

# NAPA VALLEY VINE TRAIL

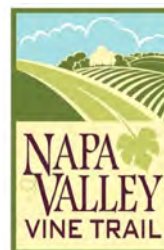
## CASE STATEMENT



**PREPARED BY THE NAPA COUNTY TRANSPORTATION & PLANNING AGENCY AND  
THE NAPA VALLEY VINE TRAIL COALITION**

[www.nctpa.net](http://www.nctpa.net)

[www.napavalleyvinetrail.org](http://www.napavalleyvinetrail.org)



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## EXECUTIVE SUMMARY

This Case Statement describes a project to complete a county-wide trail system in Napa Valley, California. It describes the compelling need, the community response to meet that need, the plan that we developed, its costs, its unique funding approach and the benefits of completing it. It is our hope that through the Campaign for Active Transportation, the next Federal Transportation Bill and other federal and state funding sources you will partner with us to achieve our goal of transforming active transportation in the Napa Valley. The highlights of our project are included in this Executive Summary.

### **Napa Valley is in desperate need of an active transportation alternative**

- The Napa Valley is an agricultural community of 135,000 people, yet we host 4.7 Million tourists visits a year
- We have only two Valley spanning roads, both congested and both rated poor on the Bicycle Level of Service (BLOS) index
- The County is covered by an Agricultural Preserve ordinance that guarantees our grape growing future, but also implies that no new roads can be built to relieve the congestion
- The result is the 2<sup>nd</sup> highest bicycle accident rate per capita of the 9 bay area counties and a poor environment for non-motorized transportation

### **The citizens, organizations and public agencies of Napa Valley know this and have come together to develop a solution**

- The Napa County Transportation and Planning Agency, comprising the County and 5 cities of Napa Valley, commissioned the Greenway Feasibility Study in 2007 to investigate an active transportation system for Napa Valley
- The non profit Napa Valley Vine Trail Coalition was created in 2008 after the completion of the Greenway Feasibility Study to design, fund and implement its conclusions
- The board of the Vine Trail Coalition is comprised of 19 public and private organizations representing all constituencies in Napa Valley
- These organizations include
  - 5 agricultural interest groups (Napa Valley Vintners, Napa Valley Grapegrowers, Napa Valley Wine Growers, Napa Valley Farm Bureau, Napa Valley Land Trust)
  - 6 public agencies (Napa Valley Transportation and Planning Agency, Bicycle Advisory Committee, Napa County Regional Parks and Open Space District, Napa County Sheriff's Department, Caltrans, California Department of Fish and Game)

- 4 commercial interest groups (Napa Valley Chambers of Commerce, Napa Valley Destination Council, Calistoga Vitality Group, Napa Valley Taxpayers Alliance)
- 4 environmental interest groups (Sustainable Napa County, Friends of the Napa River, Sierra Club, Napa County Bicycle Coalition)

**The plan is to span the the Valley with 3 interconnected non-motorized trails**

- The Napa Valley Vine Trail (Vine Trail) will run on the Valley floor from Calistoga at the north end of Napa Valley to the Vallejo Ferry Terminal in Solano County on the south end, linking to San Francisco and the rest of the bay area's 6 Million residents
- A second trail will complete the San Francisco Bay Trail (Bay Trail) through Napa County, a 500 mile shoreline trail system that will circle the entire San Francisco Bay and is currently over 60% complete
- The third trail will complete the Bay Area Ridge Trail (Ridge Trail) through Napa County. This 550 mile trail system is also over 60% complete on its goal of circling the Bay Area's ridgelines
- The Vine Trail, Bay Trail and Ridge Trail will interconnect and share common segments at several points in the Napa Valley

**The design will link the existing unconnected segments throughout the Valley**

- A total of 149 miles of trails are proposed in this project
- 32 miles of these trails exist today in 14 unconnected segments in the five cities and unincorporated County
- Of the un-built segments 5 miles are shovel ready for construction or beyond
- Of the remaining 112 miles, 26 miles are in design now and will be completed in 2010 with the remainder scheduled for design completion in 2011

**The benefits provided are at the heart of what the next Federal Transportation Bill and other federal and state programs are aiming to achieve in active transportation funding**

- This trail system will transform active transportation in Napa Valley and increase public safety by providing a fully connected trail system, over 90% of which will be dedicated Class 1 (non-motorized)
- The Vine Trail will parallel and interconnect with existing bus, ferry and train transportation and increase ridership
- These trails will provide regional and not just local connectivity through the link to the Vallejo Ferry Terminal and through the Bay and Ridge Trail's connections to all 9 bay area counties
- The system is estimated to reduce over 150,000 private vehicle trips per year

**The costs are reasonable and the plan actionable as soon as funding is available**

- The total cost of the un-built segments of the Vine Trail system is \$78.3 Million of which local matching funds of 16.4 Million (20%) will be provided and \$65.5 million is requested
- Of the total about half will be used for the Vine Trail and common segments and half for the Bay and Ridge Trail segments

**The Vine Trail Coalition has matching funds provided by philanthropy, a unique funding approach that could be an example for the nation**

- Most matching funds have traditionally come from local public sources such as bonds, sales taxes or gasoline taxes
- The Vine Trail Coalition strategy of using philanthropic sources is a new paradigm
- Already Vine Trail philanthropy has been used to help fund the environmental review process for 3 miles of the Vine Trail with 7 more miles scheduled for funding in 2010
- The Napa Valley has used philanthropy extensively for other projects in the community
- The premier example is the Napa Valley Wine Auction which has raised over \$90 Million to support healthcare, housing and youth services in the Valley.
- The Vine Trail Coalition has already secured over \$1 Million in pledges and contributions from over 300 donors in Napa Valley

**When completed, the Napa Valley Vine Trail will be one of the premier active transportation systems in the country**

- The Napa Valley is the third most visited destination in California with over 4.7 Million visits a year
- With over 500 wineries and 45,000 acres of grapes, it is the top destination for fine wines, fine cuisine and fine living in the country
- The completed Vine Trail system will be highly visible and highly used by these visitors
- The Greenway Feasibility Study projects over 3 Million uses per year of a completed Vine Trail

The Napa Valley Vine Trail offers great potential for increasing walking and bicycling in Napa County by connecting our communities together and by linking to the San Francisco Bay Trail, the Bay Area Ridge Trail and the wider Bay Area. The Vine Trail is in the unique position to accomplish the extraordinary goal of transforming active transportation in Napa Valley. With the support of federal and state funding, we will achieve that goal.

# Napa Valley's Opportunity for Active Transportation

The Napa Valley has both a great need and presents a unique opportunity to complete a world class active transportation system. Some of the major driving forces of this are briefly explained in this section.

## The Premier Wine Region in the Country

Visitors come to the Napa Valley to enjoy the plethora of culinary options, fine resorts, hot spring spas, scenic qualities, outdoor activities... and the world-class wines that are produced in our community. Napa Valley is home to approximately 500 wineries<sup>1</sup> producing some of the finest wines in the world. Grape growing and winemaking are the number one economic activity in Napa Valley producing over \$10.9 Billion in full economic impact for the County and \$42.4 Billion in full economic impact across the country<sup>2</sup>.

Visitors to Napa Valley enjoy great cuisine as well as great wine. Napa Valley has over 175 restaurants<sup>3</sup> and boasts over 60 top rated restaurants<sup>4</sup> including 10 of the 39 Michelin star rated restaurants in the Bay Area and the only 3 star Michelin restaurant in all of California<sup>5</sup>.

## One of the most visited places in all of California

All this makes the Napa Valley a popular place to visit. We are a small rural community with a population of approximately 133,500<sup>6</sup> residents. Further, approximately 100,000 of these residents are located "down valley" in the cities of Napa and American Canyon. The population "up valley" where the heart of the grape growing occurs is only approximately 30,000 people spread between the towns of Yountville, St. Helena, Calistoga and the

**"There are over 4.7 million person trips made to Napa County by visitors across four seasons of one calendar year. These include 2.75 Million overnight trips and 2 Million day trips. A "person trip" is defined as one person visiting Napa County for one day.**

- Purdue Tourism and Hospitality Research Center, Napa County Visitor Profile Study & Napa County Economic Impact Study: March 2006.

<sup>1</sup> Napa Valley Vintner's Association, Winery Registry.

<sup>2</sup> Economic Impact of the Napa Valley Wine Industry, Stonebridge Research, 2008

<sup>3</sup> [www.napavalley.com](http://www.napavalley.com)

<sup>4</sup> Zagat Restaurant Guide, 2009.

<sup>5</sup> [www.michelinguide.com/us/sf\\_stars\\_2010.html](http://www.michelinguide.com/us/sf_stars_2010.html)

<sup>6</sup> U.S. Census Bureau, 2008. Population Estimate of Napa County, CA Residents.

unincorporated County. Yet each year the ratio of tourists to residents is a staggering 30:1! We have been ranked as the third most popular tourist destination in California<sup>7</sup>.

### **A Protected Landscape: The Agricultural Preserve**

Despite the visitors, preserving the agricultural integrity of our community is the bedrock of our economic future. Over 40 years ago in 1968 the County Board of Supervisors created the first Ag Preserve in the country, a zoning ordinance that sets a priority for lands north of the City of Napa on the Valley floor as first and foremost to be used for agriculture. This was publicly supported in two separate propositions in 1990<sup>8</sup> and then again in 2008<sup>9</sup>. Napa Valley's commitment to the Ag Preserve is now guaranteed until 2053.

The implication of the Ag Preserve zoning is that our Valley must rely on the current infrastructure of roads, as there is no intention to construct significant additions to roads and highways in the Ag Preserve.

### **Challenged by Traffic Congestion**

Napa Valley's fame and proximity to major metropolitan areas presents demands on our region. We are located just 45 miles north of San Francisco, the fourth most populous city in California and the twelfth most populous city in the United States<sup>10</sup>. We are located 60 miles west of our state capital, Sacramento, another metropolis of 1,395,000 residents<sup>11</sup>.

On top of the tourist demands on our infrastructure we have a considerable commute demand as well. Each day 28,500 commuters enter or leave the Valley for work and another 44,340 commute within the Valley, many from the population centers down Valley to jobs up Valley.

**13,000 residents of Napa County commute to work outside of our region**

**15,500 non resident workers commute to jobs in Napa County**

**44,340 people live and work in Napa County**

**4.7 Million tourists/yr**

**2 North/South Roads**

**Result: Gridlock & Accidents**

<sup>7</sup> Purdue Tourism and Hospitality Research Center, Napa County Visitor Profile Study & Napa County Economic Impact Study: March 2006.

<sup>8</sup> <http://www.co.napa.ca.us/GOV/Departments/DeptFAQ.asp?DID=29000&T=0&V=0&OD=1>

<sup>9</sup> <http://www.co.napa.ca.us/GOV/Departments/DeptPage.asp?DID=8&LID=1787>

<sup>10</sup> U.S. Census Bureau, 2008. List of Most Populous Incorporated Places in the United States.

<sup>11</sup> U.S. Census Bureau, 2008. Population Estimate of Sacramento County, CA Residents.

This traffic flow is confined to 2 north south routes that run the length of the Valley, Highway 29 on the west side of the Valley and the Silverado Trail on the East side. Highway 29 is a 4 lane road to the mid-Valley at Yountville and 2 lanes from there to and through Calistoga serving as Main Street both there and in St. Helena. The Silverado Trail is a 2 lane road for its entire length. Both have minimal bicycle lanes in some places and none in others.

The result is an over stretched road network. According to 2006 Caltrans studies, the average daily vehicle traffic in Napa Valley was as follows:

### Napa Valley Average Daily Traffic Volume

Road	Cross Street	ADT		Road	Cross Street	ADT
<b>Hwy 29</b>	Jct. Rte. 37, Marine World Pkwy	28,500			Napa County Solano County	2,250
	Vallejo Mini Drive	32,500		<b>Silverado Trail</b>	Sage Canyon	13,520
	Solano/ Napa County Line	34,500		<b>Hwy 12*</b>	Jct. Rte. 29	24,500
	American Canyon Road	42,250			Kelly Road	28,250
	Green Island Road	46,750			Solano/ Napa County Line	32,000
	Kelly Road South	46,500		<b>Hwy121*</b>	Duhig Road	30,750
	Jct. Rte. 12 East	57,750			South Junction Rte. 29	16,000
	Jct. Rte. 221 North	56,750			North Jct. Rte. 29 (Imola Avenue)	12,750
	Jct. Rte. 121 South	47,500			Jefferson Street	24,750
	Jct. Rte. 121 North	51,250			South Coombs Street	20,500
	First Street	56,500			Jct. Rte. 221 South	25,250
	Lincoln Avenue Interchange	55,000			Soscol Avenue	15,900
	Jct. Trancas/ Redwood Roads	45,500			Third Street	12,800
	Oak Knoll Avenue	29,750			Lincoln Avenue	15,000
	California Drive Interchange	28,500			Trancas Street	12,350
	Oakville Grade Road	25,750		<b>Hwy 128*</b>	Sonoma County Napa County	2,800
	Rutherford, Jct. Rte. 128 East	23,250			Tubbs Lane	6,675
	Zinfandel Lane	23,150			Calistoga, Petrified Forest Road	12,000
	Adams Street	17,900			Calistoga, North Jct. Rte. 29	10,300
	Pratt Avenue	18,250			Rutherford, South Jct. Rte. 29	3,100
	Lodi Lane	14,700			Silverado Trail	2,150
	Larkmead Lane	13,750			Chiles/ Pope Valley Roads	1,800
	Jct. Rte. 128 Northwest	11,950			Lower Chiles Valley Road	1,525
	Jct. Rte. 121 South	2,175			Knoxville Road	2,175

Our community is limited to our small valley floor, blessed by the tourists who bolster our economy, but challenged with preserving the agricultural integrity of our region. There is no intention to make significant additions to the infrastructure of roads and highways in Napa Valley. These regional conditions could produce severe problems, negatively impacting our community's economic and

