



December 1, 2015

Chuck McMinn
Board President

Philip Sales
Executive 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
Napa Valley College
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
North Bay Realtors/Napa Group

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

Napa County Board of Supervisors
County Administration Building
1195 Third Street
Napa
CA 94559

Dear Board of Supervisors:

Re: Napa County Board of Supervisors Meeting, December 8, 2015

Thank you for the opportunity to update the County Board of Supervisors on the progress of the Vine Trail. Several questions have been raised concerning the Vine Trail many of which have been addressed in the County's Staff Report.

The Vine Trail Coalition would also like to take this opportunity to go on record with responses to the questions which have been raised. Below are the Vine Trail Coalition's answers to several of the key questions you asked, as considered and approved by our Board at our October Board meeting.

However, the Coalition has one dissenting member, the Napa County Farm Bureau, which believes that trails are incompatible with agriculture. We attach the Farm Bureau's letter. We respect the Farm Bureau's dissent but in some cases there are simply no viable alternatives. The majority of the Coalition believe that mitigations proposed by the Vine Trail Coalition and reviewed by the Agricultural Commissioner would be adequate.

What are the major benefits of the Vine Trail?

When complete, the 47.26 mile long Vine Trail will provide residents and visitors with a host of benefits including: Improving the safety of walkers and cyclists in Napa County and reducing the current average of one biking death per year county wide; decreasing greenhouse gas emission by reducing approximately 166,000 vehicle trips per year; providing a free, health/exercise option to help reduce our adult and child obesity rates, the highest of any county in the Bay

NAPA VALLEY VINE TRAIL COALITION

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Area; allowing tourists to view and appreciate our beautiful vineyards, where the majority of the action in making high quality wine occurs; generating approximately \$165 Million in increased economic activity in the County each year, 20% of what the wine industry produces in the County; attracting more of the highly educated, high end consumers who stay longer and spend more in our community and doing so over more days of the year.

Is the Vine Trail compatible with and allowed for in the Napa County General Plan?

The Napa County General Plan (GP) was approved in June 2008 and the Vine Trail Coalition was created in September of 2008. As such, the Vine Trail is not mentioned by name in the GP. However, support for recreational trails and bicycle and pedestrian trails are included extensively in the GP in over twenty policies in seven of the eight GP Elements. A list of these citations is attached as **Appendix A**. It is clear from these extensive citations that the creation of more walking and biking trails which better connect all the communities of Napa County and accessible to a wider portion of our community residents and visitors was an important goal of the GP authors and the Board of Supervisors at that time. The Vine Trail has since been included in the Countywide Bicycle Plan and the Napa County Transportation and Planning Agency's (NCTPA) list of transportation projects, both of which are ongoing requirements of the General Plan.

What is the total cost to build the Vine Trail and who will pay for it?

The total projected cost is approximately \$50 million with \$37.5 million coming from federal, state and local public funding sources and \$12.5 million committed in philanthropy from donors to the Vine Trail Coalition. To date the Vine Trail has received donations and pledges of over \$8 million including \$2.5 million from the Napa Valley Vintners and \$2.5 million from Visit Napa Valley.

The Vine Trail Coalition through philanthropy has committed approximately \$2.55 million to support environmental studies, engineering, right of way acquisition and construction of the project. **Table 1** is a summary of the successful efforts between the Vine Trail Coalition and our public partners to date.

Vine Trail Coalition staff have successfully assisted NCTPA staff to obtain a \$2.5 million TCSP (Transportation, Community, and System Preservation) grant in 2013 and an \$3.6 million Active Transportation Program grant in 2014 for the construction of the Oak Knoll section of the Vine Trail. In 2013 Vine Trail Coalition staff successfully assisted City of Napa staff to obtain a \$140,000 Recreational Trail grant for the bridge at Tulocay Creek which was installed in November 2105.

In 2015, the Vine Trail Coalition staff assisted the staffs of NCTPA and the Solano County Transportation Authority to submit two grant applications for Active Transportation Program funds for the Calistoga to St. Helena section and the Vallejo to American Canyon section respectively. On October 28, 2015 the Board of the Metropolitan Transportation Commission awarded approval of a \$6.1 million grant to construct the Vine Trail between Calistoga and St. Helena.

