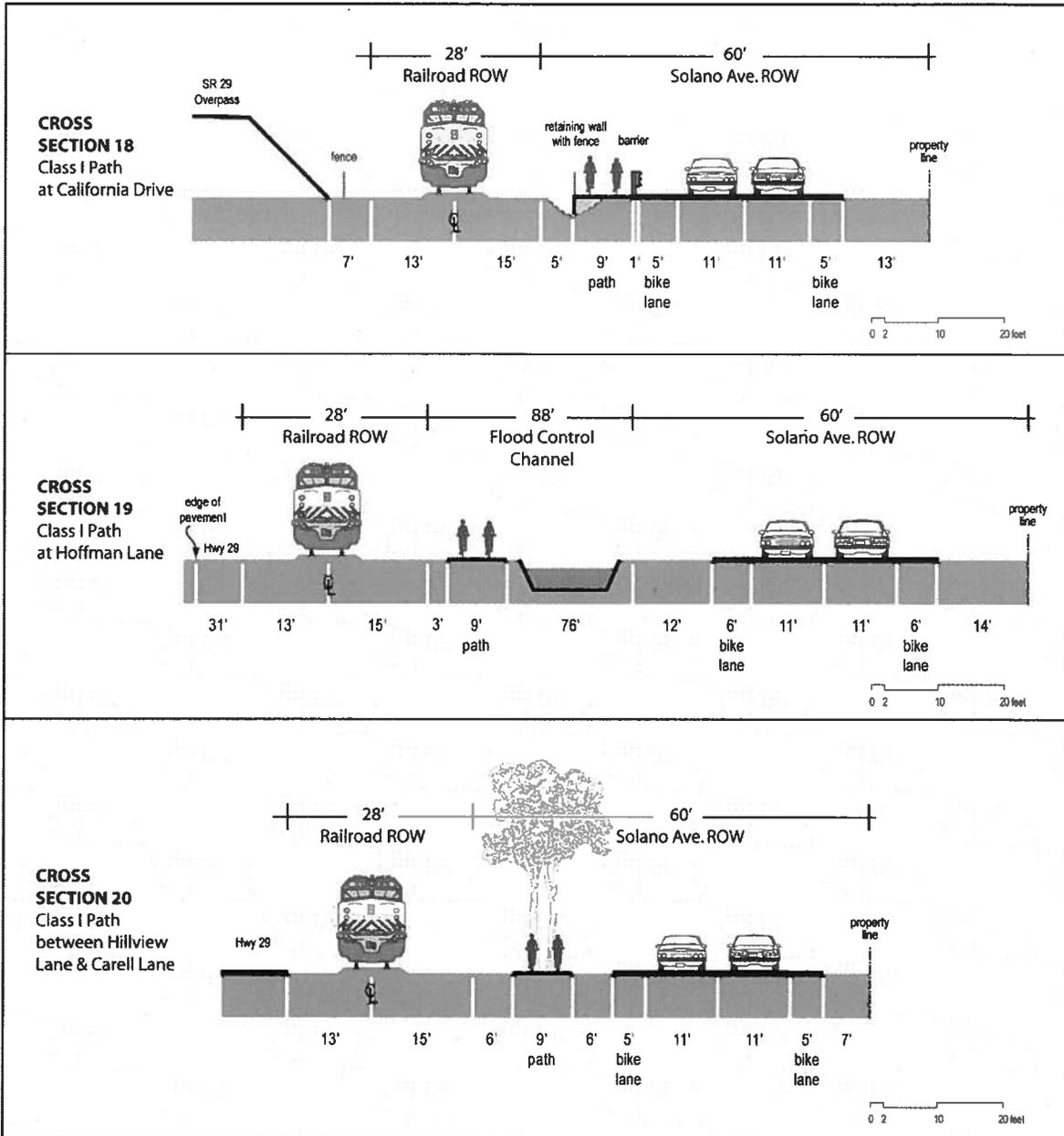
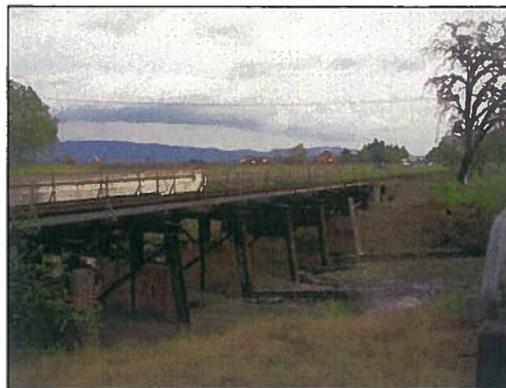


Figure 5-16. Napa Valley Greenway Typical Cross Sections

### Hillview Lane to Oak Knoll Avenue

Between Carrell Lane and Darms Lane, the railroad crosses over Dry Creek. At this location, the distance between the edge of the pavement and the centerline of the NVWT's right-of-way is 22-feet. This would allow a 9-foot wide bike path to be constructed on the Solano Avenue right-of-way. A bike/pedestrian bridge approximately 125-feet long would need to be constructed at this location.

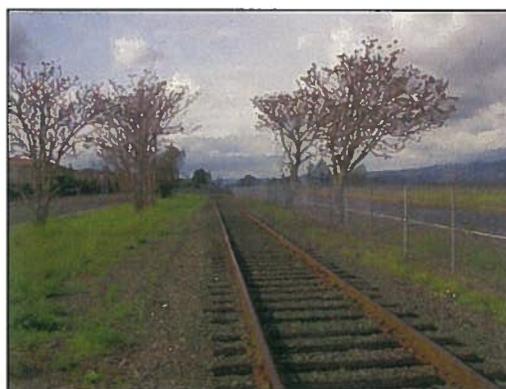


*Existing railroad crossing of Dry Creek*

South of Darms Lane, the Solano Avenue right-of-way increases to 117-feet. In this section there is a widening of the right-of-way to accommodate the flood control ditch/drainage channel drainage. There is ample public road right-of-way in this area to accommodate a 9-foot wide bike path (**Fig 5-17 Cross Section 21**).

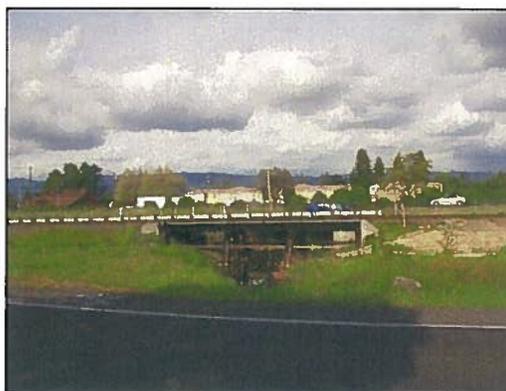
### Oak Knoll Avenue to Luke Drive.

Between Oak Knoll Avenue and Luke Drive there are no flood control or drainage channels. The area is open, flat and with a few trees. The edge of the pavement on Solano Avenue and the railroad right of way varies, but there is adequate room to construct a 9-foot wide bike path between Oak Knoll Avenue and Luke Drive (**Fig 5-17 Cross Section 22**). Beginning at Locust Avenue there is a 4-foot wide sidewalk on the west side of Solano Avenue, separated by a 5-foot wide planter strip and curb from the roadway.



*Right-of-way between Oak Knoll Avenue and Luke Drive, looking north.*

The distance between the centerline of the NVWT right-of-way and the edge of the pavement of Solano Avenue decreases south of Luke Drive. In this section it may be necessary to realign a bus stop and install a guard rail to create area for the bike path. It will also be necessary to reroute the bike path around an equipment enclosure.



*Salvador Creek Channel crossing.*

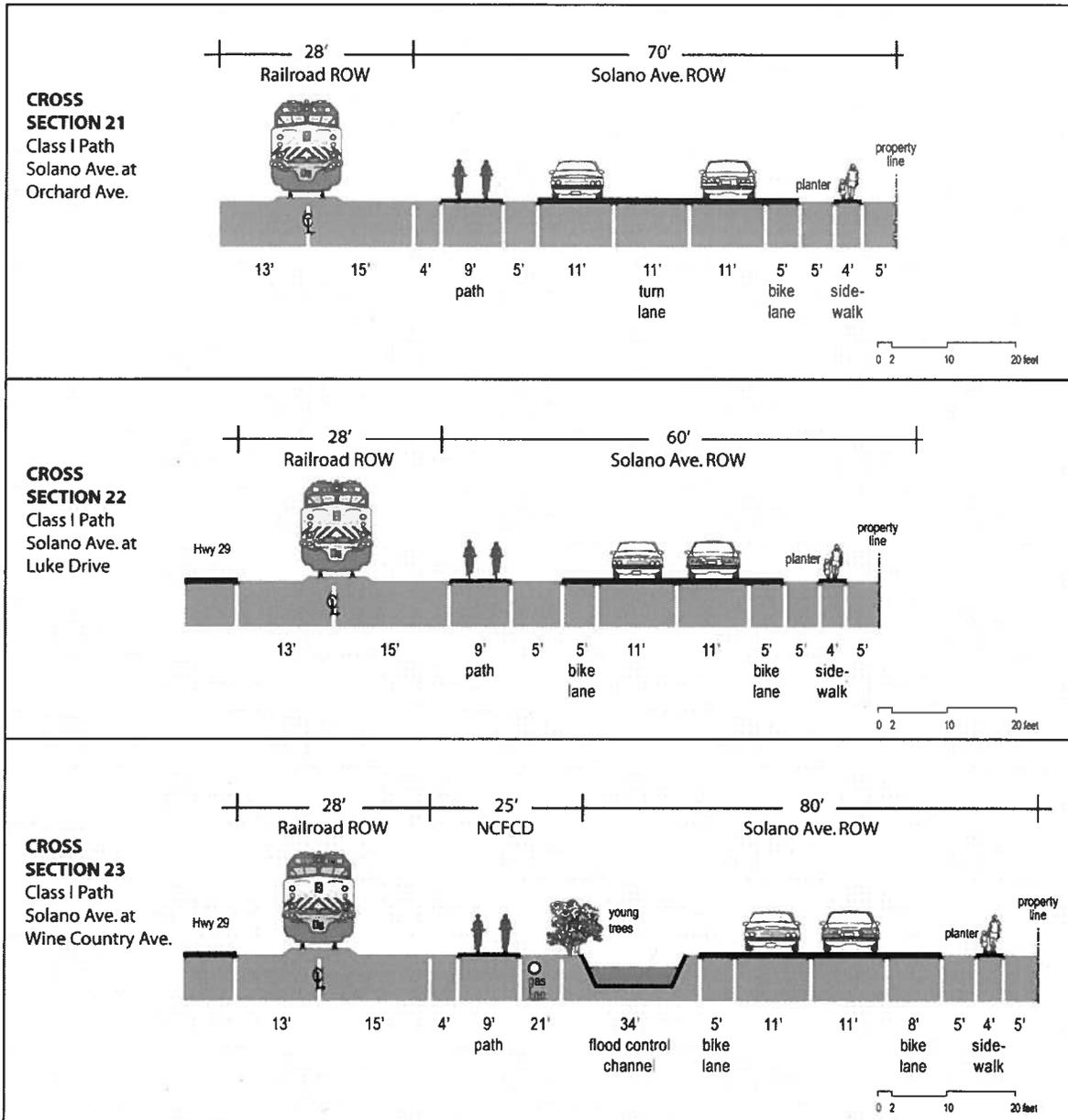


Figure 5-17. Napa Valley Greenway Typical Cross Sections

**Luke Drive to Redwood Road.**

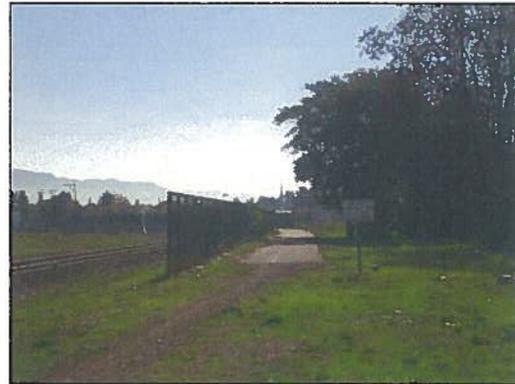
There is a NCFCD channel that begins at Luke Drive and heads south to Trower Avenue. This drainage easement is located between Solano Avenue and the NVWT right-of-way. (see Fig 5-17 Cross Section 23). At Salvador Avenue there is another bridge required to span the Salvador Creek channel. It is estimated that the length would be 80-feet.

As the proposed bike path enters the Napa city limits, there are more obstructions within the Napa Valley Railroad right-of-way, such as advertising signs. However, south of Trower Avenue there is ample room to construct a 9-foot wide bike path between the NVWT right-of-way and Solano Avenue (see Fig 5-18 Cross Section 24).

At Redwood Road the proposed bike path would connect to the incomplete existing bike path that parallels the existing Wine Train right-of-way to Central Avenue. In this section north of Redwood Road, there is ample room to accommodate a 9-foot wide bike path within the existing public right-of-way (see Fig 5-18 Cross Section 25).