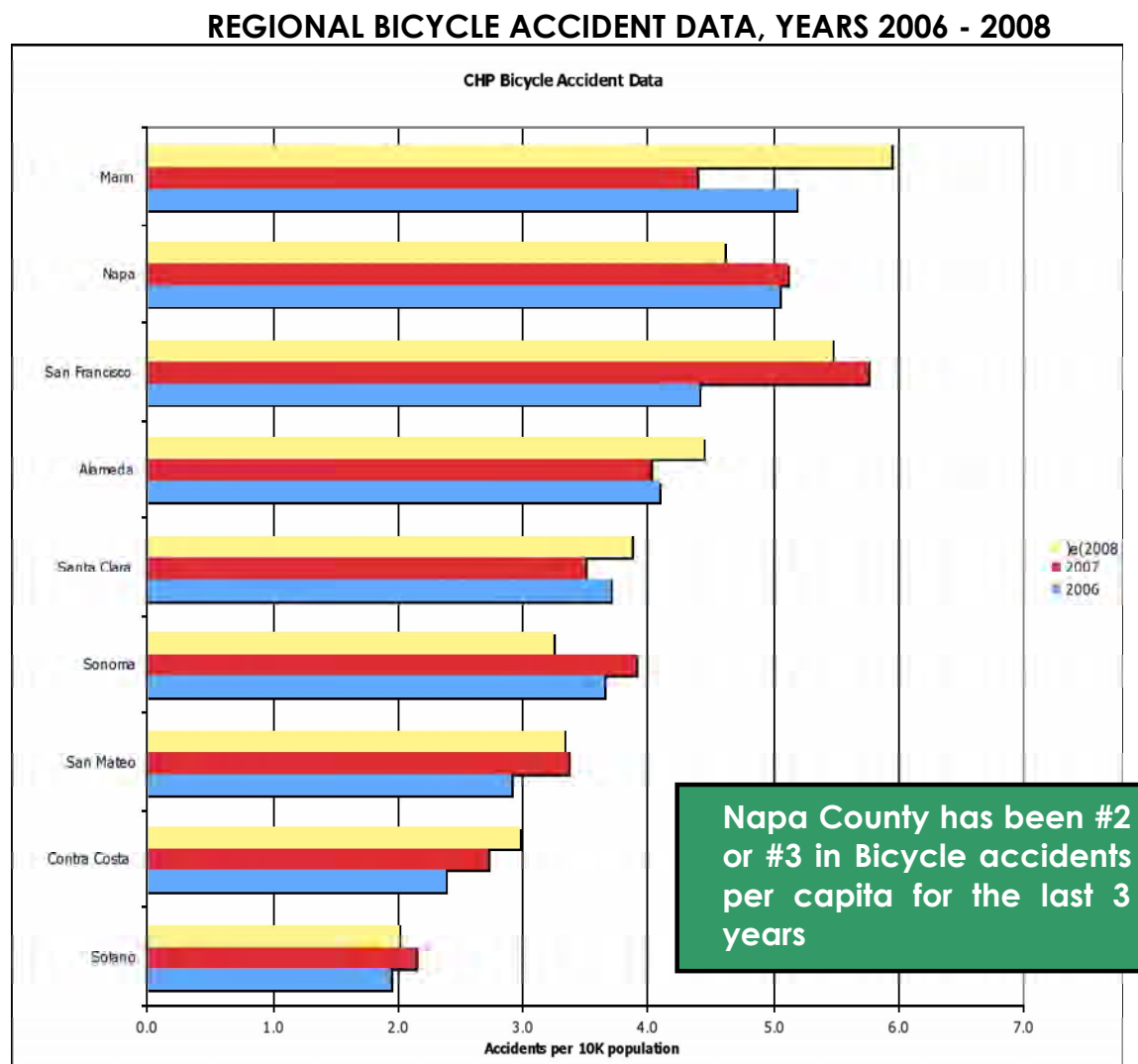


environmental well-being if we do not provide alternative modes of transportation.

### **Dangerous for Bicyclists and Pedestrians Today**

The intensity of traffic on Highway 29 and the Silverado Trail and the lack of a Class 1 bicycle and pedestrian system have one tragic byproduct: Reduced Safety.

A 2008 regional study of California Highway Patrol accident data ranked Napa County as #2 or #3 in incidents of bicycle accidents per capita<sup>12</sup>. Our rural county fell just behind either San Francisco and/or Marin County over the last three years.

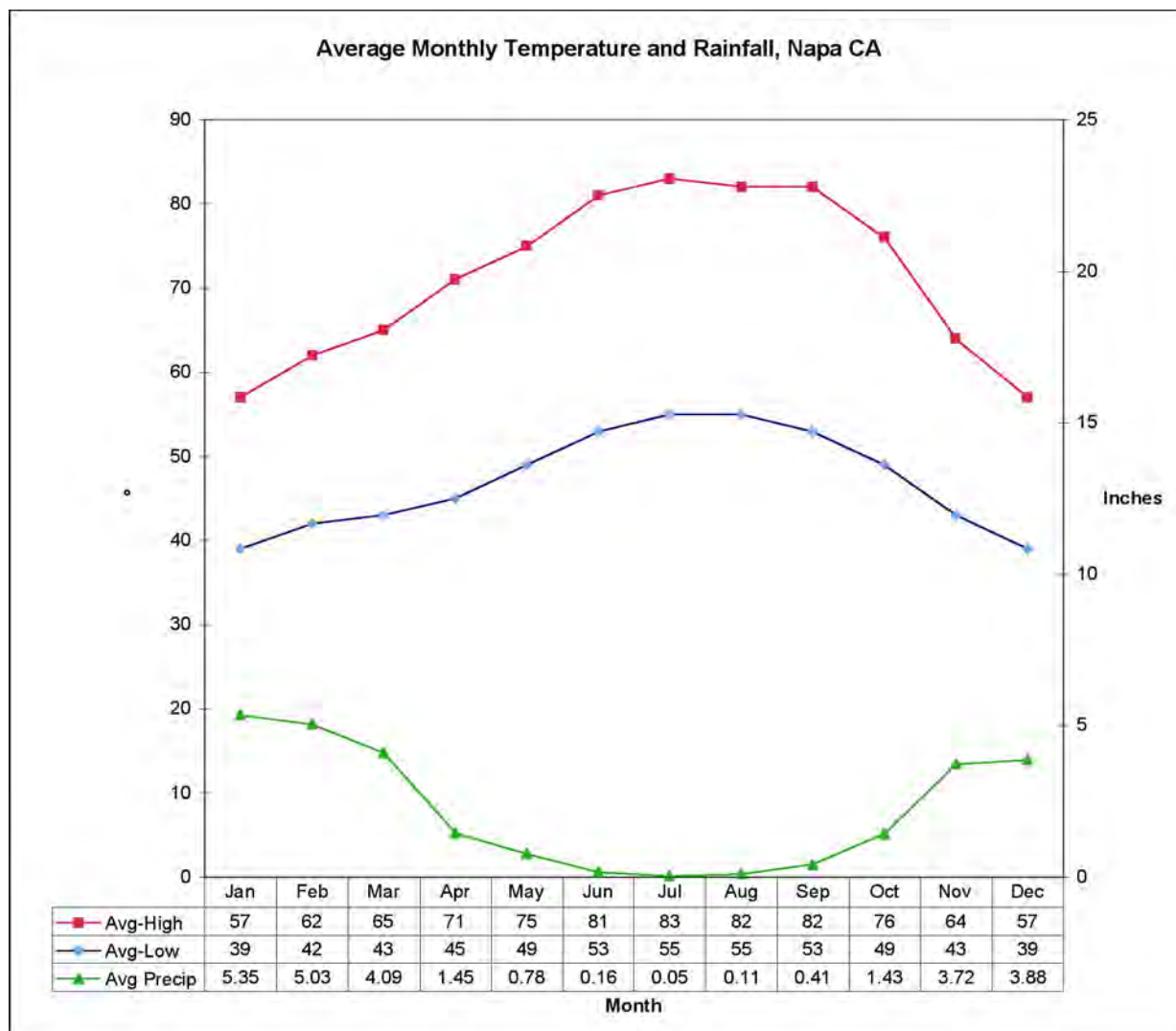


<sup>12</sup> California Highway Patrol, 2008 Bicycle Accident Data. Accidents Per 10K Population.

Two national measures of bicycle and pedestrian safety are the Bicycle Level of Service Index and the Bicycle Compatibility Index<sup>13</sup>. By these measures Highway 29 at 4.35 BLOS and 4.89 BCI and the Silverado Trail at 4.42 BLOS and 5.05 BCI rank moderately low to very low for their accommodation of active transportation users. Clearly we have a problem that needs to be addressed.

## Ideal in Climate and Geography for Active Transportation

The same climate and geography that make Napa Valley the premier wine growing region in the nation also make it ideal for active transportation.



As the above chart<sup>14</sup> demonstrates, the average temperature year round is very moderate, with daytime highs varying between 60 and 80 degrees most of the

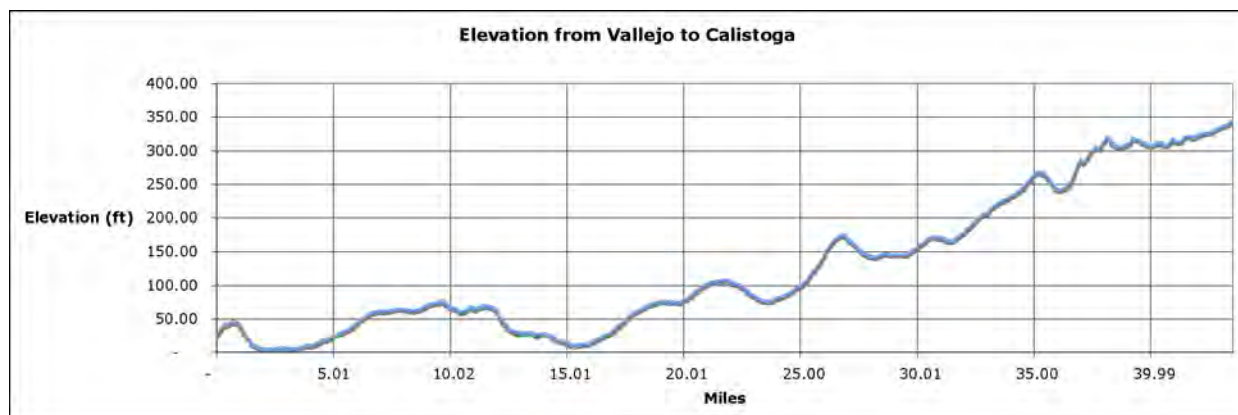
<sup>13</sup> [www.bikelib.org/roads/blos/blosform.htm](http://www.bikelib.org/roads/blos/blosform.htm)

<sup>14</sup> [www.weather.com](http://www.weather.com), 2009.

year. What is even better for both grapes and trail users is that there is typically very low or no rainfall in Napa Valley for 7 months of the year, making it an ideal place to use non-motorized trails every day year round.

An additional advantage for the Napa Valley is that it is indeed a valley. As the chart below shows, the elevation change from the Vallejo Ferry Terminal (20ft) to the center of Calistoga (348 ft) is less than 325 feet in total over a distance of over 40 miles. Surrounding the Valley on either side are the Mayacamas Mountain Range to the west and the Vaca Range to the east, offering stunning views up from the Valley floor and down from the ridgelines.

Additionally, the Napa Valley is a narrow one, ranging from 1-5 miles wide. This puts over 90% of the population within the 3 mile “catchment area” for public transportation<sup>15</sup> along Highway 29.



### **Pieces of a Region Wide Trail System are Already in Place**

Today, Napa County and Solano County offer some bicycle and pedestrian trails. However, these routes are not connected. Bicyclists and pedestrians must navigate on-road, creating unsafe conditions and likely contributing to the staggering number of bicycle accidents.

The Silverado Trail, established in 1852, is a popular bicycle route in Napa County. It attracts bicyclists for its scenic north-south access through vineyard properties along the valley floor. It travels approximately 29 miles along the eastern edge of Napa Valley, parallel to and several miles east of California State Route Highway 29. It is heavily trafficked, with the speed limit reaching 55 miles per hour in some locations. There is currently no Class 1 lane designation on the Silverado Trail.

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<sup>15</sup> Federal Register, Vol. 74, No. 218, Friday, November 13, 2009, Notices, page 58678.

Highway 29 is also used as a matter of necessity as a bike route. Many of Napa's most famous wineries front onto Highway 29. For a portion of its route it is a limited access highway with speed limits of 60 mph and in other areas it is a 2 lane road with a speed limit of 25-55 mph. It also has no Class 1 lane designations.

Bicycle touring groups such as the *Napa Valley Bike Tours* and *Getaway Adventures/ Wine Country Bike Tours* are widely popular in the Napa Valley. Even hotels and resorts have begun to encourage biking. Solage Resort in Calistoga provides each guest with a bicycle upon arrival. However, bicyclists and pedestrians have been forced to rely on unsafe, non-continuous routes; many resorting to Highway 29.

**The Bay Area Ridge Trail** has built 320 miles of trail that encircles the San Francisco Bay<sup>16</sup>. Eventually it aims to extend to 550 miles in total distance. Of this, 22 miles are built in Napa County with 71 miles remaining to be constructed.

**The San Francisco Bay Trail** is also a planned recreational and commute corridor that when complete will connect the shoreline of all 9 Bay Area counties, linking 47 cities, and providing safe crossing on all major toll bridges in the region<sup>17</sup>. 300 miles of the trail are in place. In Napa County 10 miles of the Bay Trail have been constructed and 18 miles remain to be built.

Serving as a public transportation option, the **Vallejo Baylink Ferry Terminal** in Solano County enables access to and from downtown San Francisco to the greater Napa Valley region carrying over 15,000 riders per day<sup>18</sup>.

The **Napa Valley Wine Train** runs daily tourist trains in the Napa Valley from its station in Napa to St. Helena and back.

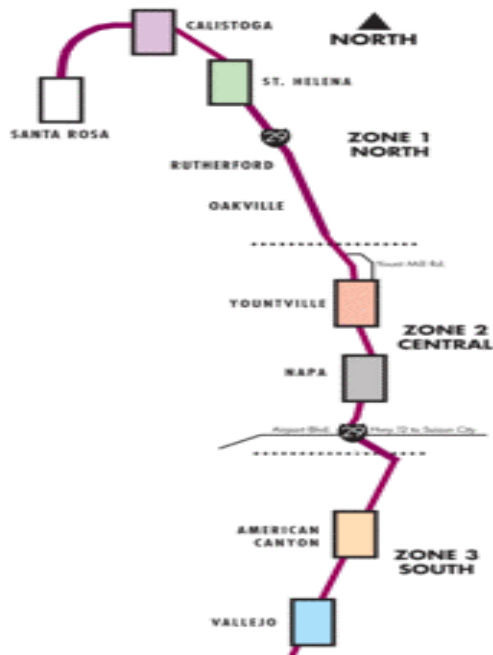
**The VINE** Bus system also connects the Valley on Highway 29, running 52 buses daily that carry over 3,000 people per day up and down the Valley.

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<sup>16</sup> Bay Area Ridge Trail, Home Page.

<sup>17</sup> San Francisco Bay Trail, Home Page.

<sup>18</sup> <http://www.solanolinks.com/pdfs/Misc/STA> 2007-2008 Annual Report Compressed.pdf



The Napa County Transportation and Planning Agency operates the regional transit service, the VINE Bus. The VINE Bus connects with Vallejo in Solano County and Santa Rosa in Sonoma County on Highway 29. Other fixed routes in American Canyon, St. Helena, and Yountville are serviced. The city of Napa operates a fixed-route system and Calistoga operates a HandyVan on-demand service as well. Bike racks are mounted on the front of all Napa County VINE Buses.