Vine Trail Coalition staff have also assisted in writing grant applications which were not funded including federal TIGER IV, V, and VI grants as well as a Habitat Conservation Fund and a National Arts Place grant.

Working collaboratively with our agency partners we have been able to provide resources and staff support to move the project forward.

Table 1: Napa Valley Vine Trail Coalition Investment in Projects by jurisdiction.

Jurisdiction*	Work/Task	Amounts
City of Calistoga and Napa County	Trail planning, engineering and environmental work on 5 mile section from Calistoga to Bothe-Napa State Park	\$200,000 In addition NVVTC staff and consultants successfully assisted City of Calistoga to obtain a \$50,000 grant from the Bay Area Ridge Trail for engineering and environmental documents for the Fairway extension, a future section of the Vine Trail
Napa County	Bothe-Napa Valley State Park to St. Helena. Right of Way, surveys Big Tree Road to Deer Park Road	\$120,000
City of St. Helena	Route alignment study, easements from Deer Park Road to Pratt Avenue	\$50,000
City of Napa, Town of Yountville and Napa County	<ol style="list-style-type: none"> 1. Engineering, environmental and construction 2. Interpretive signage , shelters/rest stops, bike and pedestrian counters 	\$1.75 million \$236,800 In addition NVVTC staff and consultants successfully assisted NCTPA to obtain two grants of \$2.5 million (federal TCSP grant) and \$3.6 million (State ATP grant)
City of Napa	<ol style="list-style-type: none"> 1. Closure of trail gap between Hartle Court and Vallejo Street 2. Interpretive signage, shelter/rest stop 	\$50,000 \$79,700 In addition NVVTC assisted City of Napa to obtain a \$140,000 State Recreational Trails grant and a \$100,000 donation from the Gasser Foundation for the Tulocay Bridge.
Napa County	Devlin Road Vine Trail Study	\$15,000
Solano County and Vallejo	Vine Trail/Bay Trail Feasibility Study	\$50,000

*Several jurisdictions such as Napa County Regional Parks and Open Space District and Napa County and City of American Canyon have also built and currently maintain sections of the Vine Trail without NVVTC funds.

How much of the Vine Trail route will be on private property?

Approximately 10.5 miles (22%) of the Vine Trail route is anticipated to be on private property and 36.76 miles (78%) on public right of way. Of the 10.5 miles approximately 9 miles will be the connection between St. Helena and Yountville and 1.5 miles is the connection from Lodi Lane to Big Tree Road.

Do private landowners have a choice about whether they want to grant an easement?

Yes. The Vine Trail Coalition, consisting of 32 organizations and interest groups, has a stated principle that all easements from private landowners must be voluntary. In addition Policy ROS-9 of the County General Plan states the *“the County shall not use the power of eminent domain to acquire land or easements for parks, trails, and other recreational open space facilities or activities.”*

What are the risks and liabilities to local landowners who grant an easement to the Vine Trail?

Section 846 of the California Civil Code explicitly protects private landowners who grant easements for public recreational purposes in order to encourage these types of easement. This section of the civil code has been adjudicated many times to the benefit of landowners. In short, trail users assume all the risks of using these easements.

What will it cost to maintain the Vine Trail and who will be responsible for that?

In December 2014, at the request of the NCTPA Technical Advisory Committee, the Vine Trail prepared a “Maintenance White Paper” on trail maintenance and shared it with the fourteen agencies and departments representing the twelve jurisdictions through which the Vine Trail will run. Maintenance cost data and Best Management Practices were collected from within the County and elsewhere in the Bay Area on trails similar to the Vine Trail.

Two meetings have been held to review this information and propose a plan for maintenance. One of the meetings on May 7, 2015 was a “Maintenance Summit” where representatives from all the major jurisdictions and departments participated. Based on data obtained, the current estimate is that Vine Trail maintenance will cost approximately \$12,000 per mile/year in direct costs. This cost was later confirmed as realistic by soliciting an informal bid from a private landscape maintenance company on the new Oak Knoll District section of the Vine Trail. In October, the NCTPA Board had an opportunity to review the recommendations.