*Wine Train ROW and Solano Avenue at Redwood Road.*



*Wine Train ROW and existing incomplete bike path at bike/pedestrian bridge over Highway 29 at Redwood Road.*

**Table 5-18: Segment 5A West Side - Summary**

Option A (West Side)		Length Miles	On Street LF	Pathway LF	Maximum ROW Needed SF
5A	California Avenue Dr to Redwood Road	5.06	0	26,695	0

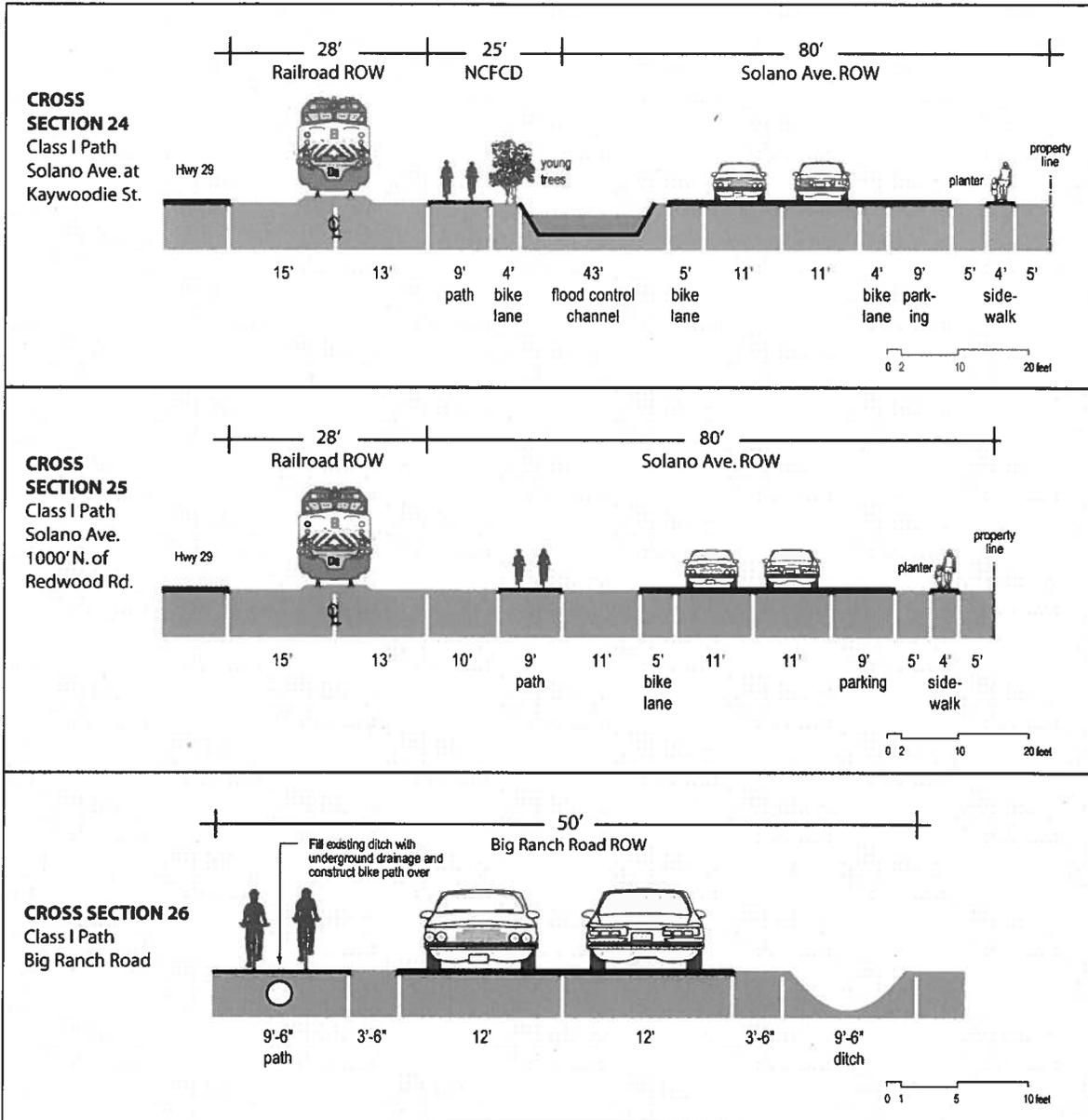


Figure 5-18. Napa Valley Greenway Typical Cross Sections

### Option 5B Mid-Valley

Length: 7.34 miles using Big Ranch Road or 7.27 miles using Napa River.  
Type: Class I  
Surrounding Land Use: Agriculture  
Jurisdictions: Napa County, City of Napa

Option 5B begins at a point in line with the City of Yountville's southern boundary. The proposed bike path would be located on the west bank of the Napa River. The river as it flows south from Yountville is joined by several drainages and tributaries including Hopper Creek. These creeks and drainages would require the construction of bridges. There are two sub-options:

#### **5B.1 Sub Option: Napa River and Big Ranch Road**

The bike path could continue south and follow the Napa River and connect through private properties to the north end of Big Ranch Road. This would involve obtaining easements from eleven property owners.

Big Ranch Road is a low volume traffic road with a right-of-way that varies from 50-feet in the north end to 80-feet near Trancas Road. The road runs due south for three and three quarter miles connecting to Trancas Street. However, it has no shoulders for much of its length, and has drainage ditches on either or both sides. It would be necessary to underground the drainage on one side of the road to accommodate a Class I bike path (see Fig 5-18 Cross Section 26).



*River Bench above Napa River south of Oak Knoll Avenue.*



*Big Ranch Road looking north.*

**5B.2 Sub Option: Follow the Napa River to Trancas Street.**

The bike path could continue south and follow the Napa River to Trancas and the site of the proposed new river park, located on Trancas Street. This would involve obtaining easements from about thirty-four property owners.

At Trancas Street, the bike path would have to cross the street and connect to the existing Napa River Trail. The Trancas Miller Park Plan proposes a trail connection under the Trancas bridge.



*Future Napa River Park at Trancas Road bridge looking north.*



*Connection to existing Napa River Trail on south side of Trancas Street*

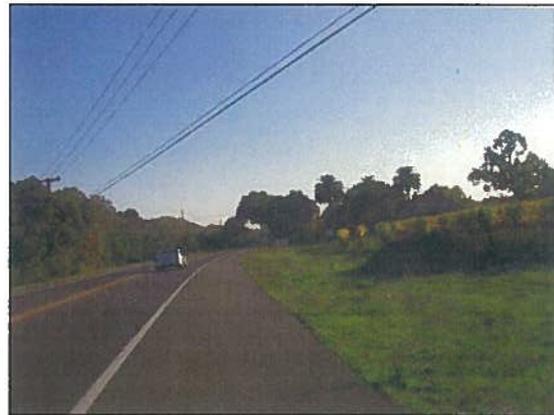
**Table 5-19: Segment 5B Mid Valley - Summary**

Option B (Mid Valley)		Length Miles	On Street LF	Pathway LF	Maximum ROW Needed SF
5B	Vineyard View Dr to fork in Napa River north of Big Ranch Road	2.41	0	12,913	258,256
5B.1	Napa River to Redwood Road/Trancas via Big Ranch Road	4.93	21,120	3,943	78,860
5B.2	Napa River to Redwood Road/Trancas via Napa River	4.86	0	24,751	495,020

**Option 5C: East Side**

Length: 6.96 miles  
 Type: Class I  
 Surrounding Land Use: Agriculture, Rural residential, Commercial.  
 Jurisdictions: Napa County, City of Napa

Option 5C would consist of either (a) the existing Class II bike lanes or (b) a new Class I bike path parallel to the Silverado Trail from Silverado Winery to Trancas Street (see Fig. 5-7, Cross Section 11). As indicated in 2C, the Silverado Trail alignment would involve developing a parallel bike path on the west side of the road. There is approximately 11-feet of right-of-way available.



*Silverado Trail: Right-of-way looking south.*

The bike path would consist of a 10-foot wide paved Class I bike path with two 2-foot shoulders. There would be a 5-foot wide separation from the edge of the existing road pavement except in constricted areas where a barrier in lieu of a 5-foot separation from edge of pavement would be installed. The construction of the bike path would require purchasing a 2- to 8-foot easement along the entire west side of the Silverado Trail.

However as the Silverado Trail approaches the City of Napa, the right-of-way begins to decrease in width and the bike path would have to transition to bike lanes. When Segment 5.C, the Silverado Trail, reaches Trancas Road, it may be feasible to continue a Class I trail westwards to connect to the Napa River Trail.

**Table 5-20: Segment 5C East Side – Summary**

Option C a S i e		Length Miles	On Street LF	Bike Path LF	ROW Needed SF
5C	Silverado Winery to Redwood Road/Trancas	6.96	0	36,730	183,651

**Evaluation Of Alternatives**

Segment 5 has significant challenges as it approaches the Napa Valley City limits in order to connect to one of the two existing trails within the city of Napa (Napa River Trail and the Napa Rail Trail).

Option 5A outcores the other options primarily because of the availability of existing publicly owned right-of-way. It also would connect at Redwood Road with the existing Napa Rail Trail. It also serves residential neighborhoods along Solano Avenue and commercial and employment centers off Redwood Road.

However, Big Ranch Road has significant drainage ditches on either side and currently does not have adequate shoulders suitable for cyclists and pedestrians. There would be substantial costs for widening the road and undergrounding the drainage on one side of the road.

Table 5-21: Segment 5 Evaluation of Alternatives

Napa Valley Greenway Segment Evaluation	SEGMENT # 5				
	Criteria Weight	Option A West Side	Option 5B.1 Mid-Valley following Big Ranch Road	Option 5B.2 Mid-Valley following the Napa River	Option C East Side
Right-of-way	1 - 20	20	10	0	10
Agricultural Impacts	1 - 20	20	10	10	20
Aesthetics	1 - 20	10	10	20	10
User Safety	1 - 20	15	10	15	10
Residential Impacts	1 - 10	8	3	6	7
Usage	1 - 10	8	8	7	4
Functionality	1 - 10	8	4	4	8
Cost/Feasibility	1 - 10	2	1	1	4
Environmental Impacts	1 - 10	7	5	5	8
	<b>Score</b>	<b>98</b>	<b>61</b>	<b>68</b>	<b>81</b>

**West Side Option (5A)**

- Could potentially be 100% on public right-of-way.
- Offers some good aesthetic experience to users
- Likely to be used by the broadest variety of users
- Would require Napa Valley Wine Train approval of pathway and proposed barrier next to tracks,
- Good connections to residential neighborhoods, schools and commercial areas.
- Would require removal of eucalyptus trees between Hillview Lane and Carrel Lane

**Mid-Valley Option (5B.1)**

- Requires support and approval by local property owners
- Would need to be routed, designed, and operated to minimize impacts
- Likely to be used by a broad variety of users
- Would require improvements to Big Ranch Road to cover over and existing draining ditch.

**Mid-Valley Option (5B.2)**

- Requires support and approval by local property owners
- Would need to be routed, designed, and operated to minimize impacts
- Provides the most scenic route
- Likely to be used by a broad variety of users
- Connects to proposed City Park at Trancas Street
- Cross Trancas at-grade would be problematic without crossing protection given the street width, speeds, and traffic volumes. An under crossing of the bridge at this location may be feasible and warrants further study.

**East Side Option (5C)**

- Could potentially be on some public right-of-way, although some private property owner land may be needed
- Offers some good aesthetic experience to users
- Would require 5-foot setback or barrier.
- The transition from Silverado Trail to the Napa River Trail would require some users to cross the roadway at some location

**Table A: Costs of Alternatives from the 2009 Napa Valley Greenway Feasibility Study**

Option	Cost Estimate in 2008 dollars
5A. (West Side Solano Ave and Flood Control property)	\$5.7 million
5B.1 (Mid Valley Big Ranch Road)	\$9.6 million
5B.2 (Mid Valley Napa River)	\$9.3 million
5C (East Side Silverado Trail County road)	\$6.6 million

**Appendix B Q4 cont.**

**Cost Effectiveness**

**Methodology and resources used to calculate the cost effectiveness.**

The benefit-cost analysis for the project follows the principles and parameters documented in the "Guide to Preparing Benefit-Cost Analysis for TIGER Grants," the 'TIGER Benefit-Cost Analysis Resource Guide,' and the National Academy of Sciences Transportation Research Board, National Cooperative Highway Research Program Report #552: "Guidelines for Analysis of Investments in Bicycle Facilities (2006)." This is the standard benefit-cost analysis methodology for the analysis of bicycle facilities and the methodology used in this section complies completely with the principles outlined in OMB Circular A-94 and with the distinctions between benefit-cost analysis and economic impact analysis made in the Federal Register announcement for federal TIGER funding program.

The following categories of benefits are discussed in other sections of this narrative. A summary of those benefits is shown in Table B below: Increasing biking and walking: (See Section 1 of the Narrative), Safety Benefits (See Section 2 of the Narrative), Public Health Benefits (See Section 5 of the Narrative) Exercise, Recreation and Greenhouse Gas Reductions, Disadvantaged Communities Economic and quality of life benefits which serve (See Section 6 of the Narrative).

**Table B: Total Annual Benefits**

	High Estimate	Best Estimate	Low Estimate
Increased biking and walking: Mobility	\$ 6,332,545	\$ 5,339,414	\$ 4,415,696
Safety Benefits	\$ 26,694,599	\$ 22,622,541	\$ 18,708,842
Health Benefits : Increased Exercise	\$ 5,335,894	\$ 1,446,042	\$ 216,906
Health Benefits: Recreation	\$ 22,265,600	\$ 4,970,000	\$ 879,690
Health Benefits Greenhouse Gas Reductions	\$ 28,982	\$ 24,561	\$ 20,312
<b>Total Annual Benefits</b>	<b>\$ 60,657,620</b>	<b>\$ 34,402,559</b>	<b>\$ 24,241,446</b>

**Table C: Benefit Cost Results: Total Project**

	Net Present Value of Benefits	Costs	Benefit-Cost Ratio
<b>Benefits with 7% Discount Rate</b>			
High Estimate	\$ 617,494,572	\$ 8,318,812	74.23
Best Estimate	\$ 350,218,047	\$ 8,318,812	42.10
Low estimate	\$ 246,777,918	\$ 8,318,812	29.67
<b>Benefits with 3% Discount rate</b>			
High Estimate	\$ 1,094,870,042	\$ 11,812,712	92.69
Best Estimate	\$ 620,966,183	\$ 11,812,712	52.57
Low estimate	\$ 437,558,097	\$ 11,812,712	37.04

**Table D: Benefit Cost Results: Program Funds Requested**

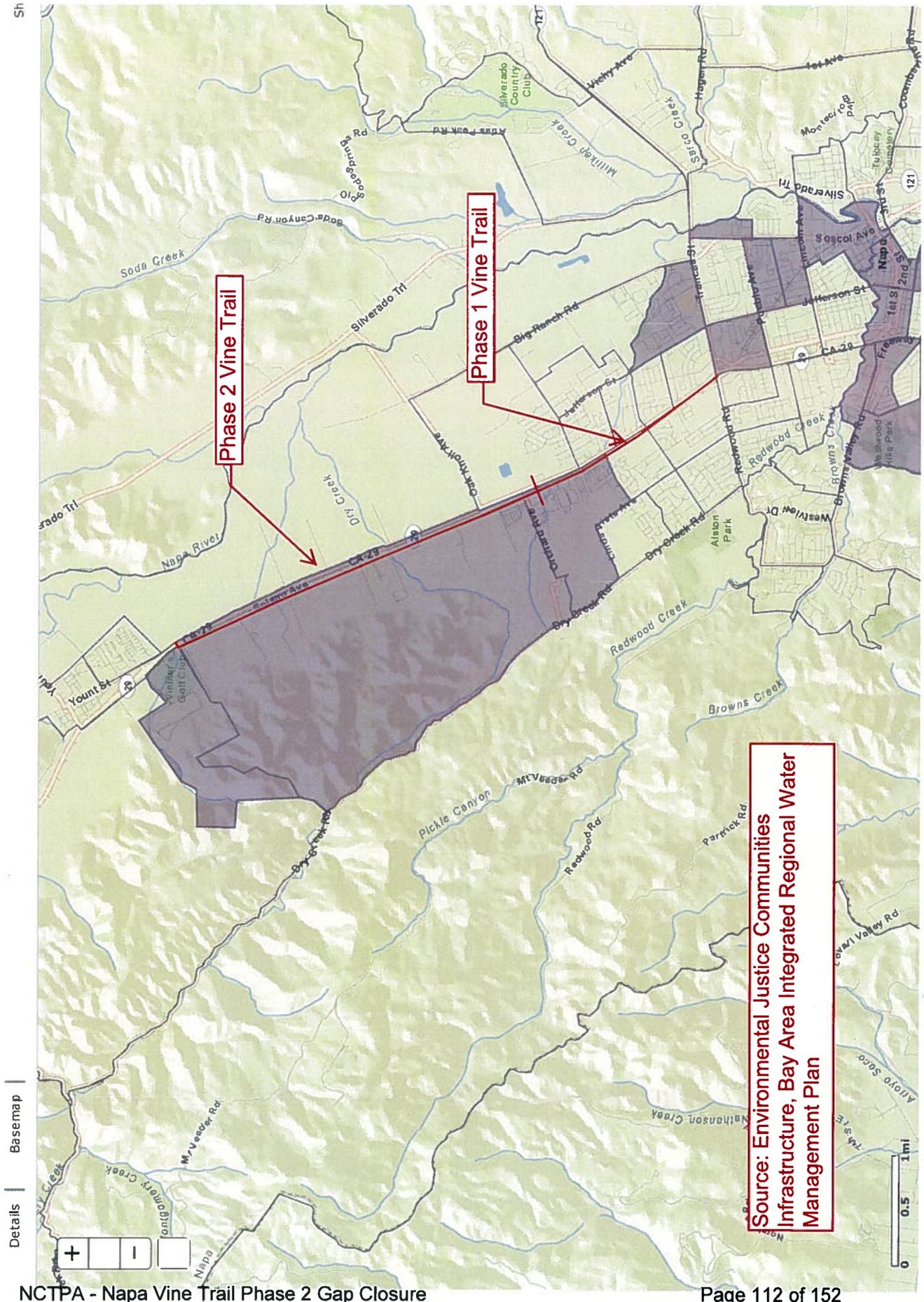
	Net Present Value of Benefits	Program Funds Requested	Benefit-Cost Ratio
<b>Benefits with 7% Discount Rate</b>			
High Estimate	\$ 617,494,572.44	\$ 3,600,000.00	171.53
Best Estimate	\$ 350,218,046.82	\$ 3,600,000.00	97.28
Low estimate	\$ 246,777,918.46	\$ 3,600,000.00	68.55
<b>Benefits with 3% Discount rate</b>			
High Estimate	\$ 1,094,870,042.49	\$ 5,112,000.00	214.18
Best Estimate	\$ 620,966,183.22	\$ 5,112,000.00	121.47
Low estimate	\$ 437,558,097.08	\$ 5,112,000.00	85.59