The Cities of Napa, American Canyon, Yountville and Calistoga have also built class 1 trails in their jurisdictions totaling 7 miles in 4 segments, but again, none are connected.

Clearly there are building blocks in place for a comprehensive Class 1 network that need to be added to and connected to form an integrated whole.

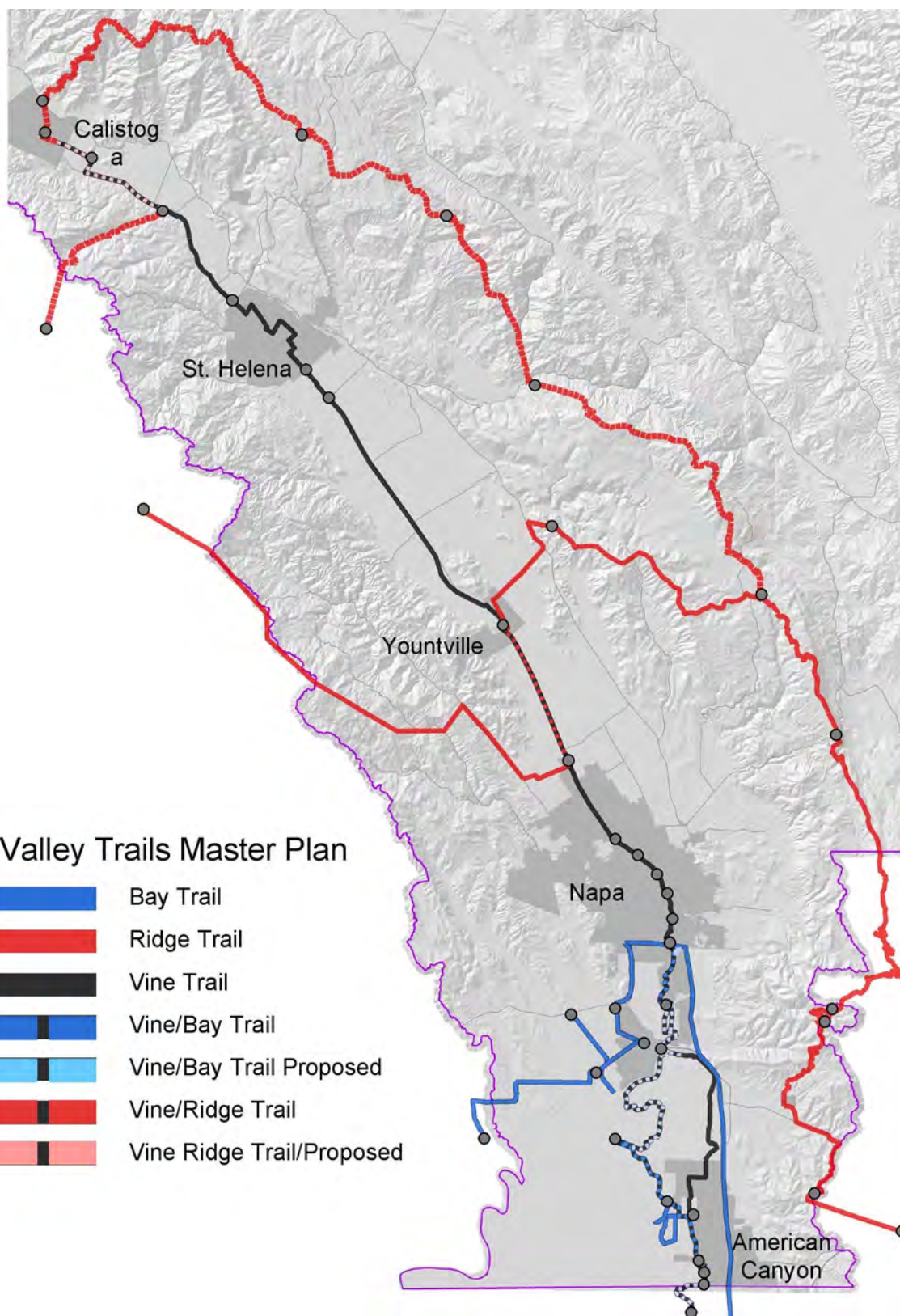
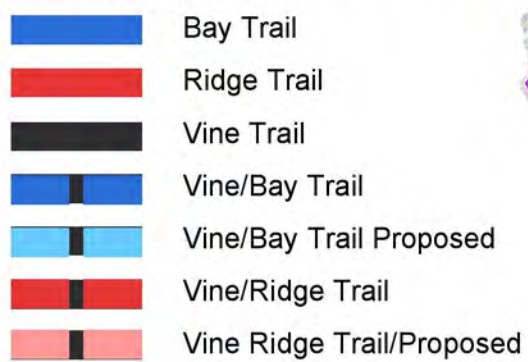
## Our Project: 3 Trails to Link the Valley, Ridges and Bay

The proposed solution to the problems outline above, and the scope of this Vine, Ridge and Bay Trail Project is to create 3 Valley spanning non-motorized Class 1 trail systems that interconnect to form a complete "spine" network in Napa Valley.

As the route map below demonstrates the first of these trails is the Napa Valley Vine Trail itself. This Class 1 trail spans 44 miles along the Valley floor from the Vallejo Ferry Terminal in Solano County north through the cities of American Canyon, Napa, Yountville, St. Helena and Calistoga and through the unincorporated County in between. For most of its length the trail parallels Highway 29 and the railroad tracks.



## Napa Valley Trails Master Plan



The second trail is the completion of the Bay Trail in Napa County. The Bay Trail and the Vine Trail are coincident from the Ferry Terminal to Imola Avenue in the City of Napa. From there the Bay Trail heads west, crossing the Napa River and hugging the northern side of San Francisco Bay until it reaches Sonoma County.

The third trail is the Bay Area Ridge Trail, which runs up the eastern Vaca Range of Napa County from Solano County to Yountville today, and through this project, extending to Calistoga, where it comes down the existing Oat Hill Mine Trail to and through the City of Calistoga. From there it is coincident with the Vine Trail down to Bothe State Park, where it heads west into the park up to the ridgeline and along Napa's western Mayacamas range into Sonoma County and beyond.

As can also be seen from the route map, many of the segments of each of these trails are either in place or already planned. Our goal is to tie together these existing segments into a unified network and to complete construction of all remaining segments.

The trail plan presented here is the result of an unprecedented level of cooperation between the Vine Trail Coalition, the Association of Bay Area Governments San Francisco Bay Trail Project, the San Francisco Ridge Trail Council, The Napa County Regional Parks and Open Space District and the Napa County Transportation and Planning Agency. All parties have participated in the creation of this trails list and endorse its proposals.

The table below lists each segment of these trails and presents its current design and funding status.

Of the 149 miles in the 45 total segments of these trails, 14 segments of 32 miles or 22% are already complete, 14 segments covering 31 miles or 21% are in construction or will be through design by 2010 and 17 segments covering 86 miles or 57% are scheduled to be through design by 2011. Segments that are through design are "shovel ready" to begin construction.

#	Segment Name; Jurisdiction	Miles	Trail Status	Funding
VT1.1	Oat Hill to Main; Calistoga	1.2	In Planning	Needed
VT1.2	Main to Dunaweal; Calistoga	1.0	Complete	Complete
VT1.3	Dunaweal to Bothe; County	2.5	In Planning	Needed
VT1.4	Bothe to Deer Park; County	4.1	In Planning	Needed
VT2.1	Deer Park to Chaix; St. Helena	3.0	In Design	Needed
VT2.2	Chaix to Zinfandel; County	0.9	In Planning	Needed
VT3	Zinfandel to Madison; County	7.1	In Planning	Needed
VT4	Madison to California; Yountville	1.4	Construction	Funded
VT5.1	California to Locust; County	3.5	In Design	Needed
VT5.2	Locust to Trancas; Napa	3.9	In Design	Needed
VT6.1	Trancas to Central; Napa	1.0	Complete	Complete
VT6.2	Central to Vallejo; Napa	0.8	Construction	Funded
VT6.3	Vallejo to 3 <sup>rd</sup> ; Napa	0.5	In Design	Needed
VT6.4	3 <sup>rd</sup> to Gasser; Napa	1.2	Construction	Funded
VT6.5	Gasser to Imola; Napa	0.4	Complete	Complete
VT7.1	Imola to Kennedy Park; Flood Control	1.6	Complete	Complete
VT7.2	Kennedy Park to Butler Bridge; County	1.1	In Design	Needed
VT8	Butler Bridge to Green Island; County	3.6	In Design	Needed
VT9.1	Green Island to Eucalyptus; Am. Canyon	1.8	Complete	Complete
VT9.2	Eucalyptus to Wetlands Edge; Am. Canyon	0.1	In Design	Needed
VT9.3	Kimberly Park-Hwy 37; Am Canyon	0.2	In Design	Needed
VT10	Hwy 37 to Vallejo Ferry; Vallejo	3.2	In Design	Needed
BT1	Duhig to Cuttings Wharf; County	3.6	In Planning	Needed
BT2	Cuttings Wharf Rd; County	2.5	Complete	Complete
BT3	Cuttings Wharf to Stanley Lane; Napa	1.0	In Planning	Needed
BT4	Stanley Lane; Napa	1.4	Complete	Complete
BT5	Golden Gate; Napa	2.2	In Planning	Needed
BT6	Imola Avenue West; Napa	1.2	Complete	Complete
BT7.1	Butler Bridge to Green Island; County	4.8	In Design	Needed
BT7.2	Green Island to Eucalyptus; Am Canyon	1.9	Construction	Funded
BT8	Good Luck Bay Loop; Am Canyon	1.5	Complete	Complete
RT1	Mt. Veeder to Dry Creek; County	14.7	In Planning	Needed
RT2	Dry Creek to Yountville; County (in VT5.1)	0.0	In Planning	Needed
RT3.1	Yountville to Silverado Trail; County	3.5	Complete	Complete
RT3.2	Silverado Trail to Soda Canyon; County	6.5	In Planning	Needed
RT4	Soda Canyon to Milliken; County	5.0	In Planning	Needed
RT5.1	Milliken to Vallejo; County	4.7	In Planning	Needed
RT5.2	Tuteur Loop Trail; County	1.4	Complete	Complete
RT5.3	Tuetur to Newell; County	7.3	In Planning	Needed
RT6	Jameson Canyon; County	3.3	In Planning	Needed
RT7.1	Milliken to Lake Hennessey; County	12.2	In Planning	Needed
RT7.2	Lake Hennessey to Moore Creek; County	2.8	Complete	Complete
RT7.3	Moore Creek to Wild Lake; County	9.8	In Planning	Needed
RT8	Wild Lake to Calistoga; County	10.2	Complete	Complete
RT9	Hwy 29 to Sugar Loaf; County	3.5	Complete	Complete
I	<b>Total-45 Segments</b>	<b>149.1</b>		
	<b>Completed-14 Segments</b>	<b>32.1</b>		
	<b>Construction-4 Segments</b>	<b>5.3</b>		
	<b>Designed-10 Segments</b>	<b>25.6</b>		
	<b>Planned-17 Segments</b>	<b>86.1</b>		



## The Project Team: A Unique Public/Private Partnership

Detailed planning for the Vine Trail was started by the Napa County Transportation and Planning Agency when, in 2007, they commissioned The Greenway Feasibility Study<sup>19</sup>. This Study was completed in 2008 and formally accepted by NCTPA in March 2009. Its conclusion was that a Valley spanning trail system was feasible and should be pursued.

The non-profit Napa Valley Vine Trail Coalition, a unique public/private partnership, was formed to implement the trail network outlined in the Greenway Feasibility Study. The Board of the Vine Trail is composed of representatives of every major constituency in Napa Valley including:

- 5 agricultural interest groups (Napa Valley Vintners, Napa Valley Grapegrowers, Napa Valley Wine Growers, Napa Valley Farm Bureau, Napa Valley Land Trust)
- 6 public agencies (Napa Valley Transportation and Planning Agency, Bicycle Advisory Committee, Napa County Regional Parks and Open Space District, Napa County Sheriffs Department, Caltrans, California Department of Fish and Game)
- 4 commercial interest groups (Napa Valley Chambers of Commerce, Napa Valley Destination Council, Calistoga Vitality Group, Napa Valley Taxpayers Alliance)
- 4 environmental interest groups (Sustainable Napa County, Friends of the Napa River, Sierra Club, Napa County Bicycle Coalition)

The Napa Valley Vine Trail Coalition is a 501c(3) organization, formed on September 19, 2008. It signifies a public-private partnership in membership and action. From its inception, it has incorporated open and inclusive community management. Information pertaining to the campaign's progress is widely accessible on the Vine Trail website, where all Board Meeting notices are made public. Community forums, public hearings, and Vine Trail events provide additional opportunities for community involvement.

The Napa Valley Vine Trail Coalition is committed to the preservation of open space. All easements and use agreements will be voluntary and will not require the coercive use of private property. Land owners are protected from liability in

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<sup>19</sup> Greenway Feasibility Study, 2008, [www.nctpa.net/reports.cfm](http://www.nctpa.net/reports.cfm)

California by Civil Code 846. In addition, no vineyard land will be taken out of production, which is of particular importance to our agricultural community.

The Vine Trail Coalition provides both manpower and funding to supplement the public agencies in designing and building the Vine Trail network.

The Coalition is also unique in that it is raising the major portion of the required local matching funds through philanthropy. Traditionally matching funds have come from local sales taxes, local gasoline taxes or bonds. To our knowledge no other trail system in the United States has raised the majority of their matching funds from philanthropy.

The Napa Valley has a history and track record of using philanthropy in this manner.

- The Napa Valley Wine Auction has been held each of the last 30 years in the Valley and has raised over \$90 Million in charitable contributions for Napa County health, housing and youth services
- The St. Helena Hospital Foundation raises over \$1 Million per year in charitable contributions to support ongoing operations at the hospital and just completed a \$36 Million Capital Campaign to construct a state of the art Cancer Center and Outpatient Surgery Center
- The Friends of the Lincoln Theater raised over \$30 Million to construct a first class concert hall in Yountville
- The Napa Valley Opera House raised over \$20 Million to upgrade its historic facility in the City of Napa

In just the last 15 months the Napa Valley Vine Trail Coalition has received pledges or donations totaling over \$1 Million from over 300 individuals before formal fund raising has really begun in earnest.

The Coalition has already begun to use the philanthropic funds and volunteer manpower to accelerate the pace of design and construction of our trail network.