Table 2 shows a breakdown by miles of both existing and proposed trail segments by jurisdiction. 17.56 miles are located within the unincorporated area of Napa County.

It should be noted that almost 11.2 miles (24%) of the proposed 47.26 miles of the Vine Trail route exist today. Agencies are already maintaining the sections of the Vine Trail alignment within their existing budgets.

As with a public road, the first source of funds to maintain the Vine Trail would be the individual jurisdictions through which the trail passes. However, in order to achieve a world-class level of maintenance that our residents and visitors expect from a trail in the Napa Valley, the Vine Trail Coalition is committed to funding 50% of the cost of maintenance or \$6,000 per mile per year out of a Maintenance Endowment. The Vine Trail Board established and seed funded the Endowment earlier this

year with \$500,000. This funding is available to “branded” sections of the Vine Trail. The Vine Trail has already made a payment to Yountville of \$4,896 in 2015 to assist funding the maintenance of their section of the Vine Trail. The Vine Trail goal is to add to this Endowment over time with a target of \$7.5 million to allow us to make contributions to trail maintenance in perpetuity.

The consensus of the attendees at the May 7 “Maintenance Summit” was that a single organization should assume the maintenance of the entire Vine Trail, if possible, to provide a more uniform level of maintenance at a lower cost. The Vine Trail is willing to assume this role and contribute 50% of the funding for consolidated maintenance.

The NVVTC suggests that each jurisdiction initially contribute the other 50% towards maintenance in their sections in proportion to the number of completed constructed miles of Trail. Then at the end of each year, NCTPA or another oversight group can review the actual costs per jurisdiction and adjust the percentages for the following year (and potentially true up the expenses in the current year). **Table 3** shows the Estimated Annual Maintenance Costs by jurisdiction based on the above methodology.

County staff is proposing a different cost allocation method for your consideration as well. We recommend that given that much of the Vine Trail will have a minor impact on the County budget in the 2015/16 budget, it might be prudent to track costs for the first two years and come up with a formula for cost sharing based on costs and users. The Vine Trail is paying for the installation of three bike and pedestrian counters to track user numbers between Kennedy Park and Yountville.

Candidates for the single entity/organization to maintain the Trail include:

1. A county wide agency such as the Napa County Regional Park and Open Space District (NCRPOSD), although they may not be able to maintain the Solano County section. This could be accomplished through a Joint Powers Agreement. A presentation was made to the NCRPOSD Board on November 9. The NCRPOSD Board indicated a willingness to pursue further discussions regarding their possible role.
2. The Vine Trail Coalition itself through a private contractor.

Table 2 : Existing and Proposed Vine Trail Segments by Agency/Jurisdiction

Public Agency	California State Parks****	CalFire	Napa County	City of Calistoga	City of St Helena	Town of Yountville	NCWC&FCD*	Napa County Regional Park and Open Space District	City of Napa	City of American Canyon	Greater Vallejo Recreation District	City of Vallejo	Totals Miles
Vallejo Section													
Existing											0.4	2	2.4
Proposed											0	2.1	2.1
American Canyon Section													
Existing										1.42			1.42
Proposed										3.25			3.25
Carneros Vista Section													
Existing			0.25					0.5		0			0.75
Proposed			2.58							1			3.58
City of Napa Section													
Existing							0.4	0	3.41				3.81
Proposed							1	0.13	1.85				2.98
Oak Knoll District Section													
Existing			0						0				0
Proposed			3.2						2.3				5.5
Yountville Section													
Existing						0.88							0.88
Proposed						2							2
Oakville Section													
Existing			0										0
Proposed			2.53										2.53
Rutherford Section													
Existing			0										0
Proposed			3.4										3.4
St Helena Section													
Existing			0		0								0
Proposed**		0.1	3.2		3.7								7
Calistoga Section													
Existing	1.09		0	0.85				****					1.94
Proposed	0.15		2.4	1.17									3.72
TOTALS	1.24	0.1	17.56	2.02	3.7	2.88	1.4	0.63	7.56	5.67	0.4	4.1	47.26

* The Napa County Water Conservation & Flood Control District enters into agreements with other agencies for trail maintenance but reserves vegetation management on its properties and easements for its own staff.