However, Big Ranch Road has significant drainage ditches on either side and currently does not have adequate shoulders suitable for cyclists and pedestrians. There would be substantial costs for widening the road and undergrounding the drainage on one side of the road.

**Table 5-21: Segment 5 Evaluation of Alternatives**

Napa Valley Greenway Segment Evaluation	SEGMENT # 5				
	Criteria Weight	Option A West Side	Option 5B.1 Mid-Valley following Big Ranch Road	Option 5B.2 Mid-Valley following the Napa River	Option C East Side
<b>Right-of-way</b>	<b>1 - 20</b>	20	10	0	10
<b>Agricultural Impacts</b>	<b>1 - 20</b>	20	10	10	20
<b>Aesthetics</b>	<b>1 - 20</b>	10	10	20	10
<b>User Safety</b>	<b>1 - 20</b>	15	10	15	10
<b>Residential Impacts</b>	<b>1 - 10</b>	8	3	6	7
<b>Usage</b>	<b>1 - 10</b>	8	8	7	4
<b>Functionality</b>	<b>1 - 10</b>	8	4	4	8
<b>Cost/Feasibility</b>	<b>1 - 10</b>	2	1	1	4
<b>Environmental Impacts</b>	<b>1 - 10</b>	7	5	5	8
<b>Score</b>		<b>98</b>	<b>61</b>	<b>68</b>	<b>81</b>

# ArcGIS Disadvantaged Communities - Madera County to Riverside County (14 Counties) - Beta 1.0



NCTPA - Napa Vine Trail Phase 2 Gap Closure

## **APPENDIX C**

### **Letters of Support**

#### **STATE ELECTED OFFICIALS**

- State Senator Lois Wolk
- State Senator Noreen Evans
- Assemblymember Mariko Yamada

#### **NAPA AND SOLANO COUNTY ELECTED OFFICIALS**

- Napa County Supervisors Unanimous Letter of Support
- Napa County Supervisor Brad Wagenknecht
- Napa County Supervisor Diane Dillon
- Napa County Supervisor Mark Luce
- Napa County Supervisor Keith Caldwell
- Napa County Supervisor Bill Dodd (by mail)
- Solano County Supervisor Erin Hannigan
- Napa County Sheriff John Robertson
- Napa County Regional Park & Open Space District
- County of Napa Public Health “Live Healthy Napa County”

#### **LOCAL ELECTED OFFICIALS**

- City of Napa Mayor Jill Techel
- Town of Yountville Mayor John Dunbar
- City of American Canyon Mayor Leon Garcia

#### **VINE TRAIL COALITION BOARD MEMBER ORGANIZATIONS**

- Napa Valley Vine Trail Coalition Executive Director Chuck McMinn
- Napa Valley Vintners (Vine Trail Premier Partner)
- Visit Napa Valley (Vine Trail Premier Partner)
- Chamber of Commerce - Napa
- Chamber of Commerce - Yountville
- Chamber of Commerce - St. Helena
- Chamber of Commerce – American Canyon
- Calistoga Vitality Group
- Napa County Bicycle Coalition
- Friends of the Napa River
- Napa County Farm Bureau
- Sierra Club Napa Group
- Sustainable Napa County
- Napa Valley Grapegrowers
- Vine Trail Wellness Coalition - Queen of the Valley Medical Center
- Cycling Businesses of Napa Valley - St. Helena Cyclery
- Cycling Businesses of Napa Valley - Napa Valley Cycling Tours
- Arts Council Napa Valley
- Runners of Napa Valley/Athletic Feat

#### **ADDITIONAL LOCAL SUPPORTERS**

- Michael Chiarello’s Bottega Gran Fondo
- Greenbelt Alliance
- Napa Valley Unified School District (23 K-12 schools in Yountville, Napa, American Canyon)
- Justin Sienna High School

#### **ADDITIONAL TIGER VI SUPPORT FOR VINE TRAIL GAP CLOSURE PROJECT**

- Senator Barbara Boxer
- Congressman Mike Thompson
- Metropolitan Transportation Commission recommendation for TIGER V and TIGER VI
- Caltrans Director Malcolm Dougherty for TIGER VI

# California State Senate

SENATOR  
LOIS WOLK  
THIRD SENATE DISTRICT

May 15, 2014

Teresa McWilliam, P.E.  
Active Transportation Program Manager  
California Department of Transportation  
Division of Local Assistance  
Office of Active Transportation & Special Programs  
1120 N Street, MS 1  
Sacramento, CA 95814

Re: ATP Application, NCTPA-Napa Valley Vine Trail Gap Closure Project, Phase 2

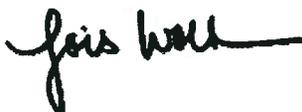
Dear Ms. McWilliam:

I am writing to strongly endorse Napa County Transportation and Planning Agency's Active Transportation Program (ATP) grant application. Funding from this grant would complete the only remaining 3.9-mile gap in a 14 mile contiguous trail system from The City of Napa to the Town of Yountville and serve over 60% of our local citizens as well as all of our nearly 2.9 million annual visitors. Phase 1 of the project will out to bid this year and Phase 2 is shovel-ready. Phase 2 funding is needed of \$4.5M (\$3.6M from ATP) to close the final gap.

I am a supporter of the Vine Trail project to connect the entire Napa Valley with a safe active transportation route from Solano County/Vallejo ferry terminal to Calistoga—a system of 47 continuous miles. The non-profit Vine Trail Coalition was created over 5 years ago to raise local matching funds to design, construct and maintain the Vine Trail, in an innovative public-private partnership, and this Soscol gap closure project is at the heart of activating this system. The Vine Trail Coalition will be contributing the \$900,000 match for this grant (25%) as well as providing a significant portion of ongoing maintenance of this trail section with funds already raised.

This project will generate a host of benefits to build a safer, greener, healthier, more economically vital and more connected Napa Valley future for our residents and visitors of all ages and abilities. These many benefits and the strength of this application's match to ATP guidelines are detailed in this grant request. Please support this essential Napa County Project. Thank you for your consideration. Please contact my office with any questions.

Sincerely,



LOIS WOLK



**Mariko Yamada** ASSEMBLYMEMBER, FOURTH DISTRICT

COMMITTEES:  
CHAIR: AGING AND LONG-TERM CARE  
AGRICULTURE  
HOUSING AND COMMUNITY DEVELOPMENT  
WATER, PARKS AND WILDLIFE

California Legislature

May 15, 2014

Teresa McWilliam, P.E.  
Active Transportation Program Manager  
California Department of Transportation  
Division of Local Assistance  
Office of Active Transportation & Special Programs  
1120 N Street, MS 1  
Sacramento, CA 95814

Re: ATP Application, NCTPA-Napa Valley Vine Trail Gap Closure Project, Phase 2

Dear Ms. McWilliam:

On behalf of the Napa Valley Vine Trail Coalition, representing more than 30 countywide organizations, I am writing to strongly endorse Napa County Transportation and Planning Agency's Active Transportation Program (ATP) grant application. Funding from this grant would complete the only remaining 3.9-mile gap in a 14 mile contiguous trail system from The City of Napa to the Town of Yountville and serve over 60% of our local citizens as well as nearly 2.9 million annual visitors. The project's Phase 1 will be bid for construction this year and Phase 2 is shovel-ready. Phase 2 funding of \$4.5M (\$3.6M from ATP) is needed to close the final gap.

I vigorously support the Vine Trail project and its goal to connect the entire Napa Valley with a safe active transportation route from the Solano County/Vallejo ferry terminal to Calistoga—a system of 47 continuous miles. The non-profit Vine Trail Coalition was created over 5 years ago to raise local matching funds to design, construct and maintain the Vine Trail, in an innovative public-private partnership. This project, the "Socol gap closure", is key to the activation of the trail system. The Vine Trail Coalition will be contributing a \$900,000.00 (25%) match for this grant and will provide a significant portion of ongoing maintenance of this trail section with funds already raised.

The project will generate a host of benefits to build a safer, greener, healthier, more economically vital and better connected Napa Valley future for our residents and visitors of all ages and abilities. These many benefits and the strength of the application's match to ATP guidelines are detailed in the grant request. Thank you for your consideration of this worthy project and grant application.

Sincerely,

Mariko Yamada  
Assemblymember 4<sup>th</sup> AD

CAPITOL OFFICE: STATE CAPITOL, P.O. BOX 942849, SACRAMENTO, CA 94249-0004 • (916) 319-2004 • FAX (916) 319-2104  
WOODLAND OFFICE: 725 MAIN STREET, SUITE 206, WOODLAND, CA 95695 • (530) 662-7867 • (800) 965-6765 • FAX (530) 662-6370  
AMERICAN CANYON OFFICE: 4381 BROADWAY STREET, SUITE 108, AMERICAN CANYON, CA 94503 • (707) 552-4405 • FAX (707) 552-4407

WEBSITE: [www.assembly.ca.gov/yamada](http://www.assembly.ca.gov/yamada)

E-MAIL: [Assemblymember.Yamada@assembly.ca.gov](mailto:Assemblymember.Yamada@assembly.ca.gov)

NCTPA - Napa Vine Trail Phase 2 Gap Closure

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Page 115 of 152



A Tradition of Stewardship  
A Commitment to Service

Office of Supervisor Brad Wagenknecht  
District 1

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Napa, CA 94559  
brad.wagenknecht@countyofnapa.org

(707) 253-4386  
(707) 253-4828  
Fax: (707) 253-4176

May 13, 2014

Teresa McWilliam, P.E.  
Active Transportation Program Manager  
California Department of Transportation  
Division of Local Assistance  
Office of Active Transportation & Special Programs  
1120 N Street, MS 1  
Sacramento, CA 95814

Re: ATP Application, NCTPA-Napa Valley Vine Trail Gap Closure Project, Phase 2

Dear Ms. McWilliam:

I am writing to strongly endorse Napa County Transportation and Planning Agency's Active Transportation Program (ATP) grant application. Funding from this grant would complete the only remaining 3.9-mile gap in a 14 mile contiguous trail system from The City of Napa to the Town of Yountville and serve over 60% of our local citizens as well as all of our nearly 2.9 million annual visitors. It is my understanding that the project's Phase 1 will be bid for construction this year and Phase 2 is shovel-ready. Phase 2 funding of \$4.5M (\$3.6M from ATP) is needed to close the final gap.

I am a strong supporter of the Vine Trail project to connect the entire Napa Valley with a safe active transportation route from Solano County/Vallejo ferry terminal to Calistoga—a system of 47 continuous miles. The non-profit Vine Trail Coalition was created over 5 years ago to raise local matching funds to design, construct and maintain the Vine Trail, in an innovative public-private partnership, and this gap closure project is at the heart of activating this system. The Vine Trail Coalition will be contributing the \$900,000 match for this grant (25%) as well as providing a significant portion of ongoing maintenance of this trail section with funds already raised.

This project will generate a host of benefits to build a safer, greener, healthier, more economically vital and more connected Napa Valley future for our residents and visitors of all ages and abilities. Please support this essential Napa County Project. Thank you for your consideration.

Respectfully,

  
Brad Wagenknecht  
Napa County Board of Supervisors  
District 1

CC: Kate Miller, Director, Napa County Transportation Planning Agency  
Board of Directors, Napa Valley Vine Trail Coalition



A Tradition of Stewardship  
A Commitment to Service

Office of Supervisor Diane Dillon  
District 3

1195 Third St.  
Suite 310  
Napa, CA 94559  
diane.dillon@countyofnapa.org

(707) 253-4386  
(707) 944-8280  
Fax: (707) 253-4176

May 13, 2014

Teresa McWilliam, P.E.  
Active Transportation Program Manager  
California Department of Transportation  
Division of Local Assistance  
Office of Active Transportation & Special Programs  
1120 N Street, MS 1  
Sacramento, CA 95814

Re: ATP Application, NCTPA-Napa Valley Vine Trail Gap Closure Project, Phase 2

Dear Ms. McWilliam:

I am writing to strongly endorse Napa County Transportation and Planning Agency's Active Transportation Program (ATP) grant application. Funding from this grant would complete the only remaining 3.9-mile gap in a 14 mile contiguous trail system from The City of Napa to the Town of Yountville and serve over 60% of our local citizens as well as all of our nearly 2.9 million annual visitors. It is my understanding that the project's Phase 1 will be bid for construction this year and Phase 2 is shovel-ready. Phase 2 funding of \$4.5M (\$3.6M from ATP) is needed to close the final gap.

I am a strong supporter of the Vine Trail project to connect the entire Napa Valley with a safe active transportation route from Solano County/Vallejo ferry terminal to Calistoga—a system of 47 continuous miles. The non-profit Vine Trail Coalition was created over 5 years ago to raise local matching funds to design, construct and maintain the Vine Trail, in an innovative public-private partnership, and this gap closure project is at the heart of activating this system. The Vine Trail Coalition will be contributing the \$900,000 match for this grant (25%) as well as providing a significant portion of ongoing maintenance of this trail section with funds already raised.