- The Vine Trail Coalition is contributing half the funds to the City of St. Helena to complete the design process of segment VT2.1, half the funds to the County to complete the design of segment VT5.1 and half the funds to the City of Napa to complete the design of segment VT5.2
- The Vine Trail Engineering Committee is providing pro bono architectural and landscape design to complete a Design Manual for all construction elements of the Vine Trail

- The Vine Trail Community Outreach committee is taking the lead on, and has secured several of the required easement commitments for, the Vine Trail where it crosses private property
- The Vine Trail Legal Committee is providing pro bono legal consulting to draft easement agreements satisfactory to the landowner, the public agencies and our board member organizations
- The Vine Trail Marketing Committee has developed the Vine Trail brand, orchestrated community outreach meetings, and participated in events that have been attended by over 5,000 people

## The Project's Design and Benefits

### Design Overview

As shown in the segments table above, the Napa Valley Vine Trail will be constructed in segments and linked to existing segments to create 3 major spine routes, the Vine Trail, the Bay Trail and the Ridge Trail. This network of segments has been designed to maximize connectivity for commuter and recreational purposes. Because segments span multiple jurisdictions, city and county funding in addition to capital campaign funds will be leveraged to match federal and state investments. All federal funding will be applied for and administered by the Napa County Transportation and Planning Agency, which includes representatives of all 5 cities and the County. The NCTPA has included all 3 trails in its Napa County Bicycle Plan.

Philanthropic funding raised by the Vine Trail Coalition will be contributed to NCTPA or the local jurisdictions as needed to fulfill matching fund requirements.

In addition the Vine Trail Coalition is raising a philanthropic endowment to fund ongoing maintenance of the trail system, an element of cost typically overlooked in many trail projects.

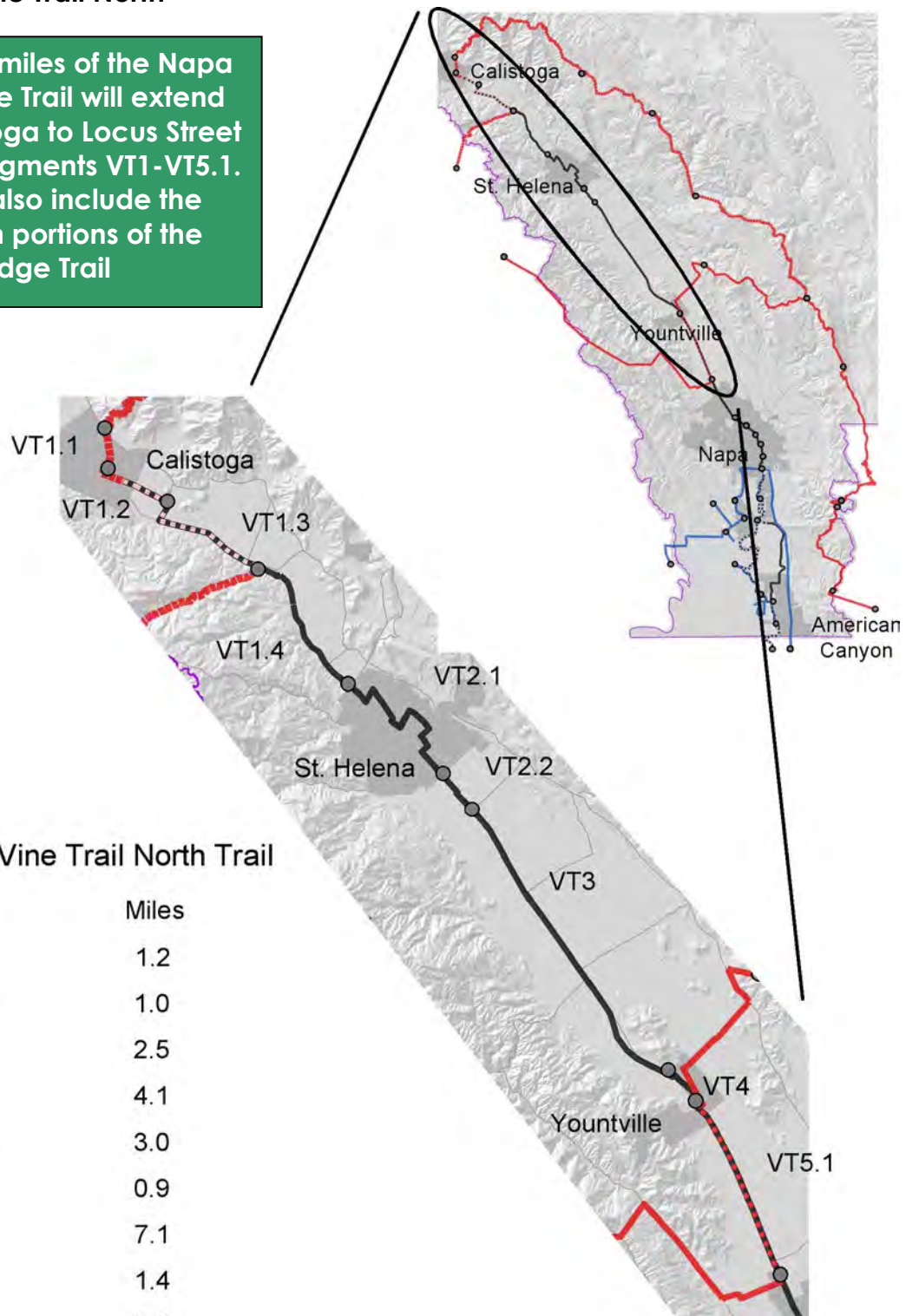
Construction of these trails has been divided into the 6 phases outlined below. When all 6 phases are complete the number of miles of trails in Napa County will be transformed as follows:

<b>Bikeway Type</b>	<b>Miles Before</b>	<b>Miles After</b>
On-Street	77	77
Off-Street	29	149
Total	106	226

The Napa Valley Vine Trail has been designed to improve bicycle and pedestrian safety. The plans will increase the miles of Class I bicycle and pedestrian trails in Napa Valley by 500%, and link to Class II and multi-purpose paths across the Valley. To date, no network of premier Class I trails has ever been constructed in the Napa Valley.

## Phase 1: Vine Trail North

The first 22 miles of the Napa Valley Vine Trail will extend from Calistoga to Locus Street in Napa: Segments VT1-VT5.1. This will also include the common portions of the Ridge Trail

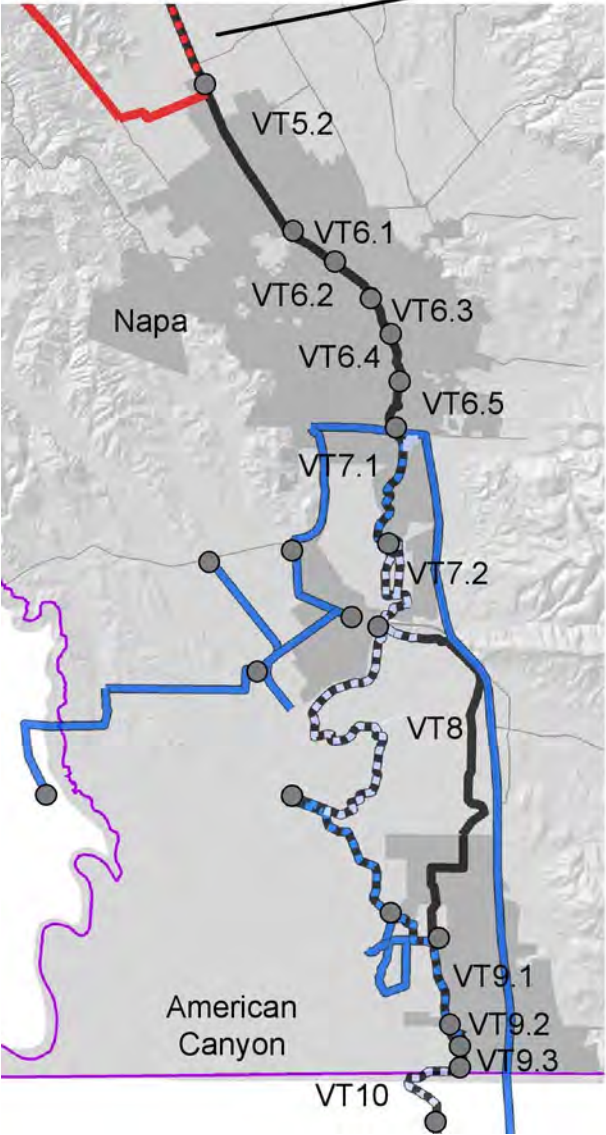
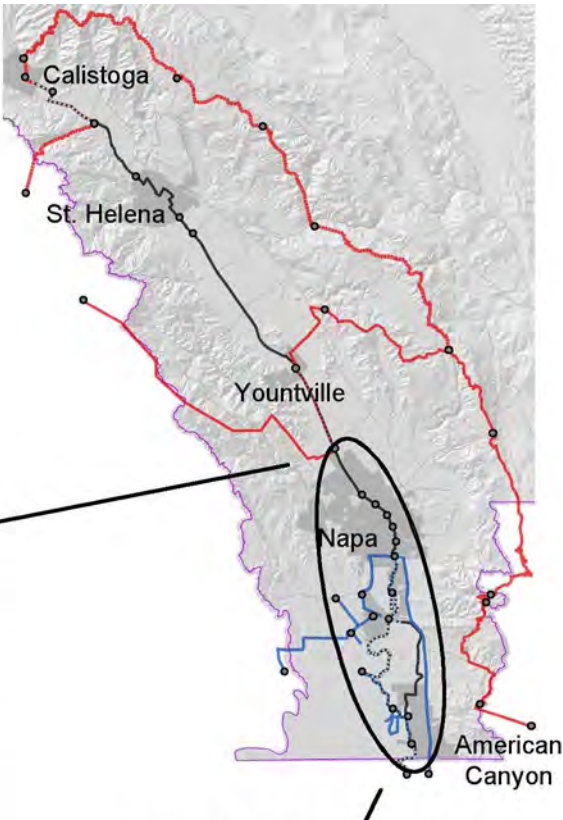


## Phase 1: Vine Trail North Trail

Segment	Miles
VT1.1	1.2
VT1.2	1.0
VT1.3	2.5
VT1.4	4.1
VT2.1	3.0
VT2.2	0.9
VT3	7.1
VT4	1.4
VT5.1	3.5

Phase 2: Vine Trail South

The remaining 22 miles of the Vine Trail, will connect Locust Street in Napa to the Vallejo Baylink Ferry Terminal: Segments VT5.2-VT10 of the map. This will also include the common portions of the Bay Trail



Phase 2: Vine Trail South

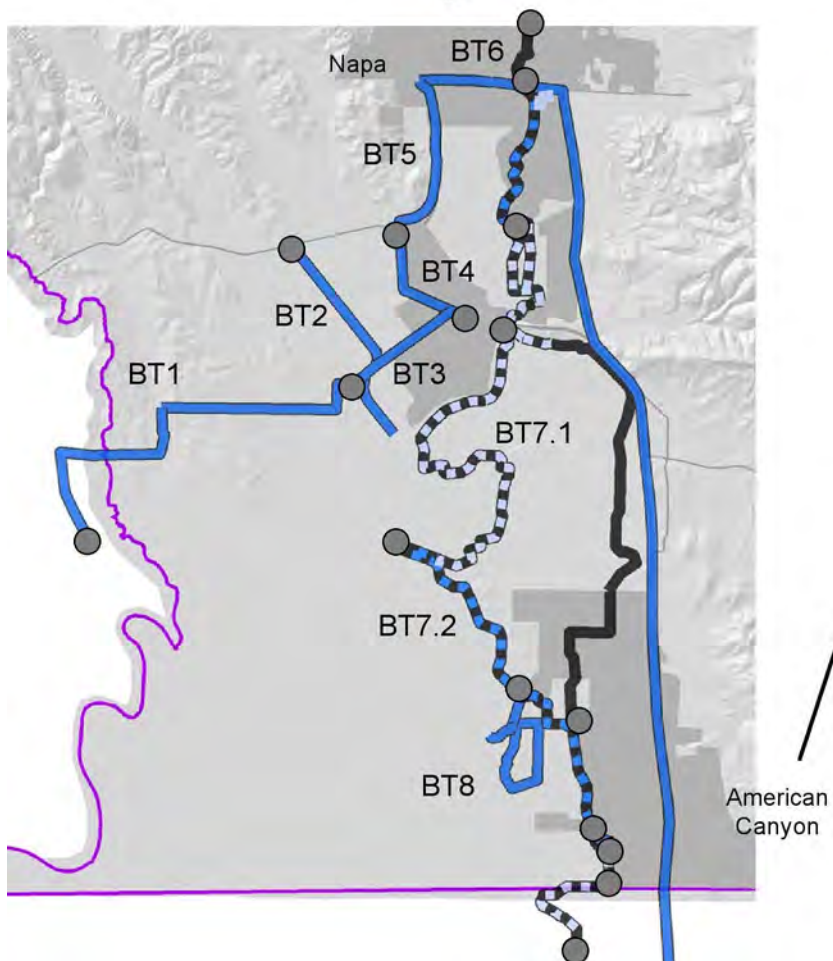
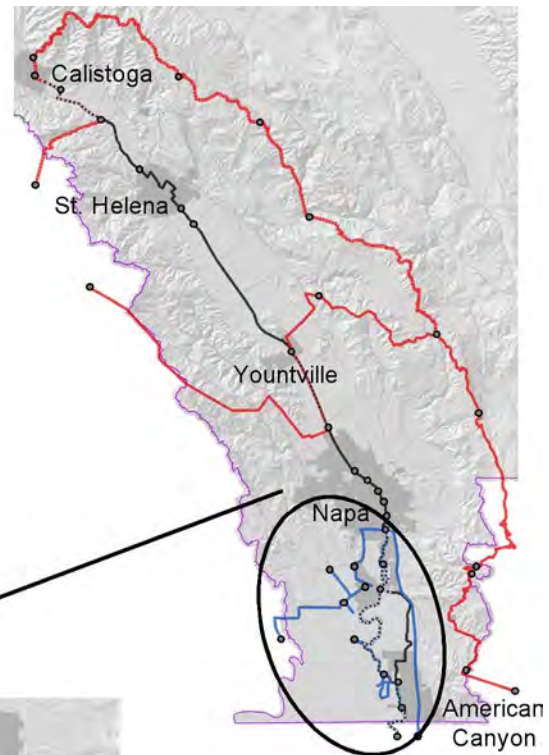
Segment	Miles
VT5.2	3.9
VT6.1	1.0
VT6.2	0.8
VT6.3	0.5
VT6.4	1.2
VT6.5	0.4
VT7.1	1.6
VT7.2	1.1
VT8	3.6
VT9.1	1.8
VT9.2	0.1
VT9.3	0.2
VT10	3.2



### Phase 3: Bay Trail

#### Phase 3: Bay Trail

Segment	Miles
BT1	3.6
BT2	2.5
BT3	1.0
BT4	1.4
BT5	2.2
BT6	1.2
BT7.1	4.8
BT7.2	1.9
BT8	1.5