** City of St Helena includes 3.7 miles of Class II bikeways on City Streets

*** The Napa County Regional Park and Open Space District maintain the Oat Hill Mine Trail trail head across the Silverdado Trail from the terminus of the proposed Vine Trail

**** Napa County Regional Park and Open Space District operates Bothe-Napa Valley State Park at no net cost to Napa County under a five year Operating Agreement

Table 3: Estimated Vine Trail Maintenance Costs by Jurisdiction

Jurisdiction	Miles 2015	Miles @ Completion	Cost/Yr 2015*	Cost/Yr @ Completion*	Agencies Share	Vine Trail Coalition Share	Net Cost to Agencies
City of Calistoga	0.85	2.02	\$ 10,200.00	\$ 24,240.00	\$ 12,120.00	\$ 12,120.00	\$ 1,920.00
City of Saint Helena*	0	3.7	\$ -	\$ 44,400.00	\$ 22,200.00	\$ 22,200.00	\$ 22,200.00
Town of Yountville	0.88	2.88	\$ 10,560.00	\$ 34,560.00	\$ 17,280.00	\$ 17,280.00	\$ 6,720.00
City of Napa	3.41	7.56	\$ 40,920.00	\$ 90,720.00	\$ 45,360.00	\$ 45,360.00	\$ 4,440.00
American Canyon	1.42	5.67	\$ 16,980.00	\$ 67,980.00	\$ 33,990.00	\$ 33,990.00	\$ 17,010.00
City of Vallejo	2	4.1	\$ 24,000.00	\$ 49,200.00	\$ 24,600.00	\$ 24,600.00	\$ 600.00
County of Napa	0.25	17.56	\$ 3,000.00	\$ 210,720.00	\$ 105,360.00	\$ 105,360.00	\$ 102,360.00
Napa County Regional Park and Open Space District	0.5	0.63	\$ 6,000.00	\$ 7,560.00	\$ 3,780.00	\$ 3,780.00	\$ (2,220.00)
Napa County Water Conservation & Flood Control District	0.4	1.4	\$ 4,800.00	\$ 16,800.00	\$ 8,400.00	\$ 8,400.00	\$ 3,600.00
Greater Vallejo Recreation District	0.4	0.4	\$ 4,800.00	\$ 4,800.00	\$ 2,400.00	\$ 2,400.00	\$ (2,400.00)
State Parks (NCRPOSD)****	1.09	1.24	\$ 13,080.00	\$ 14,880.00	\$ 7,440.00	\$ 7,440.00	\$ (5,640.00)
Cal Fire***	0	0.1	\$ -	\$ 1,200.00	\$ -	\$ 1,200.00	\$ -
Totals	11.20	47.26	\$ 134,340.00	\$ 567,060.00	\$ 282,930.00	\$ 284,130.00	

* Based on Annual cost of \$12,000/mile in 2015 dollars

**Includes 3.7 miles on City streets

*** Cal Fire would enter into an agreement through State General Services Administration. Maintenance costs would be born by Vine Trail

**** Napa County Regional Park and Open Space District operates Bothe-Napa Valley State Park at no net cost to Napa County under a five year Operating Agreement

Does not include Caltrans: Vine Trail within Caltrans RofW would be subject to operating agreements with County and City of Vallejo

How will the Vine Trail affect neighboring properties in terms of crime, real estate value, etc.