This project will generate a host of benefits to build a safer, greener, healthier, more economically vital and more connected Napa Valley future for our residents and visitors of all ages and abilities. Please support this essential Napa County Project. Thank you for your consideration.

Respectfully,

A handwritten signature in blue ink that reads "Diane Dillon".

Diane Dillon  
Napa County Board of Supervisors  
District 3

CC: Kate Miller, Director, Napa County Transportation Planning Agency  
Board of Directors, Napa Valley Vine Trail Coalition



A Tradition of Stewardship  
A Commitment to Service

**Board of Supervisors**

1195 Third St.  
Suite 310  
Napa, CA 94559  
[www.co.napa.ca.us](http://www.co.napa.ca.us)

Main: (707) 253-4421  
Fax: (707) 253-4176

**Mark Luce**  
Chairman

April 22, 2014

Kate Miller, Executive Director  
Napa County Transportation & Planning Agency  
625 Burnell Street  
Napa, CA 94559

Dear Ms. Miller,

The Napa County Board of Supervisors today voted unanimously to support the application of the Napa County Transportation & Planning Agency (NCTPA) for Active Transportation Program (ATP) funds for construction of the Napa Valley Vine Trail, Oak Knoll District segment.

The proposed project will create a 3.5-mile multiuse trail facility linking two of Napa County's most-active population centers. It is anticipated that the trail will experience high use levels by commuters as well as recreational cyclists and pedestrians. The latter represent a significant component of travel demand in the Napa Valley area, one of the most highly-visited tourist destinations in the state of California. With appeal to both local residents and visitors, the proposed trail has tremendous potential to reduce traffic congestion, improve air quality and foster substantial public health benefits by encouraging travelers to choose active transportation over motor vehicles.

The trail will be designed to be accessible to all users, and will incorporate measures to link with all other modes of travel in the area. It will close a "gap" between existing sections of the Vine Trail, which is planned to ultimately extend 47 miles from Calistoga to Vallejo when complete. The project has been developed in collaboration with all the affected local agencies, and we are proud to be a partner in this effort.

In closing, the Napa County Board of Supervisors respectfully requests your approval of the NCTPA application for ATP funds for this vitally important project of countywide benefit.

Sincerely,

A handwritten signature in blue ink, appearing to read "Mark Luce".

Mark Luce, Chairman  
Napa County Board of Supervisors

Cc: Senator Lois Wolk  
Assembly Member Mariko Yamada  
Napa Valley Vine Trail Coalition

**Brad Wagenknecht**  
District 1

**Mark Luce**  
District 2

**Diane Dillon**  
District 3

**Bill Dodd**  
District 4

**Keith Caldwell**  
District 5



A Tradition of Stewardship  
A Commitment to Service

Office of Supervisor Keith Caldwell  
District 5

1195 Third St.  
Suite 310  
Napa, CA 94559  
keith.caldwell@countyofnapa.org

(707) 253-4386  
(707) 319-7374  
Fax: (707) 253-4176

May 13, 2014

Teresa McWilliam, P.E.  
Active Transportation Program Manager  
California Department of Transportation  
Division of Local Assistance  
Office of Active Transportation & Special Programs  
1120 N Street, MS 1  
Sacramento, CA 95814

Re: ATP Application, NCTPA-Napa Valley Vine Trail Gap Closure Project, Phase 2

Dear Ms. McWilliam:

I am writing to strongly endorse Napa County Transportation and Planning Agency's Active Transportation Program (ATP) grant application. Funding from this grant would complete the only remaining 3.9-mile gap in a 14 mile contiguous trail system from The City of Napa to the Town of Yountville and serve over 60% of our local citizens as well as all of our nearly 2.9 million annual visitors. It is my understanding that the project's Phase 1 will be bid for construction this year and Phase 2 is shovel-ready. Phase 2 funding of \$4.5M (\$3.6M from ATP) is needed to close the final gap.

I am a strong supporter of the Vine Trail project to connect the entire Napa Valley with a safe active transportation route from Solano County/Vallejo ferry terminal to Calistoga—a system of 47 continuous miles. The non-profit Vine Trail Coalition was created over 5 years ago to raise local matching funds to design, construct and maintain the Vine Trail, in an innovative public-private partnership, and this gap closure project is at the heart of activating this system. The Vine Trail Coalition will be contributing the \$900,000 match for this grant (25%) as well as providing a significant portion of ongoing maintenance of this trail section with funds already raised.

This project will generate a host of benefits to build a safer, greener, healthier, more economically vital and more connected Napa Valley future for our residents and visitors of all ages and abilities. Please support this essential Napa County Project. Thank you for your consideration.

Respectfully,

A handwritten signature in black ink, appearing to read "Keith Caldwell".

Keith Caldwell  
Napa County Board of Supervisors  
District 5

CC: Kate Miller, Director, Napa County Transportation Planning Agency  
Board of Directors, Napa Valley Vine Trail Coalition



Commitment to  
Community

## NAPA COUNTY OFFICE OF SHERIFF-CORONER

1535 AIRPORT BOULEVARD  
NAPA, CALIFORNIA 94558-6292  
(707) 253-4501

JOHN R. ROBERTSON  
Sheriff - Coroner

May 21, 2014

**Teresa McWilliam, P.E.**  
**Active Transportation Program Manager**  
**California Department of Transportation**  
**Division of Local Assistance**  
**Office of Active Transportation & Special Programs**  
**1120 N Street, MS 1**  
**Sacramento, CA 95814**

**Re: ATP Application, NCTPA-Napa Valley Vine Trail Gap Closure Project, Phase 2**

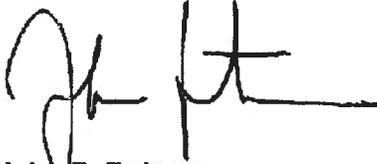
**Dear Ms. McWilliam:**

**On behalf of the Napa Valley Vine Trail Coalition, representing more than 30 countywide organizations, I am writing to strongly endorse Napa County Transportation and Planning Agency's Active Transportation Program (ATP) grant application. Funding from this grant would complete the only remaining 3.9-mile gap in a 14 mile contiguous trail system from The City of Napa to the Town of Yountville and serve over 60% of our local citizens as well as all of our nearly 2.9 million annual visitors. Our project's Phase 1 will be bid for construction this year and Phase 2 is shovel-ready. We need Phase 2 funding of \$4.5M (\$3.6M from ATP) to close the final gap.**

**We are strong supporters of the Vine Trail project to connect the entire Napa Valley with a safe active transportation route from Solano County/Vallejo ferry terminal to Calistoga—a system of 47 continuous miles. The non-profit Vine Trail Coalition was created over 5 years ago to raise local matching funds to design, construct and maintain the Vine Trail, in an innovative public-private partnership, and this gap closure project is at the heart of activating this system. The Vine Trail Coalition will be contributing the \$900,000 match for this grant (25%) as well as providing a significant portion of ongoing maintenance of this trail section with funds already raised.**

**This project will generate a host of benefits to build a safer, greener, healthier, more economically vital and more connected Napa Valley future for our residents and visitors of all ages and abilities. These many benefits and the strength of this**

**application's match to ATP guidelines are detailed in this grant request. Please support this essential Napa County Project. Thank you for your consideration. Sincerely,**

A handwritten signature in black ink, appearing to read 'John R. Robertson', with a long horizontal line extending to the right.

**John R. Robertson  
Napa County Sheriff**

**CC: Kate Miller, Director, Napa County Transportation Planning Agency  
Board of Directors, Napa Valley Vine Trail Coalition**



**Napa County Regional Park  
and Open Space District**

Karen Bower Turjanis  
Director Ward One

Tony Norris  
Director Ward Two

Michael Haley  
Director Ward Three

Dave Finigan  
Director Ward Four

Barry Christian  
Director Ward Five

April 22, 2014

Kate Miller, Executive Director  
Napa County Transportation and Planning Agency  
625 New Burnell Street  
Napa, CA 94559

**Subject: Active Transportation Program (ATP) grant application for the “Napa Valley Vine Trail Oak Knoll District Segment Project”**

Executive Director Miller:

The Napa County Regional Park and Open Space District (“Park District”) would like to express its support for the above-referenced project. The District has been a strong supporting participant in planning and developing the 3.5 mile section between Solano Avenue and the Wine Train connecting the City of Napa and Town of Yountville with a Class I Bike Trail. This will become an important connection in the overall Vine Trail route. The Napa County Transportation and Planning Agency (“NCTPA”) submittal of an ATP grant application is needed to help this project.

Fully funded, this enhanced section along Solano Avenue will be added to a continuous Class I trail infrastructure for over 11 miles with connections through a park-and-ride in the City of Napa to parks, the River Trail, school grounds, Napa Valley College, river recreational facilities and River to Ridge Trail for further connections south joining the regional Bay Trail and Ridge Trail systems. This project will also provide connections north into the Town of Yountville through another park-and-ride right at the entry to the California Veterans Home. Solano Avenue is already a highly utilized route for walkers, runners and bicyclist with its own mid-section rest stop next to the railroad. These residential and visiting users deserve the collaborative partnership NCTPA and the Napa Valley Vine Trail Coalition can provide for this mostly rural project route while directly servicing 60% of Napa County residents. Our Park District will continue to be a constructive player too.

It is natural for the Park District to continue our support for this important multimodal gap closure project. Our District supports positive consideration for the NCTPA grant application to the ATP for the “Napa Valley Vine Trail Oak Knoll District Segment Project”.

Respectfully submitted,

David Finigan, President of the Board  
Napa County Regional Park and Open Space District

May 21, 2014

Teresa McWilliam, P.E.  
Active Transportation Program Manager  
California Department of Transportation  
Division of Local Assistance  
Office of Active Transportation & Special Programs  
1120 N Street, MS 1  
Sacramento, CA 95814

Re: ATP Application, NCTPA-Napa Valley Vine Trail Gap Closure Project, Phase 2

Dear Ms. McWilliam:

On behalf of the Napa County Public Health I am writing to endorse Napa County Transportation and Planning Agency's Active Transportation Program (ATP) grant application. Funding from this grant would complete the only remaining 3.9-mile gap in a 14 mile contiguous trail system from The City of Napa to the Town of Yountville and serve over 60% of our local citizens as well as all of our nearly 2.9 million annual visitors. This project's Phase 1 will be bid for construction this year and Phase 2 is shovel-ready. Phase 2 funding will close the final gap.

Public Health is a strong supporter of the Vine Trail project to connect the entire Napa Valley with a safe active transportation route from Solano County/Vallejo ferry terminal to Calistoga—a system of 47 continuous miles. The non-profit Vine Trail Coalition was created over 5 years ago to raise local matching funds to design, construct and maintain the Vine Trail, in an innovative public-private partnership, and this Soscol gap closure project is at the heart of activating this system.

Obesity is one of the top health issues in Napa County and pursuing fun and engaging active living strategies one of our major strategies to reduce obesity. The Vine Trail is an excellent example of one such strategy. This project will also generate a host of additional benefits to build a safer, greener, healthier, more economically vital and more connected Napa Valley future for our residents and visitors of all ages and abilities.

Sincerely,



Karen L. Smith, M.D., M.P.H.  
Deputy Director and Health Officer



## CITY of NAPA

May 21, 2014

MAYOR/CITY COUNCIL  
955 School Street  
Mailing Address:  
P.O. Box 660  
Napa, California 94559-0660  
Voice Mail: (707) 258-7876  
FAX # (707) 257-9534

Teresa McWilliam, P.E.  
Active Transportation Program Manager  
California Department of Transportation  
Division of Local Assistance  
Office of Active Transportation & Special Programs  
1120 N Street, MS 1  
Sacramento, CA 95814

Re: ATP Application, NCTPA-Napa Valley Vine Trail Gap Closure Project, Phase 2

Dear Ms. McWilliam:

On behalf of the City of Napa, I am writing to strongly endorse Napa County Transportation and Planning Agency's Active Transportation Program (ATP) grant application. Funding from this grant would complete the only remaining 3.9-mile gap in a 14 mile contiguous trail system from the City of Napa to the Town of Yountville and serve over 60% of our local citizens as well as all of our nearly 2.9 million annual visitors. Phase 1 will be bid for construction this year and Phase 2 is shovel-ready. We need Phase 2 funding of \$4.5M (\$3.6M from ATP) to close the final gap.

We are strong supporters of the Vine Trail project and the community is excited at the prospect of connecting the entire Napa Valley with a safe active transportation route from Solano County/Vallejo ferry terminal to Calistoga. The non-profit Vine Trail Coalition was created over 5 years ago to raise local matching funds to design, construct and maintain the Vine Trail, in an innovative public-private partnership, and this gap closure project is at the heart of activating this system. The Vine Trail Coalition will be contributing the \$900,000 match for this grant (25%) as well as providing a significant portion of ongoing maintenance of this trail section with funds already raised. This funding is a testimony of the community's support for the project.

This project provide benefits to build a safer, greener, healthier, more economically vital and more connected Napa Valley future for our residents and visitors of all ages and abilities. These many benefits and the strength of this application's match to ATP guidelines are detailed in this grant request. Please support this essential Napa County Project. Thank you for your consideration.

Sincerely,

Mayor Jill Techel

CC: Kate Miller, Director, Napa County Transportation Planning Agency  
Board of Directors, Napa Valley Vine Trail Coalition  
City of Napa City Councilmembers



*Town of Yountville*  
"The Heart of the Napa Valley"

May 21, 2014

Teresa McWilliam, P.E.  
Active Transportation Program Manager  
California Department of Transportation  
Division of Local Assistance  
Office of Active Transportation & Special Programs  
1120 N Street, MS 1  
Sacramento, CA 95814

Re: ATP Application, NCTPA-Napa Valley Vine Trail Gap Closure Project, Phase 2

Dear Ms. McWilliam:

On behalf of the Town of Yountville, which has completed two Vine Trail segment projects in the past five years, I am writing to express the support of our Town Council to strongly endorse Napa County Transportation and Planning Agency's Active Transportation Program (ATP) grant application. Funding from this grant would complete the remaining 3.9-mile gap in a 14 mile contiguous trail system from The City of Napa to the Town of Yountville and will serve over 60% of our local citizens and potentially nearly 2.9 million annual visitors. This project's Phase 1 will be bid for construction this year and Phase 2 is shovel-ready. The project needs Phase 2 funding of \$4.5M (\$3.6M from ATP) to close the final gap.

The Town of Yountville is a strong supporter of the Vine Trail project to connect the entire Napa Valley with a safe active transportation route from Solano County/Vallejo ferry terminal to Calistoga—a system of 47 continuous miles. The non-profit Vine Trail Coalition was created over 5 years ago to raise local matching funds to design, construct and maintain the Vine Trail, in an innovative public-private partnership, and this gap closure project to connect with the existing Yountville trail segment is at the heart of activating this system. The Town of Yountville has provided over \$1.5 million towards construction of two segments of the trail system in Yountville and is proud to host the first mile segment of the trail system branded as the Vine Trail.