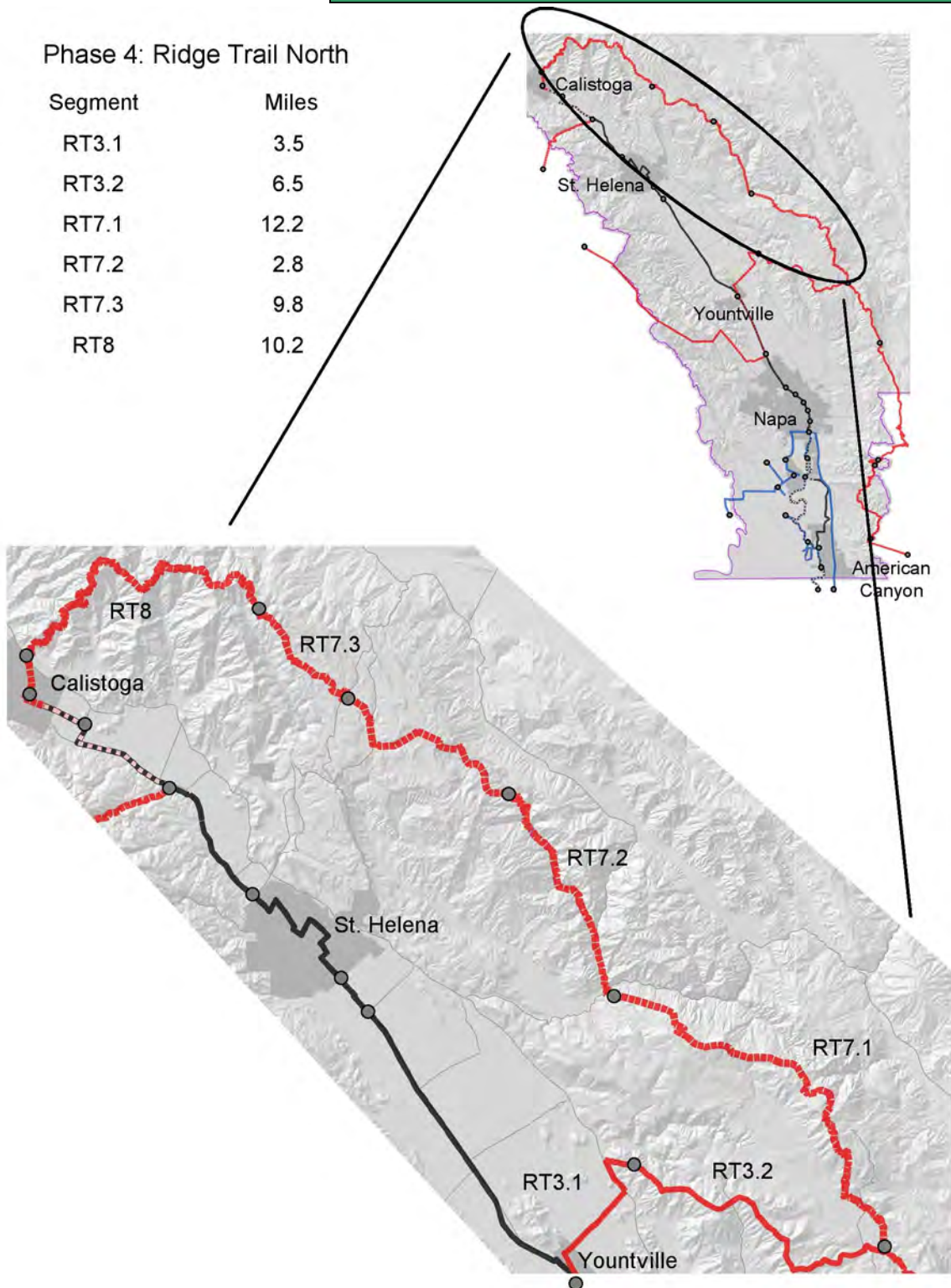
This Phase completes the Bay Trail in Napa Valley from Sonoma County in the west to the Vallejo Ferry Terminal in the south: Segments BT1-BT8.

## Phase 4: Ridge Trail North

The northern portion of the Ridge Trail will connect from Yountville to Calistoga along the Vaca Mountains: Segments RT3.1-RT3.2 & RT7.1-RT8.

### Phase 4: Ridge Trail North

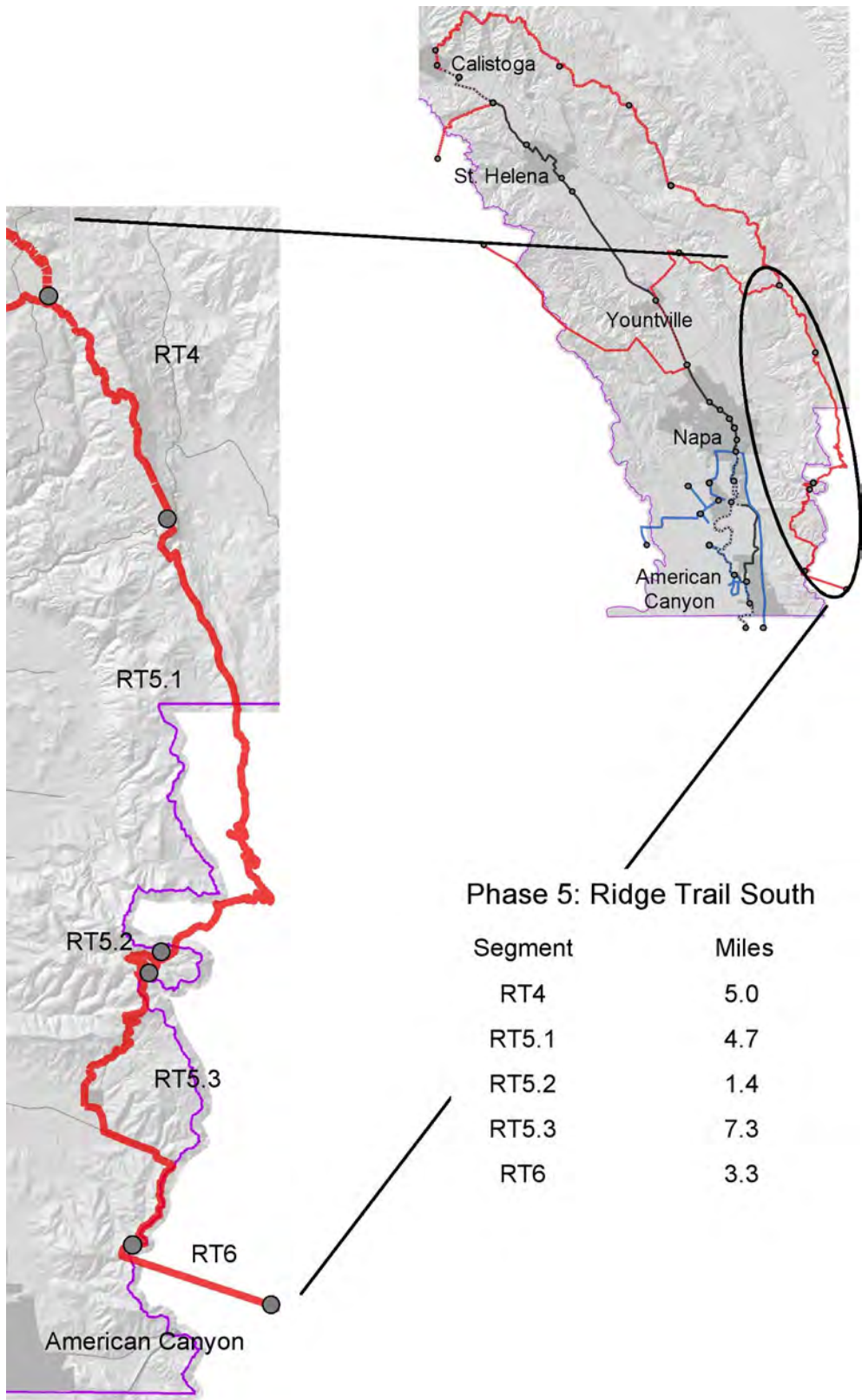
Segment	Miles
RT3.1	3.5
RT3.2	6.5
RT7.1	12.2
RT7.2	2.8
RT7.3	9.8
RT8	10.2





Phase 5: Ridge Trail South

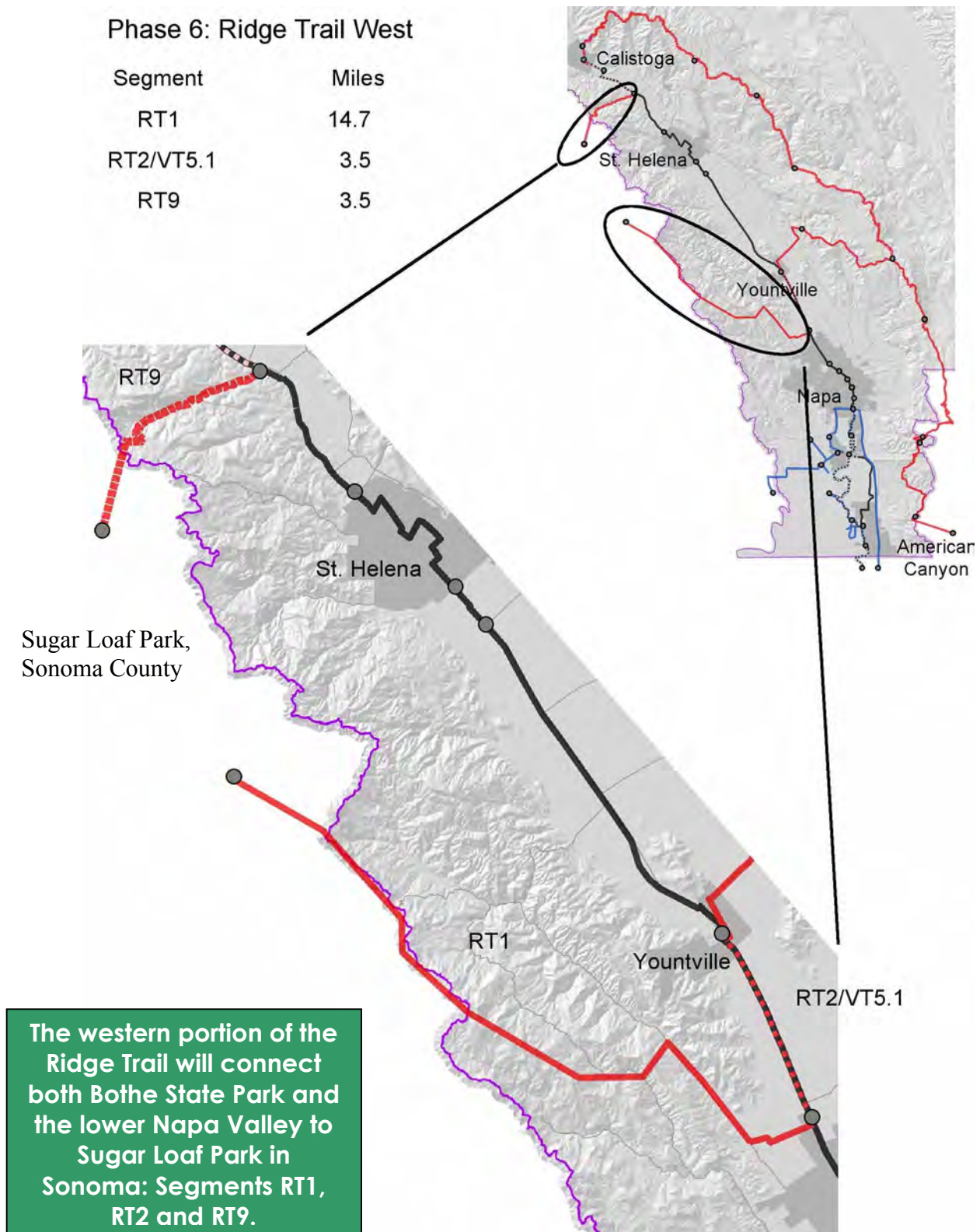
The southern portion of the Ridge Trail will connect from Yountville through American Canyon and into Solano County: Segments RT4-RT6.



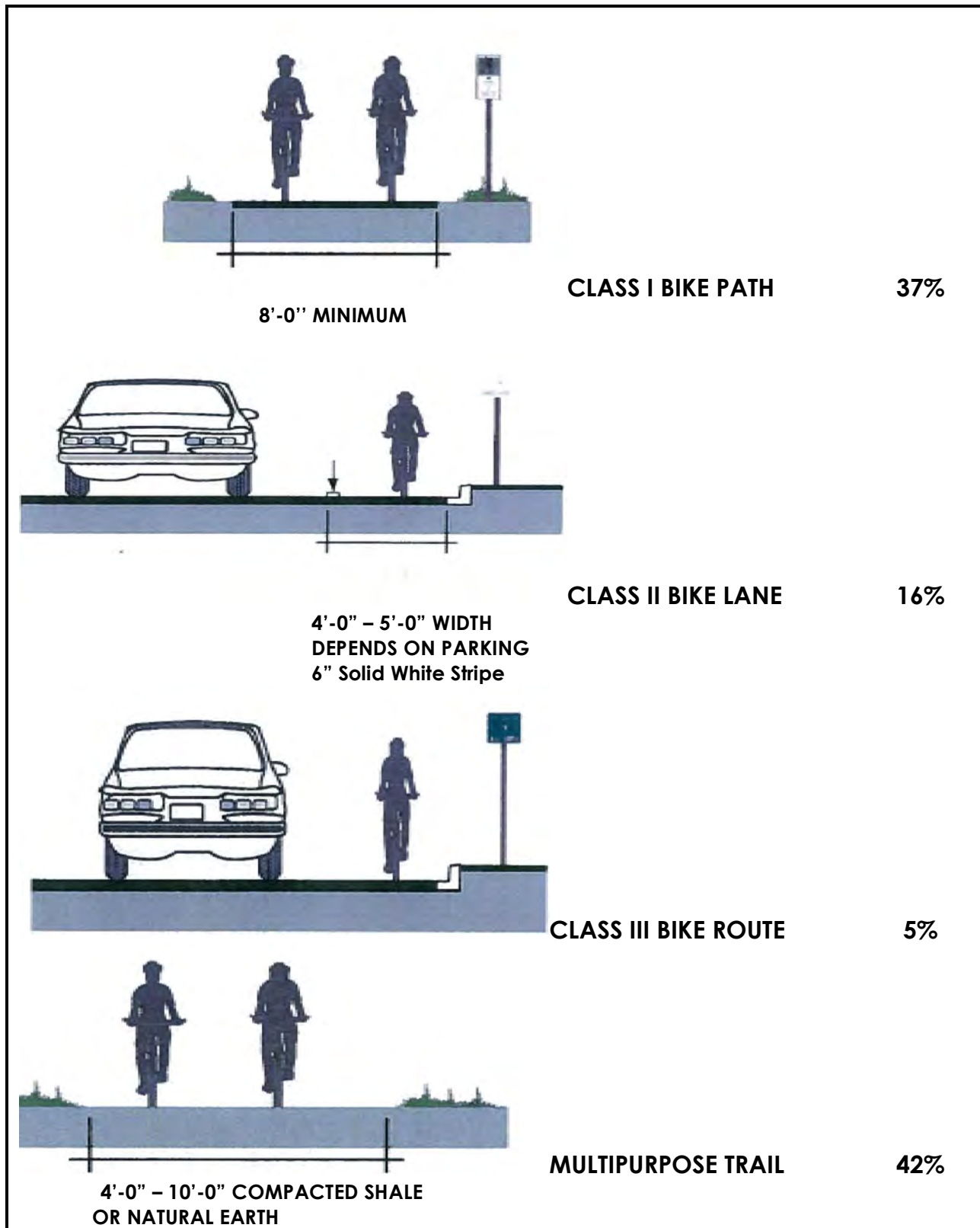
## Phase 6: Ridge Trail West

### Phase 6: Ridge Trail West

Segment	Miles
RT1	14.7
RT2/VT5.1	3.5
RT9	3.5



## Typical Cross Sections of Case Statement Segments and % of Total Miles



## Key Benefits

The Napa Valley Vine Trail, Bay Trail and Ridge Trail will link 5 Napa Valley communities to the greater Bay Area in a non-motorized, environmentally sensitive way. The Vine Trail will attract more than 3 Million uses per year to one of the most scenic valleys in California.