Extensive studies have been done around the country on the effects of trails on neighboring property owners. Before trails are built many property owners are concerned about the potential for increased crime, decreased property values, liability and a loss of privacy. These studies have shown that the crime rate near trails is lower than the rate in the surrounding community. Also, actual sales prices of properties next to trails are a few percentage points closer to listing values and days on the market a few days less than properties farther away. As mentioned above, liability is not an issue in California due to the strong legal protections of Civil Code 846. Privacy is the remaining major concern of landowners and is more difficult to quantify. There is information that over time property owners close to trails find more benefits in their use of the trail than detriments from the reduction in privacy from others who use it. Studies have shown that residents believe trails have improved their neighborhood and added value to the quality of life. A 1997 study by Sonoma County Regional Parks Department which included a survey of 80 trail neighbors on the 12 mile trail bike trail between Santa Rosa and Graton revealed that 67% of adjoining property owners felt the trail had improved the neighborhood and 18% stated that they felt that there had been no change.

How will the Vine Trail affect farming and vineyards on neighboring parcels? On private property easements?

The Vine Trail has had extensive discussions with member organizations representing landowners to discuss ways to minimize Vine Trail interference with agriculture. The Vine Trail spearheaded with the Farm Bureau and the Napa Valley Grapegrowers the *Ag Respect* program to educate trail users on appropriate behaviors.

We are also working with the Napa County Agricultural Commissioner and agricultural land representatives to develop programs and procedures to mitigate any concerns over the trail interfering with necessary agricultural spraying. We will make every effort to ensure that trail users conform to the rules on reentry periods.

Napa County, through its sustainable agricultural practices and the Integrated Pest Management Program, has decreased its chemical use in agriculture. According to State records in 1997 2.8 million pounds of chemicals were used in Napa County. This had been reduced to 1.3 million pounds in 2012. In 2012 1.2 million pounds were used in viticulture and of this total 67% was sulfur.

We believe that farming and trails can coexist in Napa County just as they do in Sonoma, the rest of California and in other wine growing regions around the world and is a manageable issue. For easements granted on active agricultural properties, we are working with those landowners on additional measures we can take together to protect both the landowner and the public.

Among the recommendations we have discussed are:

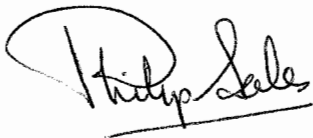
- Closing the Vine Trail from dusk to dawn to allow agricultural activities to occur uninterrupted.
- For portions of the Vine Trail that share vineyard roads, Best Management Practices will be followed including, for instance, that spray equipment be turned off at the end of each vine row.

This is already a normal procedure to avoid drift and reduce chemical costs. It has the added advantage of allowing the vineyard roads to remain outside the sprayed area and therefore not subject to reentry restrictions.

- Reducing the speed of agriculture equipment in areas where the trail intersects vineyard roads.
- Providing signs in English and Spanish to easement donors that can be posted on end posts stating for example "Agricultural activities occur next to the trail. Please pay special attention to farm equipment."
- Ability of easement donors to use the Vine Trail's mobile App to notify trail users of agricultural activities in real time.
- Reinforcing the Ag Respect program message by posting it on mile posts every quarter mile and providing information at the eighteen Vine Trail rest stop shelters.
- Easements will include language which requires grantors of easements to comply all laws and regulations regarding the use of pesticides.

We believe that by working with Grantors of easements to implement the above procedures, the County could indemnify these landowners from frivolous lawsuits. The Vine Trail would be willing to fund a \$5 million insurance policy to further protect landowners who follow these vineyard practices. This approach was taken in 1992 by the City of St. Helena for a trail easement on Treasury Wine Estates property at the "Tunnel of Elms."

We thank you for the opportunity to present the Coalition's position on the future of the Vine Trail. We believe that this private/public partnership is a model of how government and the non-profit sector can work collaboratively in delivering a project which benefits both residents and visitors to the beautiful Napa Valley. We look forward to working with you and your staff in the future and thank you for your past support.



Philip Sales
Executive Director
Napa Valley Vine Trail Coalition

cc:

Nancy Watt, County Executive Officer
Minh Tran, County Counsel
Steven Lederer, Public Works Director
Rick Marshall, Deputy Director Public Works
Greg Clark, County Agricultural Commissioner
John Woodbury, General Manager Napa County Regional Park and Open Space District
Kate Miller, Executive Director, Napa County Transportation and Planning Agency
Napa Valley Vine Trail Coalition Board Members

Appendix A
Trail Related Goals and Policies in Elements of Napa County General Plan
Approved June, 2008 as amended through June 2013.