This project will generate a host of benefits to build a safer, greener, healthier, more economically vital and more connected Napa Valley future for our residents and visitors of all ages and abilities. These many benefits and the strength of this application's match to ATP guidelines are detailed in this grant request. Please support this essential Napa County Project. Thank you for your consideration.

Sincerely,

John F. Dunbar,  
Mayor  
Town of Yountville

CC: Kate Miller, Director, Napa County Transportation Planning Agency  
Board of Directors, Napa Valley Vine Trail Coalition



May 21, 2014

Teresa McWilliam, P.E.  
Active Transportation Program Manager  
California Department of Transportation  
Division of Local Assistance  
Office of Active Transportation & Special Programs  
1120 N Street, MS 1  
Sacramento, CA 95814

Re: ATP Application, NCTPA-Napa Valley Vine Trail Gap Closure Project, Phase 2

Dear Ms. McWilliam:

On behalf of the City of American Canyon, I encourage you to positively consider Napa County Transportation and Planning Agency's Active Transportation Program (ATP) grant application. Funding from this grant would complete the only remaining 3.9-mile gap in a 14 mile contiguous trail system from The City of Napa to the Town of Yountville. The project's Phase 1 will be bid for construction this year and Phase 2 is shovel-ready. We need Phase 2 funding of \$4.5M (\$3.6M from ATP) to close the final gap.

The City of American Canyon supports the Vine Trail project which will connect the entire Napa Valley with a safe active transportation route from Solano County/Vallejo ferry terminal to Calistoga—a system of 47 continuous miles. The Vine Trail Coalition was created more than five years ago to raise local matching funds to design, construct and maintain the Vine Trail. The Vine Trail Coalition will be contributing the \$900,000 match for this grant as well as providing a significant portion of ongoing maintenance of this trail section with funds already raised. Future phases will connect the portions of the trail in the City of Napa southward to American Canyon, where significant portions of the trail system have already been complete.

This project will generate a host of benefits to build a safer, greener, healthier, more economically vital and more connected Napa Valley future for our residents and visitors of all ages and abilities. This project also brings significant and needed economic benefit to our agricultural community. The Vine Trail, when completed will bring more \$165 million per year of increased economic activity to the County. Please support this essential Napa County Project. Thank you for your consideration.

Sincerely,

Leon Garcia, Mayor  
City of American Canyon

CC:  
Kate Miller, Director, Napa County Transportation Planning Agency



# CITY OF CALISTOGA

1232 Washington Street • Calistoga, CA 94515  
Telephone 707-942-2800  
Fax 707-942-0732  
www.ci.calistoga.ca.us



May 21, 2014

Teresa McWilliam, P.E.  
Active Transportation Program Manager  
California Department of Transportation  
Division of Local Assistance  
Office of Active Transportation & Special Programs  
1120 N Street, MS 1  
Sacramento, CA 95814

Re: ATP Application, NCTPA-Napa Valley Vine Trail Gap Closure Project, Phase 2

Dear Ms. McWilliam:

On behalf of the City of Calistoga and the Calistoga Chamber of Commerce, I am writing to strongly **endorse Napa County Transportation and Planning Agency's Active Transportation Program (ATP) grant application.** Funding from this grant **would complete the only remaining 3.9-mile gap in a 14 mile contiguous trail system** from The City of Napa to the Town of Yountville and serve over 60% of our local citizens as well as all of our nearly 2.9 million annual visitors. **Our project's Phase 1 will be bid for construction this year and Phase 2 is shovel-ready. We need Phase 2 funding of \$4.5M (\$3.6M from ATP) to close the final gap.**

We are strong supporters of the Vine Trail project to connect the entire Napa Valley with a safe active transportation route from Solano County/Vallejo ferry terminal to Calistoga—a system of 47 continuous miles. The non-profit Vine Trail Coalition was created over 5 years ago to raise local matching funds to design, construct and maintain the Vine Trail, in an innovative public-private partnership, and this gap closure project is at the heart of activating this system. **The Vine Trail Coalition will be contributing the \$900,000 match for this grant (25%) as well as providing a significant portion of ongoing maintenance of this trail section with funds already raised.**

This project will generate a **host of benefits to build a safer, greener, healthier, more economically vital and more connected Napa Valley future for our residents and visitors of all ages and abilities.** These many benefits and the strength of this application's match to ATP guidelines are detailed in this grant request. Please support this essential Napa County Project. Thank you for your consideration.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Chris Canning'. The signature is fluid and cursive, with a long horizontal stroke at the end.

Chris Canning  
Executive Director of Calistoga Chamber of Commerce  
Mayor of the City of Calistoga

CC: Kate Miller, Director, Napa County Transportation Planning Agency  
Board of Directors, Napa Valley Vine Trail Coalition



May 21, 2014

Chuck McMinn  
Executive Director  
Board President

Shannon Kuleto  
Operations Director

**NAPA VALLEY VINE TRAIL  
COALITION BOARD  
MEMBER ORGANIZATIONS**

**LAND INTEREST GROUPS**

Napa Valley Vintners (co-founder)  
Napa Valley Grapegrowers (co-founder)  
Land Trust of Napa County (co-founder)  
Napa County Farm Bureau  
Winegrowers of Napa County

**PUBLIC AGENCIES**

Napa County Transportation & Planning  
Agency (NCTPA)  
City of Vallejo/Solano County  
NCTPA/TAC Public Works Planners  
Active Transportation Advisory Committees  
of Napa County (ATAC)  
Napa County Regional Park &  
Open Space District  
California Department of Fish & Game  
Napa County Planning Commission  
Napa County Law Enforcement  
Napa County Sheriff's Department  
City of Napa Police Department  
California Highway Patrol  
Caltrans District 4

**ECONOMIC  
INTEREST GROUPS**

Visit Napa Valley  
Napa Valley Chambers of Commerce  
NV Hispanic Chamber of Commerce  
Calistoga Vitality Group  
Cycling Businesses of Napa Valley

**ENVIRONMENTAL  
INTEREST GROUPS**

Sierra Club Napa Group  
Sustainable Napa County  
Friends of the Napa River

**CULTURAL & COMMUNITY  
INTEREST GROUPS**

Napa County Bicycle Coalition  
Health, Wellness & Medical Coalition  
Youth Development/Safety Education  
Safe Routes to School Napa County  
Runners of Napa Valley  
Rotary Clubs of Napa Valley  
Arts Council Napa Valley

Teresa McWilliam, P.E.  
Active Transportation Program Manager  
California Department of Transportation  
Division of Local Assistance  
Office of Active Transportation & Special Programs  
1120 N Street, MS 1  
Sacramento, CA 95814

Re: ATP Application, NCTPA-Napa Valley Vine Trail Gap Closure Project, Phase 2

Dear Ms. McWilliam:

On behalf of the Napa Valley Vine Trail Coalition, representing more than 30 countywide organizations, I am writing to strongly endorse Napa County Transportation and Planning Agency's Active Transportation Program (ATP) grant application. Funding from this grant would complete the only remaining 3.9-mile gap in a 14 mile contiguous trail system from The City of Napa to the Town of Yountville and serve over 60% of our local citizens as well as all of our nearly 2.9 million annual visitors. Our project's Phase 1 will be bid for construction this year and Phase 2 is shovel-ready. We need Phase 2 funding of \$4.5M (\$3.6M from ATP) to close the final gap.

We are strong supporters of the Vine Trail project to connect the entire Napa Valley with a safe active transportation route from Solano County/Vallejo ferry terminal to Calistoga—a system of 47 continuous miles. We created our Coalition over 5 years ago to raise local matching funds to design, construct and maintain the Vine Trail, in an innovative public-private partnership, and this gap closure project is at the heart of activating this system. The Vine Trail Coalition will be contributing the \$900,000 match for this grant (25%) as well as providing a significant portion of ongoing maintenance of this trail section with funds already raised.

This project will generate a host of benefits to build a safer, greener, healthier, more economically vital and more connected Napa Valley for our residents and visitors of all ages and abilities.

This project will improve the access of our Yountville Veterans home residents to town, link with two bus and rideshare lots, and provide a much-needed free exercise option to improve the health of our community (Napa County has the highest obesity rate of the 9 Bay Area counties). Further, this section of the trail will connect to our Soscol Gateway Transit Center, the Napa Valley College (with its 10,000 students), five high schools, a middle school, two elementary schools, and an adult education/vocational school. Our kids need a safe way to get to and from school. Today they do not have one. Napa County is ranked 10<sup>th</sup> in bicycle accidents per capita of the 58 California Counties.

NAPA VALLEY VINE TRAIL COALITION

WWW.VINETRAIL.ORG | INFO@VINETRAIL.ORG | POST OFFICE BOX 93 | ST. HELENA, CA 94574

501(c)(3) TaxID 26-3426758 | @NVVINETRAIL | 707.967.5410

**This project also brings significant and needed economic benefit** to our agricultural community (50% of our families with kids qualify for Free and Reduced Lunch Subsidies and over 50% of our kindergarteners are English Learners). The Vine Trail, when completed will bring **over \$165 million per year** of increased economic activity to the County, over 10% of what our famed wine industry does. This represents a **huge and ongoing stimulus in our rural community** for a small one-time investment.

We have the support of all the organizations on our board, many of whom will be sending in additional support letters. Our project is included as a high priority in our Countywide and all 5 city Bicycle Plans. It is included in the Regional and State Transportation Plans.

This project meets all ATP funding priorities and program guidelines, including:

- **Addressing a demonstrated need** to improve mobility and access by providing new routes to existing schools and transit that will increase walking and biking among students and workers. Estimated usage of the whole Vine Trail is 3 million per year, 50% from residents and 50% from tourists.
- **Reducing bicycle accidents** (Napa County has the 10<sup>th</sup> highest accident rate of 58 counties in California).
- **Demonstrating unprecedented public participation** and support through the Napa Valley Vine Trail Coalition and its 32 organizational members.
- **Providing great cost effectiveness** (a one-time \$50 million cost to construct the trail will generate over \$165 million annually in increased economic activity, mostly from the over 4 million tourist visitor days annually to our valley).
- **Improving Public Health.** The Napa Valley Vine Trail Coalition is called out specifically as one of the most important elements of the Napa County Community Health Improvement Plan (CHIP) as a way to improve health and decrease obesity in the County (ranked highest for middle school and adult obesity of all 9 Bay Area counties).
- **Providing benefits to the disadvantaged.** This project will link our workers in Napa to our jobs in the upper valley. It will also connect the residents of our Veterans Home to the Town of Yountville in a safer way.
- **Use of the California Conservation Corps.** The Corps will be used to help plant over 300 trees that are part of this project.

Please support this essential Napa County Project. Thank you for your consideration.

Sincerely,



Charles McMinn  
Chairman & Executive Director  
Napa Valley Vine Trail Coalition

CC:

Kate Miller, Director, Napa County Transportation Planning Agency  
Board of Directors, Napa Valley Vine Trail Coalition



May 21, 2014

napa valley vintners

Teresa McWilliam, P.E.  
Active Transportation Program Manager  
California Department of Transportation  
Division of Local Assistance  
Office of Active Transportation & Special Programs  
1120 N Street, MS 1  
Sacramento, CA 95814

Re: ATP Application, NCTPA-Napa Valley Vine Trail Gap Closure Project, Phase 2

Dear Ms. McWilliam,

The Napa Valley Vintners is one of the founding members and supporters of the Napa Valley Vine Trail Coalition and believe it is a perfect example of what a public-private partnership can do to solve a local problem. NVV is a trade association of 500 Napa Valley wineries and our mission is to promote, protect and enhance the Napa Valley appellation, our wines, vintners and community. Our organization has been at the forefront of protecting agricultural land and taking the long view toward sustaining a vibrant and healthy community.

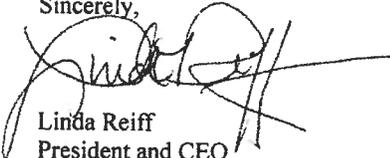
We actively participate in the Vine Trail through a seat on both the Board of Directors and the Executive Committee. Our organization recently provided a \$2.5 million matching grant over five years to help ensure that the Vine Trail gets built as soon as possible.

This project will generate a host of benefits to build a safer, greener, healthier, more economically vital and more connected Napa Valley future for our residents and visitors of all ages and abilities. It improve the access of our Yountville Veterans home residents to town, link with two bus and rideshare lots, and provide a free exercise option to improve the health of our community (Napa County has the highest obesity rate of the nine Bay Area counties). Further, this section of the trail will connect to our Soscol Gateway Transit Center, the Napa Valley College (with its 10,000 students), five high schools, a middle school, two elementary schools, and an adult education/vocational school. Our kids need a safe way to get to and from school, which they don't necessarily have today.

This project also brings significant and needed economic benefit to our agricultural community (50% of our families with kids qualify for Free and Reduced Lunch Subsidies and over 50% of our kindergarteners are English learners). The Vine Trail, when completed, will bring over \$165 million per year of increased economic activity to the County. This represents a tremendous and ongoing stimulus to our rural community for a small one-time investment.

We respectfully request you to help support this essential Napa County Project, and thank you for your consideration.

Sincerely,



Linda Reiff  
President and CEO

Copy: Kate Miller, Director, Napa County Transportation Planning Agency  
Board of Directors, Napa Valley Vine Trail Coalition



May 16, 2014

Teresa McWilliam, P.E.  
Active Transportation Program Manager  
California Department of Transportation  
Division of Local Assistance  
Office of Active Transportation & Special Programs  
1120 N Street, MS 1  
Sacramento, CA 95814

Re: ATP Application, NCTPA-Napa Valley Vine Trail Gap Closure Project, Phase 2

Dear Ms. McWilliam:

On behalf of Visit Napa Valley, the official marketing organization of Napa Valley tourism, I write to express our support of the Napa County Transportation and Planning Agency's Active Transportation grant application. Funding from this grant would complete the only remaining 3.9-mile gap in a 14-mile contiguous Trail system from the City of Napa to the Town of Yountville and serve over 60% of our local citizens as well as all of our nearly 3 million annual visitors.

We are strong supporters of the Vine Trail and, as a Premier Partner in the Coalition, the lodging industry has pledged to contribute \$2.5 million dollars over the next 10 years to fund design, construction and marketing of the trail.

This Trail will bring many benefits to our region, including improved health & wellness for our citizens and visitors, a "greener" environment because of the emissions that will be saved, and better safety on our roads because bikers will have a dedicated route. It will also help build the economic vitality of our region significantly through tourism. Active tourism is a rapidly growing segment and the development of the Trail will deliver an asset that enhances our position as North America's premier wine, food, arts and **wellness** destination.

From among data collected throughout the nation, we know that the US's 60 million annual recreational bicyclists spend \$46.9 billion on meals, transportation, lodging, gifts and entertainment. Additionally, according to AmericanTrails.org, bicycling tourists typically travel in groups of friends and family members – average 5 people per group; and they carry a minimum of equipment so are more likely to stay in hotels and eat in restaurants. Lastly, the Trail will take many biking tourists off the main roads, which will improve traffic flow. It will provide a strong car-free tourism infrastructure and PR/marketing asset that connects Napa County's towns, most of which are already offering free local shuttles to guests.