The Napa Valley Vine Trail Coalition aims to create a transformational pedestrian and bicycle network that achieves the following benefits.

**Generates Connectivity:** For the first time, the cities of Napa County will be linked together and linked to ferry, bus and rail transportation.

**Enhances Public Safety:** The Vine Trail will create a continuous network of bicycle and pedestrian paths that will improve the standard of safety for all segments of the network, reduce the number of bicycle accidents per capita and increase the Bicycle Level of Service Index (BLOS) for Napa Valley.

**Reduces Congestion.** The Vine Trail is estimated to replace over 150,000 private vehicle trips per year and reduce the Vehicle Miles Traveled (VMT) on area roads and highways. The reduction of congestion serves a substantial purpose, beyond the ease of mobility. Congested roadways discourage tourists, an important source of revenue for the Napa Valley.

**Improves Air Quality:** The Napa Valley has already demonstrated a commitment to clean air and reduction of carbon emissions. *Napa Valley Car Free* and *Bay Area Green Business* are examples of local organizations promoting regional green causes. The Napa County Transportation and Planning Agency is the first Congestion Management Agency in the Bay Area to achieve 'Green Certification'<sup>20</sup>. The Napa Valley Vine Trail will continue to contribute demonstrably to these efforts. The trail's design does not require the modification of our agricultural preserve. Moreover, a mode share shift from motor vehicle to bicycle and pedestrian transportation will reduce carbon emissions. The Vine Trail is a sustainable investment in the improvement of our air quality in Napa Valley.

Over 60% of Napa County's greenhouse gas emissions come from cars and light trucks

**Encourages Public Health:** Enabling residents to lead a more active lifestyle produces a healthier public. The Napa Valley has long promoted outdoor

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<sup>20</sup> Napa County Transportation and Planning Agency, Home Page.

activity among residents and tourists alike. Our community offers a plethora of bicycle touring groups and access to hiking trails in our network of state parks.

According to the 2007 Napa County Community Health Needs Assessment<sup>21</sup> the County's highest-ranked unmet health needs included lifestyle related/preventative health (obesity, nutrition, exercise, wellness) and transportation problems.

Napa County identified four key recommended priorities for community health in this study. Chief among them was the opportunity "for all health partners to focus on the key area of prevention and healthy living and wellness to produce a long-term impact on health improvement, including comprehensive efforts that address nutrition and exercise."

Focus groups held as part of the assessment concluded that lack of preventative care/healthy lifestyle choices was a critical health need. The groups recommended affordable opportunities for physical activity as a top priority. In addition, residents cited lack of transportation resources as a barrier to community health.

The Vine Trail will address this community expressed need directly by encouraging greater participation in an active lifestyle and attracting more pedestrians and bicyclists for its high standards of safety and its quality as one connected route.

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<sup>21</sup> Napa County Community Health Needs Assessment Summary, November 2007, <http://www.co.napa.ca.us/GOV/Departments/DeptPage.asp?DID=40000&LID=1611>



## Project Costs And Timing

The Engineering Committee for the Napa Valley Vine Trail Coalition and the Napa County Transportation and Planning Agency have generated a cost estimate based on the trail's total distance and multi-use design. For the Vine Trail (Phases 1 & 2) this estimate comes from the Greenway Feasibility Study which calculated a range of costs from \$38-42 Million depending on several route options.

Ongoing maintenance is estimated to cost \$250,000-500,000 per year. This accounts for trail patrols, upkeep, insurance and an amortization for trail resurfacing on the portions of the trails that are paved. This maintenance need is not included in the funding table below. The Vine Trail Coalition is building an endowment fund that will fund all trail maintenance.

The San Francisco Bay Trail has generated a cost estimate based on work done for them by Questa Engineering in 2007<sup>22</sup> for their trail's extension (Phase 3). The Bay Trail in Napa County, when finished will span 28 miles. Completion of the Bay Trail west of the City of Napa is estimated to cost \$2.7 Million. The Bay Trail's completion south of Napa through the City of American Canyon is estimated to cost \$4.5 Million.

The Bay Area Ridge Trail has generated a cost estimate based on their trail's extension (Phases 4-6). The Ridge Trail's route through Napa County will span 93 miles on primarily narrow, natural surface. This alignment is projected to cost \$28.2 Million. The Ridge Trail has received several million dollars from recent cycles of State Park and Open Space bonds. These funds are typically released over several years and heavily leveraged with local, state and other funds and resources to speed trail development.

The Vine Trail Coalition is poised to match 20 percent of any federal investment for these projects. \$1 Million has been raised in private donations and pledges already. The Coalition has already solicited support from more than 300 community members.

The total cost and matching funds by segment for these projects are:

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<sup>22</sup> Napa River/Bay Trail Feasibility Study, Questa Engineering, September 2007.

#	Segment Name; Jurisdiction	Funding	Est. Cost	Matching \$
VT1.1	Oat Hill to Main; Calistoga	Needed	\$1,100,000	\$220,000
VT1.2	Main to Dunaweal; Calistoga	Complete	-	-
VT1.3	Dunaweal to Bothe; County	Needed	\$4,230,303	\$606,061
VT1.4	Bothe to Deer Park; County	Needed	\$5,969,697	\$993,939
VT2.1	Deer Park to Chaix; St. Helena	Needed	\$3,076,923	\$615,385
VT2.2	Chaix to Zinfandel; County	Needed	\$923,077	\$184,615
VT3	Zinfandel to Madison; County	Needed	\$8,000,000	\$1,600,000
VT4	Madison to California; Yountville	Funded	\$1,000,000	\$200,000
VT5.1	California to Locust; County	Needed	\$3,310,811	\$662,162
VT5.2	Locust to Trancas; Napa	Needed	\$3,689,189	\$737,838
VT6.1	Trancas to Central; Napa	Complete	-	-
VT6.2	Central to Vallejo; Napa	Funded	\$640,000	\$128,000
VT6.3	Vallejo to 3 <sup>rd</sup> ; Napa	Needed	\$400,000	\$80,000
VT6.4	3 <sup>rd</sup> to Gasser; Napa	Funded	\$960,000	\$192,000
VT6.5	Gasser to Imola; Napa	Complete	-	-
VT7.1	Imola to Kennedy Park; Flood Control	Complete	-	-
VT7.2	Kennedy Park to Butler Bridge; County	Needed	\$1,500,000	\$300,000
VT8	Butler Bridge to Green Island; County	Needed	\$5,500,000	\$1,100,000
VT9.1	Green Island to Eucalyptus; Am. Canyon	Needed	\$5,000,000	\$1,000,000
VT9.2	Eucalyptus to Wetlands Edge; Am. Canyon	Complete	-	-
VT9.3	Kimberly Park to Hwy 37; County	Needed	\$500,000	\$100,000
VT10	Hwy 37 to Vallejo Ferry; Vallejo	Needed	\$600,000	\$120,000
BT1	Duhig to Cuttings Wharf; County	Needed	\$800,000	\$160,000
BT2	Cuttings Wharf Rd; County	Complete	-	-
BT3	Cuttings Wharf to Stanley Lane; Napa	Needed	\$500,000	\$100,000
BT4	Stanley Lane; Napa	Complete	-	-
BT5	Golden Gate; Napa	Needed	\$1,443,000	\$288,600
BT6	Imola Avenue West; Napa	Complete	-	-
BT7.1	Butler Bridge to Green Island; County	Needed	\$3,500,000	\$700,000
BT7.2	Green Island to Eucalyptus; Am Canyon	Funded	\$1,000,000	\$200,000
BT8	Good Luck Bay Loop; Am Canyon	Complete	-	-
RT1	Mt. Veeder to Dry Creek; County	Needed	\$7,325,000	\$1,465,000
RT2	Dry Creek to Yountville; County (in VT5.1)	Needed	-	-
RT3.1	Yountville to Silverado Trail; County	Complete	-	-
RT3.2	Silverado Trail to Soda Canyon; County	Needed	\$1,000,000	\$200,000
RT4	Soda Canyon to Milliken; County	Needed	\$1,250,000	\$250,000
RT5.1	Milliken to Vallejo; County	Needed	\$2,360,000	\$472,000
RT5.2	Tuteur Loop Trail; County	Complete	-	-
RT5.3	Tuteur to Newell; County	Needed	\$3,665,000	\$733,000
RT6	Jameson Canyon; County	Needed	\$1,625,000	\$325,000
RT7.1	Milliken to Lake Hennessey; County	Needed	\$6,105,000	\$1,221,000
RT7.2	Lake Hennessey to Moore Creek; County	Complete	-	-
RT7.3	Moore Creek to Wild Lake; County	Needed	\$4,880,000	\$976,000
RT8	Wild Lake to Calistoga; County	Complete	-	-
RT9	Hwy 29 to Sugar Loaf; County	Complete	-	-
	<b>Total</b>		<b>\$81,853,000</b>	<b>\$16,370,600</b>
	<b>Funded</b>		<b>\$3,600,000</b>	<b>\$720,000</b>
	<b>Funds Needed</b>		<b>\$78,253,000</b>	<b>\$15,650,600</b>

The Coalition has successfully leveraged County and city funding as well. The City of Yountville has already received an investment of \$1 Million in Federal Stimulus Bill funding to complete Segment VT4 through its jurisdiction. The City of St. Helena has guaranteed \$60,000 toward funding the environmental approval of the Vine Trail through its city limits (segment V2.1) and the City of Napa and County of Napa are in the process of committing similar amounts for segments VT5.1 and VT5.2.

## Funding Strategy and Grant Request

The community of Napa Valley has demonstrated unprecedented support for the construction of the Vine Trail, validating its commitment to this project with philanthropic and local matching investments. The Napa County Transportation and Planning Agency and the Napa Valley Vine Trail Coalition request 80% of the \$78.2 Million unfunded cost of our project, or \$65.5 Million, as part of the Active Transportation funding in the next Federal Transportation Bill and other federal and state programs. We will focus this investment on the major trail infrastructure projects described above that will link to and leverage already built trails across the Napa Valley. As a member of the board of the Napa Valley Vine Trail Coalition, the Napa County Transportation and Planning Agency supports the Napa Valley Vine Trail Coalition's vision and has partnered to apply for, receive and administer Federal Transportation Bill or other federal funds in accordance with all federal, state and local laws. The Board Resolution to this effect is included in Appendix B.

The Napa Valley Vine Trail Coalition, in collaboration with the Napa County Transportation and Planning Agency, is aggressively seeking additional funding through grant solicitation efforts in addition to philanthropic donations. These aggregate funds will be leveraged against any federal investment.

A partial list of federal, state, local, and non-traditional grant sources being pursued include:



- **FEDERAL FUNDING SOURCES**
  - Federal Transportation Enhancements Program
  - Federal Lands Highway Funds
  - Transportation, Community and System Preservation Program
  - Recreational Trails Program
  - Land and Water Conservation Fund
- **STATEWIDE FUNDING SOURCES**
  - Proposition 84
  - Proposition 1A Infrastructure Bond
  - California River Parkways Program
  - Bicycle Transportation Account
  - Habitat Conservation Funds
  - Environmental Enhancement Mitigation Program
  - Wildlife Conservation Board Public Access Program
  - Safe Routes to School
  - Transportation Enhancement Program
  - Office of Traffic Safety Grants
  - Community Based Transportation Planning Demonstration Grant Fund
- **LOCAL FUNDING SOURCES**
  - Transportation Development Act
  - Coastal Conservancy Bay Area Program
  - Developer Impact Fees
  - ABAG/San Francisco Bay Trail Project
  - Bay Area Ridge Trail Council
  - Napa County Regional Parks and Open Space District
- **NON-TRADITIONAL SOURCES**
  - Community Development Block Grants
  - American Greenways Program

## CONCLUSION

SAFETEA-LU provided the foundation for active transportation through the Non-Motorized Transportation Pilot Program. It needs to be extended both in the next Transportation Bill and in focused federal and state funding for active transportation systems. As this case statement demonstrates, Napa Valley is a showcase community to use this funding. We are ready to carry the torch.

Our Coalition, a unique public/private alliance of elected officials, local agencies and interest groups along with scores of supporters in the community show Napa Valley's unified commitment to this cause.

Our unique philanthropic approach to matching funds also demonstrates our commitment and can serve as an example to other communities.

Our request is that you partner with us to help build our trail system, a system that is a transformational undertaking in our Valley that will link the Valley, Bay and Ridge into one integrated whole, allowing our millions of tourists and residents to experience the best Napa Valley has to offer.