This General Plan serves as a broad framework for planning the future of Napa County. This General Plan is the official policy statement of the County Board of Supervisors to guide the private and public development of the County. (I-2)

Because policies in the General Plan reflect a range of competing interests, the decision-makers are allowed to weigh and balance the Plan's policies when applying them, and they have broad discretion to construe the policies in light of the Plan's purposes. Balance does not require equivalence, but rather a weighing of pros and cons to achieve an acceptable mix (I-2)

Only those statements specifically listed as "Goal" are to be interpreted as stating the County's goals. Only those statements specifically listed as "Policy," "Objective," or "Action Items" are to be interpreted as statements of County policy. Narrative descriptions and discussions not preceded by a Goal, Policy, Objective, or Action Item designation are provided for information and background only. Narrative and/or discussion items may assist decision-makers with the interpretation of policies but do not themselves establish County policy. (I-4)

In the future, Napa County will have an increasing number of trails and a wide variety of recreational opportunities aimed at allowing residents and visitors to experience our world-famous scenic beauty and our natural areas. The Recreation and Open Space Element contains goals and policies related to the protection of open space for recreation and other purposes, with an emphasis on publicly accessible open space. This element was added during the 2008 General Plan Update to address topics that had previously been found within the Land Use and Conservation Elements. (SV-5)

Policy AG/LU-115: The County will seek to work cooperatively with the private and non-profit sectors, municipalities, special districts, and other local, state, and federal agencies to plan for services and facilities such as housing, transportation, economic development, parks and recreation, open space, and other County needs. Collaborative efforts will be aimed at furthering the goals and policies contained in this Agricultural Preservation and Land Use Element and other elements of the General Plan. (AG/LU-73)

Policy CIR-2: The County will work with the cities and town through the Napa County Transportation and Planning Agency to coordinate seamless transportation systems and improve the efficiency of the transportation system by coordinating the construction of planned roadway, bicycle, pedestrian and other transportation systems. (CIR-9)

Policy CIR-4: The County supports a coordinated approach to land use and circulation planning to promote a healthier community by encouraging walking, bicycling, and other forms of transportation which decrease motor vehicle use. (CIR-9)

Policy CIR-10: The County will work with NCTPA and seek to develop innovative approaches to providing transportation service to the county's rural areas without the need for additional roadway lanes or other improvements that would detract from the visual and community character of these areas. (CIR-10)

Action Item CIR-10.1: County staff shall participate in the periodic updates of the Napa County Transportation and Planning Agency's Strategic Transportation Plan (STP), and use that forum for consideration and development of innovative strategies related to the movement of people and services without increasing the use of private vehicles. The County shall seek input from experts in sustainability, (CIR-10)

Policy CIR-13: The County seeks to provide a roadway system that maintains current roadway capacities in most locations and is both safe and efficient in terms of providing local access. The following list of improvements, illustrated as the County's ultimate road network in Figure CIR-1, has been supported by policy makers within the County and all five incorporated cities/town, and will be implemented over time by the County and other agencies to the extent that improvements continue to enjoy political support and funding becomes available: (CIR-14)

Countywide

- Install safety improvements on rural roads and highways throughout the county including but not limited to new signals, bike lanes, bikeways, shoulder widening, softening sharp curves, etc. (CIR-14)

Policy CIR-26: Increase the attractiveness and use of energy-efficient forms of transportation such as public transit, walking, and bicycling through a variety of means, including promoting transit-oriented development in existing municipalities and urbanized areas and the use of transit by visitors to Napa County. (CIR-17)

Objective CIR-2: Work with the Napa County Transportation and Planning Agency and incorporated jurisdictions in Napa County to reduce the percentage of work trips that are by private, single-occupant vehicles by 2030 such that Napa County's percentage decreases to 50 percent. This objective may be accomplished by increasing the percentage of trips by bicycle, walking, transit, and/or carpool, and by increasing non-traditional work schedules and work practices (e.g., working at home). (CIR-17)