*Legendary.*

This project meets all ATP funding priorities and program guidelines, and demonstrates strong collaborative partnerships throughout our community. Please support this essential Napa County Project.

Thank you for your consideration.

Sincerely,

Clay Gregory  
President & CEO  
Visit Napa Valley

cc: Kate Miller, Director, Napa County Transportation Planning Agency



May 21, 2014

St. Helena Chamber of  
Commerce  
Board of Directors  
2014  
Executive Committee

Katie Somple, Lifestyle Properties,  
Chair

John Collins, Great Vines

Tracy Sweeney,  
Corison Winery

Joshua Cowan,  
St. Helena Hospital

Rodney Friedrich,  
Vineyard Station

**Board of Directors**

Norm Mitroff,  
Mitroff Consulting and Associates

Jim Aldred,  
Aldred Insurance Services

Jim Smith, Wine Country Inn

Sean Knight,  
Cindy Pawlcyn Napa Valley

Paul Asikainen,  
Conn Creek Winery

Allison Simpson,  
Visit Napa Valley

Lars Kronmark,  
Culinary Institute of America

Katie Leonardini,  
Whitehall Lane Winery and  
Vineyards

Marcus Marquez,  
Goose & Gander Restaurant

Sarah Chappellet,  
Heaven and Earth

Mike Garrow,  
Meadowood Napa Valley

Kevin Dimond,  
Harvest Inn Napa Valley

Pam Simpson,  
St. Helena Chamber of Commerce

Teresa McWilliam, P.E.  
Active Transportation Program Manager  
California Department of Transportation  
Division of Local Assistance  
Office of Active Transportation & Special Programs  
1120 N Street, MS 1  
Sacramento, CA 95814

Re: ATP Application, NCTPA-Napa Valley Vine Trail Gap  
Closure Project, Phase 2

Dear Ms. McWilliam:

On behalf of the St. Helena Chamber of Commerce, representing more than 370 St. Helena businesses, I am writing to strongly endorse Napa County Transportation and Planning Agency's Active Transportation Program (ATP) grant application. Funding from this grant would complete the only remaining 3.9-mile gap in a 14 mile contiguous trail system from the City of Napa to the Town of Yountville and serve over 60% of our local citizens as well as all of our nearly 2.9 million annual visitors. This project's Phase 1 will be bid for construction this year and Phase 2 is shovel-ready. The Vine Trail Coalition needs Phase 2 funding of \$4.5M (\$3.6M from ATP) to close the final gap.

We are strong supporters of the Vine Trail project to connect the entire Napa Valley with a safe active transportation route from Solano County/Vallejo ferry terminal to Calistoga—a system of 47 continuous miles. The non-profit Vine Trail Coalition was created over 5 years ago to raise local matching funds to design, construct and maintain the Vine Trail, in an innovative public-private partnership, and this gap closure project is at the heart of activating this system.

The Vine Trail Coalition will be contributing the \$900,000 match for this grant (25%) as well as providing a significant

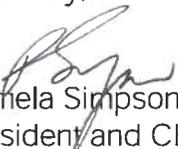




portion of ongoing maintenance of this trail section with funds already raised.

This project will generate a host of benefits to build a safer, greener, healthier, more economically vital and more connected Napa Valley future for our residents and visitors of all ages and abilities. These many benefits and the strength of this application's match to ATP guidelines are detailed in this grant request. Please support this essential Napa County Project. Thank you for your consideration.

Sincerely,

  
Pamela Simpson  
President and CEO  
St. Helena Chamber of Commerce

CC: Kate Miller, Director, Napa County Transportation Planning Agency  
Board of Directors, Napa Valley Vine Trail Coalition





# American Canyon Chamber of Commerce

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May 19, 2014

Teresa McWilliam, P.E.  
Active Transportation Program Manager  
California Department of Transportation  
Division of Local Assistance  
Office of Active Transportation & Special Programs  
1120 N Street, MS 1  
Sacramento, CA 95814

Re: ATP Application, NCTPA-Napa Valley Vine Trail Gap Closure Project, Phase 2

Dear Ms. McWilliam:

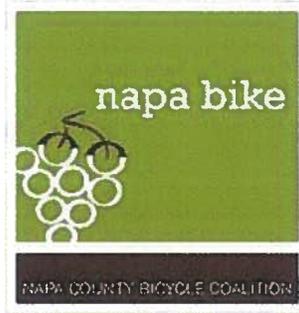
On behalf of the American Canyon Chamber of Commerce, which represents more than 200 Chamber member organizations, I am writing to strongly endorse Napa County Transportation and Planning Agency's Active Transportation Program (ATP) grant application. Funding from this grant would complete the only remaining 3.9-mile gap in a 14 mile contiguous trail system from The City of Napa to the Town of Yountville and serve over 60% of our local citizens as well as all of our nearly 2.9 million annual visitors. The project's Phase 1 will be bid for construction this year and Phase 2 is shovel-ready. A Phase 2 funding amount of \$4.5M (\$3.6M from ATP) will close the final gap.

We strongly support the Vine Trail project to connect the entire Napa Valley with a safe active transportation route from Solano County/Vallejo ferry terminal to Calistoga, a system of 47 continuous miles. The Vine Trail Coalition is a non-profit that was created over 5 years ago to raise local matching funds to design, construct and maintain the Vine Trail, in an innovative public-private partnership. This project to close the gap is at the heart of activating this system. The Vine Trail Coalition will contribute the \$900,000 match for this grant (25%) as well as providing a significant portion of ongoing maintenance of this trail section with funds already raised.

This project will generate numerous benefits that together will build a safer, greener, healthier, more economically vital and more connected Napa Valley future for our residents and visitors of all ages and abilities. The many benefits and the strength of this application's match to ATP guidelines are detailed in this grant request. Please support this essential Napa County Project. Thank you for your consideration.

Sincerely,

James Cooper  
CEO/President  
American Canyon Chamber of Commerce



May 15, 2014

Teresa McWilliam, P.E.  
Active Transportation Program Manager  
California Department of Transportation  
Division of Local Assistance  
Office of Active Transportation & Special Programs  
1120 N Street, MS 1  
Sacramento, CA 95814

Re: ATP Application, NCTPA-Napa Valley Vine Trail Gap Closure Project, Phase 2

Dear Ms. McWilliam:

The Napa County Bicycle Coalition firmly endorses Napa County Transportation and Planning Agency's Active Transportation Program (ATP) grant application. Funding from this grant would complete the remaining 3.9-mile gap in a 14 mile contiguous trail system from the City of Napa to the Town of Yountville and serve over 60% of our county's citizens and most of our 2.9 million annual visitors. Phase 1 of the project is funded and will be bid for construction this year; Phase 2 is shovel-ready. Phase 2 funding of \$4.5M (\$3.6M from ATP) is needed to close the gap.

We are strong supporters of the Vine Trail project to connect the entire Napa Valley with a safe active transportation route from Solano County/Vallejo ferry terminal to Calistoga—a multi-use path of 47 continuous miles. The non-profit Vine Trail Coalition was created over 5 years ago to raise local matching funds to design, construct and maintain the Vine Trail, and this Soscol gap closure project will finish a significant section of the trail. The Vine Trail Coalition will contribute the \$900,000 match for this grant (25%) as well as providing a significant portion of ongoing maintenance of this trail section with funds already raised.

This project is essential for creating a safer, greener, healthier, economically stronger, and more connected Napa Valley for residents and visitors of all ages and abilities. These benefits, and the strength of this application's match to ATP guidelines, are detailed in the grant request. Please support this essential Napa County Project.

Thank you for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael J. Costanzo", with a stylized flourish at the end.

Michael J. Costanzo  
Executive Director, Napa County Bicycle Coalition

CC: Kate Miller, Director, Napa County Transportation Planning Agency

3379 Solano Avenue #1700 | Napa, CA 94558 | 707.812.1770 | [www.napabike.org](http://www.napabike.org)

# Friends of the Napa River

P.O. Box 537, Napa, CA 94559  
Phone 707-254-8520  
www.friendsofthenapariver.org  
info@friendsofthenapariver.org

April 20, 2014

**Board of  
Directors**

*Bernhard Krevet  
(President)  
Francie Winnen  
(Vice-President)  
Tim Yarish  
(Vice-President)  
Laurie Puzo  
(Secretary)  
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(Treasurer)*

*Karen Bower  
Turjanis  
Barry Christian  
Shari Gardner  
David Graves  
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Tony Norris  
Kent Ruppert*

**Honorary  
Advisory Board:**

*Moira Johnston  
Block  
David Garden  
Roger Hartwell  
Harold Kelly  
Rudolf Ohlemutz  
Mike Rippey  
Judith Sears  
Ginny Simms  
Barbara Stafford*

Kate Miller, Executive Director  
Napa County Transportation and Planning Agency  
625 Burnell Street  
Napa, CA. 94559

**RE: Active Transportation Program (ATP) grant application for the "Napa Valley Vine Trail, Oak Knoll District Segment Project"**

Dear Executive Director Miller:

The Friends of the Napa River ("Friends") is happy to support development of the 3.5 mile section along Solano Avenue and the Wine Train right of ways as a Class I Bike Trail project between the City of Napa and Town of Yountville. This will become an important connection in the regional Vine Trail route and will responsibly cross two important tributary creeks of the Napa River watershed. The Napa County Transportation and Planning Agency ("NCTPA") application submittal for an ATP grant to build the connections between multimodal transportation destinations is needed. Trail users will have a much closer and safer viewing of adjacent creek habitats, also allowing healthier active transportation choices than dependence on motorized vehicles.

This safer off- road section along Solano Avenue will be joined to a continuous Class I trail system of over 11 miles with connections south through a park-and-ride in the City of Napa to urban parks, the River Trail, school grounds, Napa Valley College, river recreational facilities and River to Ridge Trail and then further to join the Bay Trail and Ridge Trail regional systems. This project will also provide connections north into the Town of Yountville through another park-and-ride right at the entry to the California Veterans Home. Already, Solano Avenue is well traveled by walkers, runners and bicyclist. Trail visitors and local users now have a chance to see natural riparian places in this mostly rural project route which will also service 60% of Napa County residents. Friends are excited about prospects of bringing trail access closer to our local creeks and river.

Friends wholly support this important multimodal gap closure project. We encourage approval of the NCTPA grant application to ATP for the "Napa Valley Vine Trail Oak Knoll District Segment, Project".

Respectfully,  
Bernhard Krevet, President  
Friends of the Napa River





## NAPA COUNTY FARM BUREAU

811 Jefferson Street Napa, California 94559 Telephone 707-224-5403 Fax 707-224-7836

May 21, 2014

Teresa McWilliam, P.E.  
Active Transportation Program Manager  
California Department of Transportation  
Division of Local Assistance  
Office of Active Transportation & Special Programs  
1120 N Street, MS 1  
Sacramento, CA 95814

Re: ATP Application, NCTPA-Napa Valley Vine Trail Gap Closure Project, Phase 2

Dear Ms. McWilliam:

On behalf of the Napa County Farm Bureau, representing more than 850 farmers and ranchers in Napa County, I am writing to strongly endorse Napa County Transportation and Planning Agency's Active Transportation Program (ATP) grant application. Funding from this grant would complete the only remaining 3.9-mile gap in a 14 mile contiguous trail system from The City of Napa to the Town of Yountville and serve over 60% of our local citizens as well as all of our nearly 2.9 million annual visitors. The project's Phase 1 will be bid for construction this year and Phase 2 is shovel-ready. We need Phase 2 funding of \$4.5M (\$3.6M from ATP) to close the final gap.

We are strong supporters of the Vine Trail project to connect the entire Napa Valley with a safe active transportation route from Solano County/Vallejo ferry terminal to Calistoga—a system of 47 continuous miles. The non-profit Vine Trail Coalition was created over 5 years ago to raise local matching funds to design, construct and maintain the Vine Trail, in an innovative public-private partnership, and this Soscol gap closure project is at the heart of activating this system. **The Vine Trail Coalition will be contributing the \$900,000 match for this grant (25%) as well as providing a significant portion of ongoing maintenance of this trail section with funds already raised.**

This project will generate a host of benefits to build a safer, greener, healthier, more economically vital and more connected Napa Valley future for our residents and visitors of all ages and abilities. These many benefits and the strength of this application's match to ATP guidelines are detailed in this grant request. Please support this essential Napa County Project. Thank you for your consideration.

Sincerely,

A handwritten signature in cursive script that reads "Sandy Elles".

Sandy Elles  
Executive Director  
Napa County Farm Bureau

CC: Kate Miller, Director, Napa County Transportation Planning Agency  
Board of Directors, Napa Valley Vine Trail Coalition



Sustainable  
NAPA COUNTY

May 21, 2014

Teresa McWilliam, P.E.  
Active Transportation Program Manager  
California Department of Transportation  
Division of Local Assistance  
Office of Active Transportation & Special Programs  
1120 N Street, MS 1  
Sacramento, CA 95814

Re: ATP Application, NCTPA-Napa Valley Vine Trail Gap Closure Project, Phase 2

Dear Ms. McWilliam:

Sustainable Napa County confidently and strongly **endorses Napa County Transportation and Planning Agency's Active Transportation Program (ATP) grant application.** Funding from this grant **would complete the only remaining 3.9-mile gap in a 14-mile contiguous trail system** from The City of Napa to the Town of Yountville and serve over 60% of our local citizens as well as all of our nearly 2.9 million annual visitors. **The project's Phase I will be bid for construction this year and Phase 2 is shovel-ready. We need Phase 2 funding of \$4.5M (\$3.6M from ATP) to close the final, critical, gap.**

We are strong supporters of the Vine Trail project to connect the entire Napa Valley with a safe active transportation route from Solano County/Vallejo ferry terminal to Calistoga—a system of 47 continuous miles. The non-profit Vine Trail Coalition was created over 5 years ago to raise local matching funds to design, construct and maintain the Vine Trail, in an innovative public-private partnership, and this Soscol gap closure project is at the heart of activating this system. We believe that **it is significant that the Vine Trail Coalition will be contributing the \$900,000 match for this grant (25%) as well as providing a significant portion of ongoing maintenance of this trail section with funds already raised.**

This project will generate a **host of benefits to build a safer, greener, healthier, more economically vital and more connected Napa Valley future for our residents and visitors of all ages and abilities.** These many benefits and the strength of this application's match to ATP guidelines are detailed in the grant request. Please support this essential Napa County Project. Thank you for your consideration.