## CONTACTS

For more information about the Napa County Transportation and Planning Agency and the Napa Valley Vine Trail Coalition, please contact:

### **Napa County Transportation & Planning Agency**

VINE Transit Center  
707 Randolph Street  
Suite 100  
Napa, CA 94559

Eliot Hurwitz  
Program Manager, Transportation/ Land Use  
[ehurwitz@nctpa.net](mailto:ehurwitz@nctpa.net)  
Tel: (707) 259-8782

### **Napa Valley Vine Trail Coalition**

P.O. Box 93  
St. Helena, CA 94574

Chuck McMinn  
Executive Director  
[chuck@vineyard29.com](mailto:chuck@vineyard29.com)  
Tel: (707) 967-5410

# APPENDICES

- A – LIST OF VINE TRAIL SUPPORTERS**
- B – RESOLUTIONS OF SUPPORT**
- C – LETTERS OF SUPPORT**
- E – COMMUNITY INVOLVEMENT**

## **Appendix A: List of Vine Trail Supporters**

### **AGENCIES ENDORSING THE COALITION**

Napa County Transportation and Planning Agency  
California Department of Transportation (Caltrans)  
Napa County Regional Park & Open Space District  
California Department of Fish & Game  
Napa County Association of Chambers  
Land Trust of Napa County  
Napa County Farm Bureau  
Napa Valley Grapegrowers  
Napa Valley Vintner's Association  
Napa Valley Wine Growers  
San Francisco Bay Trail  
Bay Area Ridge Trail Council  
Napa Valley Destination Council  
Napa Valley Sierra Club  
Napa Valley Taxpayer's Alliance  
Napa County Sheriff's Department  
Friends of the Napa River  
Napa County Bicycle Coalition  
City of Napa Bicycle Coalition  
Sustainable Napa County  
Calistoga Vitality Group

### **ELECTED OFFICIALS ENDORSING THE COALITION**

Congressman Mike Thompson, California- District 1  
Mayor Osby Davis, City of Vallejo  
Mayor Jill Techel, City of Napa  
Mayor Cynthia Saucerman, Town of Yountville  
Mayor Del Britton, City of St. Helena  
Mayor Jack Gingles, City of Calistoga  
Mayor Leon Garcia, City of American Canyon  
Brad Wagenknecht, Napa County Supervisor – District 1  
Mark Luce, Napa County Supervisor and 2009 Chair – District 2  
Diane Dillon, Napa County Supervisor and 2009 Vice Chair – District 3  
Bill Dodd, Napa County Supervisor – District 4  
Keith Caldwell, Napa County Supervisor – District 5  
David Finigan, Board President- Regional Park and Open Space  
Myrna Abramowicz, Board Vice President-Regional Park and Open Space  
Guy Kay, District Director- Regional Park and Open Space  
Harold Kelly, Ward One- Regional Park and Open Space  
Tony Norris, Ward Two- Regional Park and Open Space

**FOUNDING BOARD MEMBERS, NAPA VALLEY VINE TRAIL COALITION**

John Hofnagle, Land Trust of Napa Valley  
Linda Reiff, Napa Valley Vintner's Association  
Jennifer Putnam, Napa Valley Grapegrowers

**ADDITIONAL BOARD MEMBERS, NAPA VALLEY VINE TRAIL COALITION**

Anne Cottrell, Land Trust of Napa County  
Barry Christian, Friends of the Napa River  
Joel King, Napa Valley Bicycle Coalition  
Diane Dillon, Napa County Transportation & Planning Agency  
Dieter Deiss, Calistoga Vitality Group  
Eliot Hurwitz, Napa County Transportation & Planning Agency  
Guy Kay, Napa County Regional Park & Open Space  
Rex Albright, Napa County Association of Chambers  
George Goeggel, Napa Valley Destination Council  
Tom Gamble Napa County Farm Bureau  
Charles Slutzkin, Napa Valley Sierra Club  
Michael Haley, Napa Valley Taxpayers Alliance  
Bob Torres, Napa Valley Wine Growers  
Jake Scheideman, St. Helena Cyclery  
John Robertson, Napa County Sheriff's Office  
Jeri Hansen Gill, Sustainable Napa County  
Corrine Gray, California Department of Fish & Game  
Ina Gerhard, California Department of Transportation (CALTRANS)

**OFFICERS, NAPA VALLEY VINE TRAIL COALITION**

Chuck McMinn, Executive Director (Community Member)  
Mark Richmond, Treasurer (LPL Financial)  
Kevin DeBorde, General Counsel (Dickenson Peatman)  
Anne Cottrell, Secretary (Community Member)  
Helen Jane Hearn, Webmaster (Community Member)

**COMMITTEE CHAIRS**

Bob Torres, Engineering  
Andy Beckstoffer, Community Outreach  
Dave Meyers, Legal  
Chuck McMinn, Capital Campaign  
Pamela Hunter, Marketing

## **Appendix B: Resolutions of Support**



## RESOLUTION No. 10-03

### **A RESOLUTION OF THE NAPA COUNTY TRANSPORTATION AND PLANNING AGENCY (NCTPA) AUTHORIZING THE ADOPTION OF THE NAPA VALLEY VINE TRAIL CASE STATEMENT AND SUPPORT FOR ITS INCLUSION IN THE CAMPAIGN FOR ACTIVE TRANSPORTATION AND OTHER FEDERAL AND STATE PROGRAMS AND LEGISLATION**

**WHEREAS**, nearly half of all trips in the United States are three miles or less<sup>1</sup> and that with significant investment in pedestrian and bicycle infrastructure, there is an opportunity to demonstrate a substantial shift to these healthy, non-motorized transportation modes; and

**WHEREAS**, bicyclists and pedestrians represent 14 percent of all traffic fatalities in the United States, yet receive less than one percent of all federal road spending<sup>2</sup>; and

**WHEREAS**, SAFETEA-LU created the *Nonmotorized Transportation Pilot Program* to construct a network of nonmotorized transportation infrastructure facilities in order to demonstrate the extent to which bicycling and walking can carry a significant part of the transportation load, thus playing a major role in transportation solutions; and

**WHEREAS**, four communities (Columbia, Missouri; Marin County, California; Minneapolis-St. Paul, Minnesota; and Sheboygan County, Wisconsin) were selected to each receive grants of \$6,250,000 per fiscal year for four years to participate in the *Nonmotorized Transportation Pilot Program*; and

**WHEREAS**, Rails-to-Trails Conservancy and other national organizations are seeking to expand this program in the next federal transportation reauthorization and through other federal and state funding programs and legislation to include additional communities, with targeted funding of at least \$50 million per community over six years to promote active transportation (trails, biking and walking) for mobility; and

**WHEREAS**, the greatest potential to increase walking and bicycling in Napa County is by connecting all of the communities of Napa County together as described in the Greenway Feasibility Study<sup>3</sup> and being pursued by the Vine Trail, Ridge Trail and Bay Trail and Napa County Regional Parks and Open Space District; and

**WHEREAS**, Napa County has a demonstrated need for additional active transportation facilities in excess of \$50 Million and a plan to create these facilities described in the Napa Valley Vine Trail Case Statement<sup>4</sup>; and

<sup>1</sup> FHWA. 2006. Federal Highway Administration University Course on Bicycle and Pedestrian Transportation: Student Workbook (second edition). Report No. HRT-05-133

<sup>2</sup> STPP. 2003. The \$300 Billion Question: Are We Buying a Better Transportation System? [www.transact.org/library/300B/Executive\\_Summary.pdf](http://www.transact.org/library/300B/Executive_Summary.pdf). Last accessed August 23, 2007.

<sup>3</sup> Napa Greenway Feasibility Study, 2009,

<http://NapasTransportationFuture.googlepages.com/napagreenwayfeasibilitystudy>

<sup>4</sup> Napa Valley Vine Trail Case Statement, 1/21/2010, [www.napavalleyvinetrail.org](http://www.napavalleyvinetrail.org).  
Member Agencies: Calistoga, St. Helena, Yountville, City of Napa, American Canyon, County of Napa  
Napa County Transportation & Planning Agency



**WHEREAS**, the Napa County Transportation and Planning Agency (NCTPA) is currently revising its 2003 Regional Bicycle- Pedestrian Plan, a plan based on constructing inter-municipal links and to close the gaps in the regional pedestrian/bike path network; and

**WHEREAS**, the trail segments described in the Napa Valley Vine Trail Case Statement either are currently, or will be included in the revision of the Napa Countywide Bicycle Plan; and

**WHEREAS**, our region benefits from active bike-pedestrian-trails groups in most of our municipalities and strong regional advocacy organizations in the Napa Valley Vine Trail Coalition, the Bay Area Ridge Trail and the San Francisco Bay Trail; and

**WHEREAS**, a fully developed and integrated active transportation infrastructure will as described in the Napa Valley Vine Trail Case Statement:

- improve air quality,
- relieve congestion,
- promote healthy lifestyles,
- support public transportation,
- improve transportation efficiency,
- create safer alternative transportation routes,
- reduce the burden on infrastructure maintenance,
- promote economic vitality, and
- invigorate our sense of community.

**NOW BE IT RESOLVED**, We the undersigned parties adopt the Napa Valley Vine Trail Case Statement and strongly support its submission to and Napa County's participation in the 2010 Campaign for Active Transportation and any other federal and state initiatives targeted to increase active transportation facilities in Napa County for the significant non-motorized transportation opportunities it will provide.

Passed and adopted this 20<sup>th</sup> day of January 2010.

  
Jim Krider, NCTPA Chair

Ayes: GARCIA, BENNETT, DUNSFORD,  
GINGLES, KRIDER, MOTT,  
DODD, CALDWELL, BRITTON,  
SKLAR, CHILTON, SAUCERMAN

ATTEST:

  
Karalyn E. Sanderlin, NCTPA Board Secretary

Noes: NONE

APPROVED:

  
Susan Q. McGuigan, NCTPA Legal Counsel

Absent: NONE

## **Appendix C: Letters of Support**



January 22, 2010

Board of Directors  
Napa County Transportation and Planning Agency  
707 Randolph Street, Suite 100  
Napa, CA 94559

**Re: Napa Valley Vine Trail Case Statement Support**

Dear Board Members:

The Bay Trail Project is a nonprofit organization administered by the Association of Bay Area Governments (ABAG) that plans, promotes and advocates for the implementation of a continuous 500-mile bicycling and hiking path around San Francisco Bay. When complete, the trail will pass through 47 cities, all nine Bay Area counties, and cross seven toll bridges. To date, slightly more than half the length of the Bay Trail alignment has been developed.

As the Project Manager for the San Francisco Bay Trail, I am writing today to lend my enthusiastic support to the Napa Valley Vine Trail effort to build a network of 3 interconnected non-motorized trails to span the Napa Valley. The level of collaboration between various government agencies, non-profit entities, and private businesses toward this effort has been truly impressive. Completion of the Vine Trail will not only assist the Bay Trail by virtue of completing key segments, but will vastly increase overall user numbers and awareness of our regional project.

This project will provide a green, car-free way for both residents and tourists to experience the beauty of the Napa Valley. This trail system will connect to the existing American Canyon, Napa, Yountville and Calistoga trails as well extending the Bay and Ridge Trails and will offer tremendous benefits for transportation, bicycle safety, recreation and healthy life choices to all.

The Vine Trail is exactly the type of non-motorized alternative that the next Federal Transportation Bill should encourage and endorse. The case statement presents a holistic solution that will tie the disparate Class 1 facilities of the Napa Valley into a single interconnected network and transform transportation in Napa Valley

The citizens and organizations of the Napa Valley are fully behind the Vine Trail as shown by their willingness to provide local matching funds through philanthropy. This is unprecedented and a model for the nation that should be supported and encouraged. Already the Coalition has secured over \$1 Million in pledges and donations from over 300 individuals in the Napa Valley.

Please let me know if I can provide any additional information to show we are in full support of this unique public-private partnership project.

Sincerely,

A handwritten signature in dark ink that reads "Laura Thompson". The script is cursive and fluid, with the first name "Laura" and last name "Thompson" clearly distinguishable.

Laura Thompson  
San Francisco Bay Trail Project Manager

cc. Chuck McMinn, Napa Valley Vine Trail Coalition



Board of Directors  
Napa County Transportation and Planning Agency  
707 Randolph Street, Suite 100  
Napa, CA 94559

25 January 2010

Re: Bay Area Ridge Trail Council's Support for the Napa Valley Vine Trail Case Statement

Dear Board Members,

The Bay Area Ridge Trail Council (Ridge Trail Council) enthusiastically supports the Napa Valley Vine Trail's Case Statement to build a network of 3 interconnected non-motorized trails for Napa County. The clear and compelling Case Statement has been created by a broad coalition of stakeholders and all are committed to seeing that these trails get the funding they need to be realized as soon as possible.

The Ridge Trail Council staff has worked closely with Chuck McMinn, the Vine Trail's Executive Director, to develop the Case Statement's Bay Area Ridge Trail components. The system of trails and pathways envisioned will not only serve the residents of and the millions of visitors to Napa Valley, but will connect with the 2 major San Francisco Bay Area regional trails, the Bay Area Ridge Trail and the Bay Trail.

We understand that the Napa County Transportation and Planning Agency is partnering with the Vine Trail Coalition to request Transportation Bill funding to support the design and construction of this Napa Valley wide multi-use trail system. These trails are exactly the types of non-motorized alternatives that the next Federal Transportation Bill should encourage and endorse.

The Ridge Trail Council applauds the coalition partners and endorses efforts to secure funding, and hereby stands ready to support and assist this effort however possible. Please let me know if I can provide any additional information to show we are in full support of this unique public-private partnership project.

Sincerely,

A handwritten signature in black ink that reads "Janet McBride". The signature is written in a cursive, flowing style.

Janet McBride, Executive Director

Cc. Chuck McMinn, Napa Valley Vine Trail Coalition



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

John Woodbury  
General Manager

January 5, 2010

Board of Directors  
Napa County Transportation and Planning Agency  
707 Randolph Street, Suite 100  
Napa, CA 94559

Subject: Napa Valley Vine Trail Case Statement Support

Dear Board Members,

The Napa County Regional Park and Open Space District would like to express its strong support for the Napa Valley Vine Trail's Case Statement to build a network of three interconnected non-motorized regional trails in Napa County.

The District's Master Plan supports the construction of all three of these highly significant regional trails: the Napa Valley Vine Trail, the Bay Area Ridge Trail and the San Francisco Bay Trail. The District is currently actively working to construct various segments within Napa County of each of these trails. In addition, District Director Guy Kay is on the Board of the Vine Trail Coalition, and I am on the Board of the San Francisco Bay Trail Project.

We appreciate the planning and financial support that the Napa County Transportation and Planning Agency has in the past provided in helping fund the San Francisco Bay Trail, and is now providing to the Napa Valley Vine Trail.

On behalf of the Board of Directors, I would like to formally add the support of the Napa County Regional Park and Open Space District to the request for Transportation Bill funding for an integrated regional trail network in Napa County as embodied in the Case Statement.

Please let me know if I can provide any additional information to show we are in full support of this unique public-private partnership project.

Sincerely,

John Woodbury  
General Manager

cc. Chuck McMinn, Napa Valley Vine Trail Coalition

# Friends of the Napa River

68 -B Coombs Street, Napa, CA 94559  
Phone 707-254-8520  
www.friendsofthenapariver.org  
info@friendsofthenapariver.org

December 22, 2009

**Honorary  
Advisory Board:**

Leslie Barnes  
Moir Johnston Block  
Neil Bowman-Davis  
Suzanne Easton  
Mel Engle  
David Garden  
Roger Hartwell  
Ralph Ingols  
Harold Kelly  
Tony Norris  
Rudolf Ohlemutz  
Mike Rippey  
Judith Sears  
Ginny Simms  
Barbara Stafford

**Board of  
Directors**

Myrna Abramowicz  
(**Treasurer**)  
Karen Bower Turjanis  
Barry Christian  
Shari Gardner  
David Graves  
Jim Hench  
Bernhard Krevet  
(**President**)  
Arvis Northrop  
Laurie Puzo  
Kent Ruppert  
Chuck Shinnamon  
Kevin Trzcinski  
Francie Winnen  
(**Vice-President**)  
Tim Yarish  
(**Vice-President**)

**Napa County Transportation and Planning Agency**

**Eliot Hurwitz**

**Program Manager for Transportation, Land Use and Climate**

**707 Randolph St,**

**Napa, CA 94559**

Via Email: ehurwitz@nctpa.net

***Re: Napa Valley Vine Trail Case Statement Support***

Dear Eliot,

Friends of the Napa River (FONR) is represented on the Board of the Napa Valley Vine Trail Coalition. We are intimately aware of the content and plans contained within the Case Statement. We know that the Napa County Transportation and Planning Agency is partnering with the Vine Trail Coalition to request Transportation Bill funding to support the design and construction of this Napa Valley wide multi-use trail system.

**I would like to formally add the support of Friends of the Napa River to this request for Transportation Bill funding of the Napa Valley Vine Trail.**

This is a very exciting project, not just for the Napa Valley, but for the whole San Francisco Bay area, as it will provide a green, car-free way for both residents and tourists from as far away as San Francisco to experience the beauty of the Napa Valley. This trail system will connect to the existing American Canyon, Napa, Yountville and Calistoga trails as well extending the Bay and Ridge Trails and will offer tremendous benefits for transportation, bicycle safety, recreation and healthy life choices to us all.

The Napa Valley Vine Trail will beautifully complement the "Napa River Water Trail" the designs for which FONR submitted to the Napa County Board of Supervisors in 2005. It identifies 27 existing and potential boating facilities along the Napa River to connect adjacent facilities and access to (walking/biking) trails. (Document available upon request.)

The Napa Valley is desperately in need of this trail network. We are the third most visited destination in all of California with 4.7 million visitor days per year,



yet our small valley has only 2 north south roads that are rated low or very low on the Bicycle Level of Service (BLOS) index.

This trail network will be a huge benefit to our agricultural environment, eliminating an estimated 150,000 vehicle trips per year. We need this relief for our congested highways and to give our citizens an alternative to traverse the Valley.

The Vine Trail is exactly the type of non-motorized alternative that the next Federal Transportation Bill should encourage and endorse. The case statement presents a holistic solution that will tie the disparate Class 1 facilities of the Napa Valley into a single interconnected network and transform transportation in Napa Valley

We live in the foremost wine producing region in the country, and have protected our agricultural future with the nation's first Agricultural Preserve. Building more and more roads in our community is not an option. We must make a transformational shift to non-motorized, public transportation linked trails to help mitigate the effects of the over 3,000,000 visitors a year who come to the Napa Valley to enjoy its rural ambiance and fine wines. The Vine Trail is key to our future.

The citizens and organizations of the Napa Valley are fully behind the Vine Trail as shown by our willingness to provide local matching funds through philanthropy. This is unprecedented and a model for the nation that should be supported and encouraged. Already the Coalition has secured over \$1 Million in pledges and donations from over 300 individuals in the Napa Valley.

Please let me know if I can provide any additional information to show we are in full support of this unique public-private partnership project.

Sincerely,



Bernhard Krevet,  
President  
Friends of the Napa River

cc. Chuck McMinn, Napa Valley Vine Trail Coalition, <chuck@vineyard29.com>  
FONR Board Rep. Barry Christian <barryislearning@comcast.net> et al.



December 17, 2009

Re: Napa Valley Vine Trail Case Statement Support

On behalf of the Napa Valley Grapegrowers, we are writing to you in support of the Napa Valley Vine Trail's Case Statement to build a network of 3 interconnected non-motorized trails to span the Napa Valley.

The Napa Valley Grapegrowers is a founding member of the Board of the Napa Valley Vine Trail Coalition. We are aware of the content and plans contained within this Case Statement. We know that the Napa County Transportation and Planning Agency is partnering with the Vine Trail Coalition to request Transportation Bill funding to support the design and construction of this Napa Valley wide multi-use trail system.

**We would like to formally add the support of the Napa Valley Grapegrowers to this request for Transportation Bill funding of the Napa Valley Vine Trail.**

This is a very exciting project, not just for the Napa Valley, but for the whole San Francisco Bay area, as it will provide a green, car-free way for both residents and tourists from as far away as San Francisco to experience the beauty of the Napa Valley. This trail system will connect to the existing American Canyon, Napa, Yountville and Calistoga trails as well extending the Bay and Ridge Trails, and will offer tremendous benefits for transportation, bicycle safety, recreation and healthy life choices to us all.

The Vine Trail will be a huge benefit to our agricultural environment, eliminating an estimated 150,000 vehicle trips per year, and is exactly the type of non-motorized alternative that the next Federal Transportation Bill should encourage and endorse. The case statement presents a holistic solution that will tie the disparate Class 1 facilities of the Napa Valley into a single interconnected network and transform transportation in Napa Valley

We live in the foremost wine producing region in the country, and have protected our agricultural future with the nation's first Agricultural Preserve. Building more and more roads in our community is not an option. We must make a transformational shift to non-motorized, public transportation linked trails to help mitigate the effects of the over 3,000,000 visitors a year who come to the Napa Valley to enjoy its rural ambiance and fine wines. The Vine Trail is key to our future.

Please let us know if we can provide any additional information to show we are in full support of this unique public-private partnership project.

Sincerely,

Bruce Phillips  
President

David Beckstoffer  
Vice President

cc. Chuck McMinn, Napa Valley Vine Trail Coalition



napa valley vintners

Mr. James Krider  
Board of Directors  
Napa County Transportation and Planning Agency  
707 Randolph Street, Suite 100  
Napa, CA 94559

January 14, 2010

Re: Napa Valley Vine Trail Case Statement Support

Dear Councilmember Krider,

I am the President of the Board of Directors of the Napa Valley Vintners and I am writing to you in support of the Napa Valley Vine Trail's Case Statement to build a network of three interconnected non-motorized trails to span the Napa Valley.

This is a very exciting project, not just for the Napa Valley, as it will provide a green, car-free way for both residents and tourists from as far away as San Francisco to experience the beauty of the Napa Valley. This trail system will connect to the existing American Canyon, Napa, Yountville and Calistoga trails as well extending the Bay and Ridge Trails and will offer tremendous benefits for transportation, bicycle safety, recreation and healthy life choices to us all.

The Napa Valley is in need of this trail network. We are the third most visited destination in all of California with 4.7 million visitor days per year, yet our small valley has only 2 north south roads that are rated low or very low on the Bicycle Level of Service (BLOS) index. In addition, this trail network will be a huge benefit to our environment, eliminating an estimated 150,000 vehicle trips per year. We need this relief for our congested highways and to give our citizens an alternative to traverse the Valley.

The Vine Trail is exactly the type of non-motorized alternative that the next Federal Transportation Bill should encourage and endorse. The case statement presents a holistic solution that will tie the disparate Class 1 facilities of the Napa Valley into a single interconnected network and transform transportation in Napa Valley

We live in the foremost wine producing region in the country, and have protected our agricultural future with the nation's first Agricultural Preserve. Building more and more roads in our community is not an option. We must make a transformational shift to non-motorized, public transportation linked trails to help mitigate the effects of the over 3,000,000 visitors a year

who come to the Napa Valley to enjoy its rural ambiance and fine wines. The Vine Trail is key to our future.

The citizens and organizations of the Napa Valley are fully behind the Vine Trail as shown by our willingness to provide local matching funds through philanthropy. This is unprecedented and a model for the nation that should be supported and encouraged. Already the Coalition has secured over \$1 Million in pledges and donations from over 300 individuals in the Napa Valley.

Please let me know if I can provide any additional information to show we are in full support of this unique public-private partnership project.

Sincerely,

A handwritten signature in dark ink, appearing to read 'Bruce Cakebread', with a large, stylized loop at the end.

Bruce Cakebread  
President  
Napa Valley Vintners Board of Directors

cc. Chuck McMinn, Napa Valley Vine Trail Coalition

*m e m b e r s*

Barbour Vineyards

Cakebread Cellars

Catlin Farm

Chateau Montelena

Far Niente Winery

Foster's Wine Estates Americas

Harlan Estate Winery

Hess Collection Winery

Icon Estates

Joseph Phelps Vineyards

Kendall-Jackson Wine Estates

MVP Vineyard

Pina Vineyard Management

Round Pond

Sawyer Cellars

Silver Oak Cellars

Silverado Premium Properties

Silverado Vineyards

Trefethen Vineyards & Winery

Trinchero Family Estates



**WINEGROWERS**  
*of napa county*

January 4, 2010

Chair James Krider  
Napa County Transportation and Planning Agency  
707 Randolph, Suite 100  
Napa, CA 94559-2912

Dear Chair Krider:


As President of Winegrowers of Napa County I am writing to you in support of the Napa Valley Vine Trail's Case Statement to build a network of 3 interconnected non-motorized trails to span the Napa Valley.

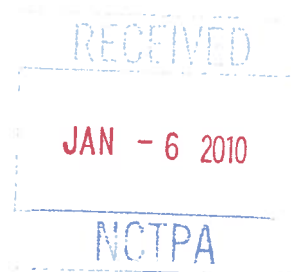
My organization is represented on the Board of the Napa Valley Vine Trail Coalition. We are aware of the content and plans contained within this Case Statement. We know that the Napa County Transportation and Planning Agency is partnering with the Vine Trail Coalition to request Transportation Bill funding to support the design and construction of this Napa Valley wide multi-use trail system.

This is a very exciting project, not just for the Napa Valley, but for the whole of the San Francisco Bay Area, as it will provide a green, car-free way for both residents and tourists to experience the beauty of the Napa Valley.

Please let me know if I can provide any additional information to show we are in full support of this unique public-private partnership project.

Respectfully yours,

  
Jack Cakebread  
President





3379 Solano Ave. #1700

Napa, CA 94558

wendy@napabike.org

Phone 707-486-5648

12-28-09

Re: Napa Valley Vine Trail Case Statement Support

I am a member of the Board of Directors of the Napa County Bicycle Coalition and am writing in support of the Napa Valley Vine Trails Case Statement to build a network of 3 interconnected non-motorized trails to span the Napa Valley.

My organization is represented on the Board of the Napa Valley Vine Trail Coalition. We are aware of the content and plans contained in the case statement. We know that the Napa County Transportation and Planning Agency is partnering with the Vine Trail Coalition to request Transportation Bill funding to support the design and construction of a Napa Valley non-motorized trail network.

I would like to formally add the support of the Napa County Bicycle Coalition to this request for Transportation Bill funding of the Napa Valley Vine Trail.

The Napa County Bicycle Coalition is a membership driven organization with the purpose of increasing bicycle and pedestrian accessibility. The Napa Valley is an ideal location for a non motorized trail network. There is a dense matrix of four cities, many small farms and businesses that employ thousands of people which attracts millions of tourists. These communities, businesses and homes are accessed by two congested roads that run the length of a uniquely beautiful valley.

Studies show that air pollution and traffic are problems that cannot be mitigated without an alternative to motorized vehicles. Due to the congestion of the roads, bicycles and pedestrians have been engineered out of the transportation infrastructure. We need this relief for our congested highways and to give our citizens an alternative to traverse the Valley.

Please feel free to contact the Napa County Bicycle Coalition if you have any further questions regarding our support of the Napa Valley Vine Trail and the incredible project this is to become.

Louis M Penning

cc. Chuck McMinn, Napa Valley Vine Trail

Board of Directors: Lou Penning, President; Terry Tracy, Vice President; Joel King, Secretary; Sandy Houck, Treasurer; Bob Hillhouse, Member; Wendy Hilberman, Executive Director





December 23<sup>rd</sup> 2009

To: NCTPA Board of Directors

Re: Napa Valley Vine Trail Case Statement Support

I am a member of the Board of Directors of the *Calistoga Vitality Group* and I am writing to you in support of the Napa Valley Vine Trail's Case Statement to build a network of 3 interconnected non-motorized trails to span the Napa Valley.

My organization is represented on the Board of the Napa Valley Vine Trail Coalition. We are intimately aware of the content and plans contained within this Case Statement. We know that the Napa County Transportation and Planning Agency is partnering with the Vine Trail Coalition to request Transportation Bill funding to support the design and construction of this Napa Valley wide multi-use trail system.

I would like to formally add the support of the *Calistoga Vitality Group* to this request for Transportation Bill funding of the Napa Valley Vine Trail.

The Napa Valley is desperately in need of this trail network. We are the third most visited destination in all of California with 4.7 million visitor days per year, yet our small valley has only 2 north south roads that are rated low or very low on the Bicycle Level of Service (BLOS) index. We live in the foremost wine producing region in the country, and have protected our agricultural future with the nation's first Agricultural Preserve. Building more and more roads in our community is not an option.

The citizens and organizations of the Napa Valley are fully behind the Vine Trail as shown by our willingness to provide local matching funds through philanthropy. This is unprecedented and a model for the nation that should be supported and encouraged. Already the Coalition has secured over \$1 Million in pledges and donations from over 300 individuals in the Napa Valley.

Please let me know if I can provide any additional information to show we are in full support of this unique public-private partnership project.

Sincerely,

Dieter Deiss, President

cc. Chuck McMinn, Napa Valley Vine Trail Coalition

Dieter Deiss  
President

Susan Hoffman  
Vice-President

Bob Fiddaman  
Secretary

Kent Domogalla  
Treasurer

Bob Beck  
Director

George Caloyanidis  
Director

Denis Sutro  
Director

CALISTOGA  
VITALITY  
GROUP, INC.

1332 Lincoln Ave.  
Calistoga, CA 94515  
Ph: 707.942. 6510  
Fax: 707.942. 1201



## **Appendix D: Community Involvement**

### St. Helena Taylor's Refresher Vine Trial Fundraiser

- 9/24/2009
- Over 1,000 attendees
- Over 200 bicycle attendees
- \$8,500 raised

### Vine Trail Birthday Celebration at Bardessono Hotel, Yountville

- 10/26/2009
- All Hotel Facilities Donated
- Over 175 Attendees

### Bikes for Tots

- Over 100 attendees

### Collective Community Involvement Totals

- Over 5,000 names on Vine Trail Mailing List
- Over 1,000 requests for information
- Over 300 individual donors