Sincerely,  
(VIA EMAIL)

Jeri Gill  
CEO

CC: Kate Miller, Director, Napa County Transportation Planning Agency

1556 First Street, Suite 102 □ Napa, CA 94559  
707-927-3858 □ SustainableNapaCounty.org



April 22, 2014

The Honorable Anthony R. Foxx  
Secretary, U. S. Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, D.C. 20590

Re: TIGER VI request, NCTPA's "Napa Valley Vine Trail Multimodal Gap Closure Project, Phase 2"

Dear Secretary Foxx:

On behalf of the Napa Valley Grapegrowers (NVG), **representing over 690 vineyard owners, managers, and associated businesses in Napa Valley**, I am writing to strongly endorse **Napa County Transportation and Planning Agency's TIGER VI grant application**. The NVG is a founding member of the Napa Valley Vine Trail Coalition, and funding from this grant **would complete the only remaining 3.3-mile gap in a 14 mile contiguous trail system** from the City of Napa to the town of Yountville and serve over 60% of our local citizens as well as all of our nearly 4 million annual visitors. The project is **shovel-ready and Phase 1 of it will be bid for construction this year. Phase 2 funding of \$4.5 M (\$3.6 M from TIGER VI) is needed to close this final gap.**

This project will also **improve the access of our Yountville Veteran home residents to town, link with our bus and rideshare lots** and provide a much-needed free exercise option to **improve the health of our community**. Further, this section of the trail will **connect to our Soscol Gateway Transit Center**, the Napa Valley College (with its 10,000 students), five high schools, a middle school, two elementary schools, and an adult education/vocational school. **Our kids need a safe way to get to and from school.** Today they do not have one. Napa County is ranked 10<sup>th</sup> in bicycle accidents per capita of the 58 California Counties.

The Vine Trail, when completed will bring **over \$165 million per year** of increased economic activity to the County. This represents **a huge and ongoing stimulus in our rural community** for a small one time investment.

**The Vine Trail will be contributing the \$900,000 match for this grant (25%) with funds already raised.**

**This project meets all of TIGER VI priorities and program guidelines**, including improving transportation safety, fostering improved quality of life for all our communities, improving existing facilities, immediate and long-term economic stimulation, environmental sustainability, using innovative strategies, shovel-readiness, and demonstrating strong collaborative partnerships.

Sincerely,

Jennifer Putnam  
Executive Director & Chief Executive Officer

NAPA VALLEY GRAPEGROWERS  
t: 707.944.8311 • f: 707.224.8644 • 1795 Third Street, Napa CA 94559  
*"To preserve and promote Napa Valley's world-class vineyards"*



May 21, 2014

Chuck McMinn  
Executive Director  
Board President

Shannon Kuleto  
Operations Director

**NAPA VALLEY VINE TRAIL  
COALITION BOARD  
MEMBER ORGANIZATIONS**

**LAND INTEREST GROUPS**

Napa Valley Vintners (co-founder)  
Napa Valley Grapegrowers (co-founder)  
Land Trust of Napa County (co-founder)  
Napa County Farm Bureau  
Winegrowers of Napa County

**PUBLIC AGENCIES**

Napa County Transportation & Planning  
Agency (NCTPA)  
City of Vallejo/Solano County  
NCTPA/TAC Public Works Planners  
Active Transportation Advisory Committees  
of Napa County (ATAC)  
Napa County Regional Park &  
Open Space District  
California Department of Fish & Game  
Napa County Planning Commission  
Napa County Law Enforcement  
Napa County Sheriff's Department  
City of Napa Police Department  
California Highway Patrol  
Caltrans District 4

**ECONOMIC  
INTEREST GROUPS**

Visit Napa Valley  
Napa Valley Chambers of Commerce  
NV Hispanic Chamber of Commerce  
Calistoga Vitality Group  
Cycling Businesses of Napa Valley

**ENVIRONMENTAL  
INTEREST GROUPS**

Sierra Club Napa Group  
Sustainable Napa County  
Friends of the Napa River

**CULTURAL & COMMUNITY  
INTEREST GROUPS**

Napa County Bicycle Coalition  
Health, Wellness & Medical Coalition  
Youth Development/Safety Education  
Safe Routes to School Napa County  
Runners of Napa Valley  
Rotary Clubs of Napa Valley  
Arts Council Napa Valley

Teresa McWilliam, P.E.  
Active Transportation Program Manager  
California Department of Transportation  
Division of Local Assistance  
Office of Active Transportation & Special Programs  
1120 N Street, MS 1  
Sacramento, CA 95814

Re: ATP Application, NCTPA-Napa Valley Vine Trail Gap Closure Project, Phase 2

Dear Ms. McWilliam:

On behalf of the Napa Valley Vine Trail Coalition, representing more than 30 countywide organizations, I am writing to strongly endorse Napa County Transportation and Planning Agency's Active Transportation Program (ATP) grant application. Funding from this grant would complete the only remaining 3.9-mile gap in a 14 mile contiguous trail system from The City of Napa to the Town of Yountville and serve over 60% of our local citizens as well as all of our nearly 2.9 million annual visitors. Our project's Phase 1 will be bid for construction this year and Phase 2 is shovel-ready. We need Phase 2 funding of \$4.5M (\$3.6M from ATP) to close the final gap.

We are strong supporters of the Vine Trail project to connect the entire Napa Valley with a safe active transportation route from Solano County/Vallejo ferry terminal to Calistoga—a system of 47 continuous miles. We created our Coalition over 5 years ago to raise local matching funds to design, construct and maintain the Vine Trail, in an innovative public-private partnership, and this gap closure project is at the heart of activating this system. The Vine Trail Coalition will be contributing the \$900,000 match for this grant (25%) as well as providing a significant portion of ongoing maintenance of this trail section with funds already raised.

This project will generate a host of benefits to build a safer, greener, healthier, more economically vital and more connected Napa Valley for our residents and visitors of all ages and abilities.

This project will improve the access of our Yountville Veterans home residents to town, link with two bus and rideshare lots, and provide a much-needed free exercise option to improve the health of our community (Napa County has the highest obesity rate of the 9 Bay Area counties). Further, this section of the trail will connect to our Soscol Gateway Transit Center, the Napa Valley College (with its 10,000 students), five high schools, a middle school, two elementary schools, and an adult education/vocational school. Our kids need a safe way to get to and from school. Today they do not have one. Napa County is ranked 10<sup>th</sup> in bicycle accidents per capita of the 58 California Counties.

NAPA VALLEY VINE TRAIL COALITION

WWW.VINETRAIL.ORG | INFO@VINETRAIL.ORG | POST OFFICE BOX 93 | ST. HELENA, CA 94574

501(c)(3) TaxID 26-3426758 | @NVVINETRAIL | 707.967.5410

**This project also brings significant and needed economic benefit** to our agricultural community (50% of our families with kids qualify for Free and Reduced Lunch Subsidies and over 50% of our kindergarteners are English Learners). The Vine Trail, when completed will bring **over \$165 million per year** of increased economic activity to the County, over 10% of what our famed wine industry does. This represents **a huge and ongoing stimulus in our rural community** for a small one-time investment.

We have the support of all the organizations on our board, many of whom will be sending in additional support letters. Our project is included as a high priority in our Countywide and all 5 city Bicycle Plans. It is included in the Regional and State Transportation Plans.

This project meets all ATP funding priorities and program guidelines, including:

- **Addressing a demonstrated need** to improve mobility and access by providing new routes to existing schools and transit that will increase walking and biking among students and workers. Estimated usage of the whole Vine Trail is 3 million per year, 50% from residents and 50% from tourists.
- **Reducing bicycle accidents** (Napa County has the 10<sup>th</sup> highest accident rate of 58 counties in California).
- **Demonstrating unprecedented public participation** and support through the Napa Valley Vine Trail Coalition and its 32 organizational members.
- **Providing great cost effectiveness** (a one-time \$50 million cost to construct the trail will generate over \$165 million annually in increased economic activity, mostly from the over 4 million tourist visitor days annually to our valley).
- **Improving Public Health.** The Napa Valley Vine Trail Coalition is called out specifically as one of the most important elements of the Napa County Community Health Improvement Plan (CHIP) as a way to improve health and decrease obesity in the County (ranked highest for middle school and adult obesity of all 9 Bay Area counties).
- **Providing benefits to the disadvantaged.** This project will link our workers in Napa to our jobs in the upper valley. It will also connect the residents of our Veterans Home to the Town of Yountville in a safer way.
- **Use of the California Conservation Corps.** The Corps will be used to help plant over 300 trees that are part of this project.

Please support this essential Napa County Project. Thank you for your consideration.

Sincerely,



Charles McMinn  
Chairman & Executive Director  
Napa Valley Vine Trail Coalition

CC:

Kate Miller, Director, Napa County Transportation Planning Agency  
Board of Directors, Napa Valley Vine Trail Coalition



# St. Helena Cyclery

May 21, 2014

Teresa McWilliam, P.E.  
Active Transportation Program Manager  
California Department of Transportation  
Division of Local Assistance  
Office of Active Transportation & Special Programs  
1120 N Street, MS 1  
Sacramento, CA 95814

Re: ATP Application, NCTPA-Napa Valley Vine Trail Gap Closure Project, Phase 2

Dear Ms. McWilliam:

On behalf of the Napa Valley Vine Trail Coalition, representing more than 30 countywide organizations, I am writing to strongly endorse Napa County Transportation and Planning Agency's Active Transportation Program (ATP) grant application. Funding from this grant would complete the only remaining 3.9-mile gap in a 14 mile contiguous trail system from The City of Napa to the Town of Yountville and serve over 60% of our local citizens as well as all of our nearly 3million annual visitors. **Our project's Phase 1 will be bid for construction this year and Phase 2 is shovel-ready. We need Phase 2 funding of \$4.5M (\$3.6M from ATP) to close the final gap.**

We are strong supporters of the Vine Trail project to connect the entire Napa Valley with a safe active transportation route from Solano County/Vallejo ferry terminal to Calistoga—a system of 47 continuous miles. The non-profit Vine Trail Coalition was created over 5 years ago to raise local matching funds to design, construct and maintain the Vine Trail, in an innovative public-private partnership, and this Soscol gap closure project is at the heart of activating this system. **The Vine Trail Coalition will be contributing the \$900,000 match for this grant (25%) as well as providing a significant portion of ongoing maintenance of this trail section with funds already raised.**

This project is the most important project for our infamous Napa Valley, visited by nearly 3 million people each year. Visitors flock to our valley, only to find busy roads, traffic congestion, and unsafe riding conditions. This 14 mile section will be the starting block for a much bigger trail system, but we need to start here. Fatalities are becoming the "norm" in this area, too many cyclists and motorists on a busy two lane road. It's an investment that will bring more revenue to our area, and to the state.

These many benefits and the strength of this application's match to ATP guidelines are detailed in this grant request. Please support this essential Napa County Project. Thank you for your consideration.

Sincerely,

Jake Scheideman  
Board member, Napa Valley Vine Trail  
Owner, St Helena Cyclery

CC: Kate Miller, Director, Napa County Transportation Planning Agency  
Board of Directors, Napa Valley Vine Trail Coalition

1156 Main St  
St. Helena,  
CA 94574  
707 963-7736  
FAX 963-5099

[www.sthelenacyclery.com](http://www.sthelenacyclery.com)





# St. Helena Cyclery

May 21, 2014

Teresa McWilliam, P.E.  
Active Transportation Program Manager  
California Department of Transportation  
Division of Local Assistance  
Office of Active Transportation & Special Programs  
1120 N Street, MS 1  
Sacramento, CA 95814

Re: ATP Application, NCTPA-Napa Valley Vine Trail Gap Closure Project, Phase 2

Dear Ms. McWilliam:

On behalf of the Napa Valley Vine Trail Coalition, **representing more than 30 countywide organizations**, I am writing to strongly endorse Napa County Transportation and Planning Agency's Active Transportation Program (ATP) grant application. Funding from this grant would complete the only remaining 3.9-mile gap in a 14 mile contiguous trail system from The City of Napa to the Town of Yountville and serve over 60% of our local citizens as well as all of our nearly 3million annual visitors. **Our project's Phase 1 will be bid for construction this year and Phase 2 is shovel-ready. We need Phase 2 funding of \$4.5M (\$3.6M from ATP) to close the final gap.**

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This project is the most important project for our infamous Napa Valley, visited by nearly 3 million people each year. Visitors flock to our valley, only to find busy roads, traffic congestion, and unsafe riding conditions. This 14 mile section will be the starting block for a much bigger trail system, but we need to start here. Fatalities are becoming the "norm" in this area, too many cyclists and motorists on a busy two lane road. It's an investment that will bring more revenue to our area, and to the state.

These many benefits and the strength of this application's match to ATP guidelines are detailed in this grant request. Please support this essential Napa County Project. Thank you for your consideration.

Sincerely,

Jake Scheideman  
Board member, Napa Valley Vine Trail  
Owner, St Helena Cyclery

CC: Kate Miller, Director, Napa County Transportation Planning Agency  
Board of Directors, Napa Valley Vine Trail Coalition

1156 Main St.  
St. Helena,  
CA 94574  
707 963-7736  
FAX 963-5099

[www.sthelenacyclery.com](http://www.sthelenacyclery.com)





May 21, 2014

Chuck McMinn  
Executive Director  
Board President

Shannon Kuleto  
Operations Director

**NAPA VALLEY VINE TRAIL  
COALITION BOARD  
MEMBER ORGANIZATIONS**

**LAND INTEREST GROUPS**

Napa Valley Vintners (co-founder)  
Napa Valley Grapegrowers (co-founder)  
Land Trust of Napa County (co-founder)  
Napa County Farm Bureau  
Winegrowers of Napa County

**PUBLIC AGENCIES**

Napa County Transportation & Planning  
Agency (NCTPA)  
City of Vallejo/Solano County  
NCTPA/TAC Public Works Planners  
Active Transportation Advisory Committees  
of Napa County (ATAC)  
Napa County Regional Park &  
Open Space District  
California Department of Fish & Game  
Napa County Planning Commission  
Napa County Law Enforcement  
Napa County Sheriff's Department  
City of Napa Police Department  
California Highway Patrol  
Caltrans District 4

**ECONOMIC  
INTEREST GROUPS**

Visit Napa Valley  
Napa Valley Chambers of Commerce  
NV Hispanic Chamber of Commerce  
Calistoga Vitality Group  
Cycling Businesses of Napa Valley

**ENVIRONMENTAL  
INTEREST GROUPS**

Sierra Club Napa Group  
Sustainable Napa County  
Friends of the Napa River

**CULTURAL & COMMUNITY  
INTEREST GROUPS**

Napa County Bicycle Coalition  
Health, Wellness & Medical Coalition  
Youth Development/Safety Education  
Safe Routes to School Napa County  
Runners of Napa Valley  
Rotary Clubs of Napa Valley  
Arts Council Napa Valley

Teresa McWilliam, P.E.  
Active Transportation Program Manager  
California Department of Transportation  
Division of Local Assistance  
Office of Active Transportation & Special Programs  
1120 N Street, MS 1  
Sacramento, CA 95814

Re: ATP Application, NCTPA-Napa Valley Vine Trail Gap Closure Project, Phase 2

Dear Ms. McWilliam:

On behalf of the Napa Valley Vine Trail Coalition, representing more than 30 countywide organizations, I am writing to strongly endorse Napa County Transportation and Planning Agency's Active Transportation Program (ATP) grant application. Funding from this grant would complete the only remaining 3.9-mile gap in a 14 mile contiguous trail system from The City of Napa to the Town of Yountville and serve over 60% of our local citizens as well as all of our nearly 2.9 million annual visitors. **Our project's Phase 1 will be bid for construction this year and Phase 2 is shovel-ready. We need Phase 2 funding of \$4.5M (\$3.6M from ATP) to close the final gap.**

We are strong supporters of the Vine Trail project to connect the entire Napa Valley with a safe active transportation route from Solano County/Vallejo ferry terminal to Calistoga—a system of 47 continuous miles. We created our Coalition over 5 years ago to raise local matching funds to design, construct and maintain the Vine Trail, in an innovative public-private partnership, and this gap closure project is at the heart of activating this system. **The Vine Trail Coalition will be contributing the \$900,000 match for this grant (25%) as well as providing a significant portion of ongoing maintenance of this trail section with funds already raised.**

This project will generate a host of benefits to build a safer, greener, healthier, more economically vital and more connected Napa Valley future for our residents and visitors of all ages and abilities.

This project will improve the access of our Yountville Veterans home residents to town, link with two bus and rideshare lots, and provide a much-needed free exercise option to improve the health of our community (Napa County has the highest obesity rate of the 9 Bay Area counties). Further, this section of the trail will connect to our Soscol Gateway Transit Center, the Napa Valley College (with its 10,000 students), five high schools, a middle school, two elementary schools, and an adult education/vocational school. **Our kids need a safe way to get to and from school.** Today they do not have one. Napa County is ranked 10<sup>th</sup> in bicycle accidents per capita of the 58 California Counties.

NAPA VALLEY VINE TRAIL COALITION

WWW.VINETRAIL.ORG | INFO@VINETRAIL.ORG | POST OFFICE BOX 93 | ST. HELENA, CA 94574

501(c)(3) TaxID 26-3426758 | @NVVINETRAIL | 707.967.5410

**This project also brings significant and needed economic benefit to our agricultural community (50% of our families with kids qualify for Free and Reduced Lunch Subsidies and over 50% of our kindergarteners are English Learners). The Vine Trail, when completed will bring over \$165 million per year of increased economic activity to the County, over 10% of what our famed wine industry does. This represents a huge and ongoing stimulus in our rural community for a small one-time investment.**

We have the support of all the organizations on our board, many of whom will be sending in additional support letters. Our project is included as a high priority in our Countywide and all 5 city Bicycle Plans. It is included in the Regional and State Transportation Plans.

This project meets all ATP funding priorities and program guidelines, including:

- **Addressing a demonstrated need** to improve mobility and access by providing new routes to existing schools and transit that will increase walking and biking among students and workers. Estimated usage of the whole Vine Trail is 3 million per year, 50% from residents and 50% from tourists.
- **Reducing bicycle accidents** (Napa County has the 10<sup>th</sup> highest accident rate of 58 counties in California).
- **Demonstrating unprecedented public participation** and support through the Napa Valley Vine Trail Coalition and its 32 organizational members.
- **Providing great cost effectiveness** (a one-time \$50 million cost to construct the trail will generate over \$165 million annually in increased economic activity, mostly from the over 4 million tourist visitor days annually to our valley).
- **Improving Public Health.** The Napa Valley Vine Trail Coalition is called out specifically as one of the most important elements of the Napa County Community Health Improvement Plan (CHIP) as a way to improve health and decrease obesity in the County (ranked highest for middle school and adult obesity of all 9 Bay Area counties).
- **Providing benefits to the disadvantaged.** This project will link our workers in Napa to our jobs in the upper valley. It will also connect the residents of our Veterans Home to the Town of Yountville in a safer way.
- **Use of the California Conservation Corps.** The Corps will be used to help plant over 300 trees that are part of this project.

Please support this essential Napa County Project. Thank you for your consideration.

Sincerely,



Joe Tagliaboschi  
Town of Yountville Representative  
NCTPA ATAC

CC:

Kate Miller, Director, Napa County Transportation Planning Agency  
Board of Directors, Napa Valley Vine Trail Coalition

# Athletic Feat

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May 21, 2014

Teresa McWilliam, P.E.  
Active Transportation Program Manager  
California Department of Transportation  
Division of Local Assistance  
Office of Active Transportation & Special Programs  
1120 N Street, MS 1  
Sacramento, CA 95814

Re: ATP Application, NCTPA-Napa Valley Vine Trail Gap Closure Project, Phase 2

Dear Ms. McWilliam:

On behalf of the local runners and walkers, I am writing to strongly **endorse Napa County Transportation and Planning Agency's Active Transportation Program (ATP) grant application**. Funding from this grant **would complete the only remaining 3.9-mile gap in a 14 mile contiguous trail system** from The City of Napa to the Town of Yountville and serve over 60% of our local citizens as well as all of our nearly 2.9 million annual visitors. **The project's Phase 1 will be bid for construction this year and Phase 2 is shovel-ready. We need Phase 2 funding of \$4.5M (\$3.6M from ATP) to close the final gap.**

The local runners and walkers are strong supporters of the Vine Trail project to connect the entire Napa Valley with a safe active transportation route from Solano County/Vallejo ferry terminal to Calistoga—a system of 47 continuous miles. The non-profit Vine Trail Coalition was created over 5 years ago to raise local matching funds to design, construct and maintain the Vine Trail, in an innovative public-private partnership, and this Soscol gap closure project is at the heart of activating this system. **The Vine Trail Coalition will be contributing the \$900,000 match for this grant (25%) as well as providing a significant portion of ongoing maintenance of this trail section with funds already raised.**

This project will generate a **host of benefits to build a safer, greener, healthier, more economically vital and more connected Napa Valley future for our residents and visitors of all ages and abilities**. These many benefits and the strength of this application's match to ATP guidelines are detailed in this grant request. Please support this essential Napa County Project. Thank you for your consideration.

Sincerely,



Dame' Rahal  
Owner  
Athletic Feat  
3377 Solano Ave  
Napa, CA 94558

CC: Kate Miller, Director, Napa County Transportation Planning Agency  
Board of Directors, Napa Valley Vine Trail Coalition

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[www.athleticfeat.com](http://www.athleticfeat.com)

3377 Solano Ave., Napa, CA 94558

707-258-6272



May 19, 2014

Teresa McWilliam, P.E.  
Active Transportation Program Manager  
California Department of Transportation  
Division of Local Assistance  
Office of Active Transportation & Special Programs  
1120 N Street, MS 1  
Sacramento, CA 95814

Re: ATP Application, NCTPA-Napa Valley Vine Trail Gap Closure Project, Phase 2

Dear Ms. McWilliam:

On behalf of the Napa Valley Vine Trail Coalition, **representing more than 30 countywide organizations**, I am writing to strongly endorse **Napa County Transportation and Planning Agency's Active Transportation Program (ATP) grant application**. Funding from this grant **would complete the only remaining 3.9-mile gap in a 14 mile contiguous trail system** from The City of Napa to the Town of Yountville and serve over 60% of our local citizens as well as all of our nearly 2.9 million annual visitors. **Our project's Phase 1 will be bid for construction this year and Phase 2 is shovel-ready. We need Phase 2 funding of \$4.5M (\$3.6M from ATP) to close the final gap.**

We are strong supporters of the Vine Trail project to connect the entire Napa Valley with a safe active transportation route from Solano County/Vallejo ferry terminal to Calistoga—a system of 47 continuous miles. The non-profit Vine Trail Coalition was created over 5 years ago to raise local matching funds to design, construct and maintain the Vine Trail, in an innovative public-private partnership, and this Soscol gap closure project is at the heart of activating this system. **The Vine Trail Coalition will be contributing the \$900,000 match for this grant (25%) as well as providing a significant portion of ongoing maintenance of this trail section with funds already raised.**

This project will generate a **host of benefits to build a safer, greener, healthier, more economically vital and more connected Napa Valley future for our residents and visitors of all ages and abilities**. These many benefits and the strength of this application's match to ATP guidelines are detailed in this grant request. Please support this essential Napa County Project. Thank you for your consideration.

Sincerely,



Rebecca Kotch

Event Director – Michael Chiarello's Bottega Gran Fondo

CC: Kate Miller, Director, Napa County Transportation Planning Agency  
Board of Directors, Napa Valley Vine Trail Coalition

Santa Rosa Office  
555 Fifth Street, Suite 300 B  
Santa Rosa, CA 95401  
(707) 575-3661

May 13, 2014

Teresa McWilliam, P.E.  
Active Transportation Program Manager  
California Department of Transportation  
Division of Local Assistance  
Office of Active Transportation & Special Programs  
1120 N. Street, MS 1  
Sacramento, CA 95814

Dear Ms. McWilliam:

**RE: ATP Application, NCTPA – Napa Valley Vine Trail Gap Closure Project, Phase 2**

For over 50 years, Greenbelt Alliance has been the champion of the places that make the San Francisco Bay Area special. We work to protect the region's open spaces and make sure that the right kinds of development happen in the right places. We advocate for the creation of thriving neighborhoods that include a mix of housing, jobs, and transportation options, as such we strongly support Napa County Transportation and Planning Agency's Active Transportation Program (ATP) grant application. This source of revenue will fund a remaining 3.9 mile gap in a 14 mile contiguous trail system from the City of Napa to the Town of Yountville.

The Vine Trail will serve over 60% of local citizens as well as nearly 4 million annual visitors. It will also improve regional transportation connectivity. The Vine Trail, when completed, will connect to the San Francisco Bay Trail and the Bay Area Ridge Trail as well as the Vallejo Ferry Terminal and the Bay Area Rapid Transit (BART). The Vine Trail will offer an affordable, environmentally friendly, and regional transportation option.

In addition, the Vine Trail will improve the local transportation system. The trail will link with local buses, rideshare lots, and the Soscol Gateway Transit Center. The Vine Trail will also provide access to the Napa Valley College, five high schools, a middle school, two elementary schools, and an adult education/vocational school. Furthermore, Napa County is ranked 10<sup>th</sup> in bicycle accidents per capita of the 58 California Counties. This trail will provide safe access to students who commute to and from these schools.



The creation of this multi-use trail will help improve Napa's health and fitness by providing free exercise options. Recreational activities are essential as Napa County has the highest obesity rate of the nine Bay Area Counties. The trail will help foster and improve the quality of life and health in Napa County.

This project also brings significant economic benefits to an agricultural community. The Vine Trail, when completed is anticipated to bring over \$165 million per year in increased economic activity to Napa County. This is a huge opportunity to invest in and to support a rural community.

We strongly urge you to commit ATP grant funding for the 3.9 mile gap in the Napa Valley Vine Trail. Thank you for your consideration.

Sincerely,



Lana Russell-Hurd  
Regional Representative  
Greenbelt Alliance  
707-575-3661

May 19, 2014

Teresa McWilliam, P.E.  
Active Transportation Program Manager  
California Department of Transportation  
Division of Local Assistance  
Office of Active Transportation & Special Programs  
1120 N Street, MS 1  
Sacramento, CA 95814

Re: ATP Application, NCTPA-Napa Valley Vine Trail Gap Closure Project, Phase 2

Dear Ms. McWilliam:

The Napa Valley Clean Air Coalition, part of the Bay Area Air Quality Management District's community outreach effort, supports Napa County Transportation and Planning Agency's Active Transportation Program grant application. Funding from this grant would complete the only remaining 3.3-mile gap in a 14 mile contiguous trail system from the City of Napa to the Town of Yountville, and serve local residents as well as visitors.

The Napa Valley Clean Air Coalition supports this project because it will serve to reduce auto use and traffic congestion, particularly work and school trips during peak period commute times. The Vine Trail will provide connectivity to the Soscol Gateway Transit Center, which provides bus access to Sonoma, Solano, and Contra Costa County with connections to Capital Corridor, Amtrak, BART, and the Vallejo Ferry. This will greatly improve options for commuters who work in San Francisco, Oakland, Silicon Valley, and Sacramento.

This project meets all of Active Transportation Program priorities and program guidelines, including improving transportation safety, fostering improved quality of life for all our communities, improving existing facilities, immediate and long-term economic stimulation, environmental sustainability, using innovative strategies, shovel-readiness, and demonstrating strong collaborative partnerships.

Please support this essential Napa County Project. Thank you for your consideration.

Sincerely,



Stephanie Anderson  
Napa Valley Clean Air Coalition

CC:

Kate Miller, Director, Napa County Transportation Planning Agency  
Kristina Chu, Acting Community Outreach Manager, Bay Area Air Quality Management District



**NAPA VALLEY UNIFIED SCHOOL DISTRICT**

Transforming lives by instilling 21<sup>st</sup> Century skills and inspiring lifelong learning in every student.

May 21, 2014

Teresa McWilliam, P.E.  
Active Transportation Program Manager  
California Department of Transportation  
Division of Local Assistance  
Office of Active Transportation & Special Programs  
1120 N Street, MS 1  
Sacramento, CA 95814

Re: ATP Application, NCTPA-Napa Valley Vine Trail Gap Closure Project, Phase 2

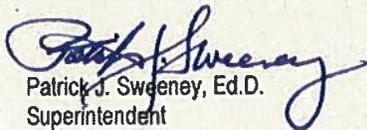
Dear Ms. McWilliam:

On behalf of the Napa Valley Unified School District, representing 30 schools, I am writing to strongly endorse Napa County Transportation and Planning Agency's Active Transportation Program (ATP) grant application. Funding from this grant would complete the only remaining 3.9-mile gap in a 14 mile contiguous trail system from The City of Napa to the Town of Yountville and serve over 60% of our local citizens as well as all of our nearly 2.9 million annual visitors. The project's Phase 1 will be bid for construction this year and Phase 2 is shovel-ready. The project will need Phase 2 funding of \$4.5M (\$3.6M from ATP) to close the final gap.

We are strong supporters of the Vine Trail project to connect the entire Napa Valley with a safe active transportation route from Solano County/Vallejo ferry terminal to Calistoga—a system of 47 continuous miles. The non-profit Vine Trail Coalition was created over 5 years ago to raise local matching funds to design, construct and maintain the Vine Trail, in an innovative public-private partnership, and this Soscol gap closure project is at the heart of activating this system. The Vine Trail Coalition will be contributing the \$900,000 match for this grant (25%) as well as providing a significant portion of ongoing maintenance of this trail section with funds already raised.

This project will generate a host of benefits to build a safer, greener, healthier, more economically vital and more connected Napa Valley future for our residents and visitors of all ages and abilities. These many benefits and the strength of this application's match to ATP guidelines are detailed in this grant request. Please support this essential Napa County Project. Thank you for your consideration.

Sincerely,

  
Patrick J. Sweeney, Ed.D.  
Superintendent

CC: Board of Directors, Napa Valley Vine Trail Coalition

**Board of Education**

2425 Jefferson Street  
Napa, CA 94558  
(707) 253-3511

Thomas Kensok, *President*  
Jacqueline Chilton, *Vice President*  
Carlos Hagedorn, *Clerk*

Robb Felder  
Frances Ortiz-Chávez  
José Hurtado  
Joe Schunk

Patrick J. Sweeney, Ed.D.  
*Superintendent*