Policy CIR-28: The County supports programs to reduce single-occupant vehicle use and encourage carpooling, transit use, and alternative modes such bicycle, walking, and telecommuting, and shall seek to maintain total trips in the County using travel modes other than private vehicles (transit, walking, bicycling, public transit, etc.) at least at the 2006 levels. (CIR-18)

Policy CIR-34: Where they are not needed for other transportation purposes and where such use would implement the Napa Countywide Bicycle Plan or other County-adopted master plan, newly abandoned rail rights-of-way shall be used for alternative uses such as public transit routes, bicycle paths, or pedestrian/hiking routes, provided that they are compatible with adjacent uses and sufficient funding is available for right-of-way acquisition, construction, and long-term maintenance. (CIR-19)

Policy CIR-35: The County shall work with the Napa County Transportation and Planning Agency, the incorporated cities and town, other agencies, and development projects to work toward implementation of the Napa Countywide Master Bicycle Plan. (CIR-19)

Policy CC-13: The County's roadway construction and maintenance standards and other practices shall be designed to enhance the attractiveness of all roadways and in particular scenic roadways. New roadway construction or expansion shall retain the current landscape characteristics of County-designated scenic roadways, including retention of existing trees to the extent feasible and required re-vegetation and re-contouring of disturbed areas. In addition (CC-17):

- a) The development of hiking trails and bicycle lanes should be coordinated, when possible, with scenic roadway corridors and should provide access for the elderly and disabled in accordance with the Americans with Disabilities Act. (CC-17)
- b) A program to replant trees and shrubbery should be implemented in cases where they are removed during new roadway alignment. (CC-17)
- c) Opportunities should be explored for joint public/private participation in developing locations for roadside rests, picnic areas and vista points. (CC-17)
- d) Installation of landscaping shall be required in conjunction with major roadway improvements where necessary to screen existing residences from glare generated by vehicle headlights. (CC-17)

Policy CON-65: The County shall support efforts to reduce and offset greenhouse gas (GHG) emissions and strive to maintain and enhance the County's current level of carbon sequestration functions through the following measures:

- d) Perpetuate policies in support of alternative modes of transportation, including transit, paratransit, walking, and biking.

Policy E-22: The County endorses the importance of visitor-serving, nature-based, public recreational facilities in appropriate locations, particularly those that improve access to public land and are consistent with protection of local natural resources and agriculture. (E-11)

Policy ROS-11: Increase by 2030 the amount of dedicated open space available, improved, and managed for nature-based recreation by the general public by improving access to existing public lands and by selective public acquisition from willing landowners of fee title ownership, easements, and/or license agreements over high priority open space lands. (ROS-32)

Policy ROS-12: By 2030, increase the number and length of non-motorized, off-street trails available for walkers, joggers, bicyclists, and equestrians. (ROS-32)

Policy ROS-15: The County, in coordination with and generally by working through the Napa County Regional Park and Open Space District, shall plan for and reserve land for recreational facilities and encourage non-commercial recreational development, including both parks and a comprehensive system of trails, in a manner and to the extent consistent with agricultural, water quality, and natural resource protection goals and the Trails Policy contained in this Element (Policy ROS-10). The following recreational opportunities are the County of Napa's priorities (not necessarily in the order shown), which

shall be addressed in greater detail in a park and recreation master plan to be prepared by the Napa County Regional Park and Open Space District: (ROS-34)

- Investigate the feasibility of a non-motorized trail, and implement sections as opportunities arise, connecting the communities of the Napa Valley. (ROS-35)

Policy ROS-18: Financial and other incentives that support the provision of parks and recreational trails through the voluntary donation of important open space lands, trail easements, or license agreements to appropriate public agencies and/or non-profit land conservation organizations should be encouraged. (ROS-35)

Policy ROS-20: Partnerships with other public agencies, non-profit organizations, and the private sector should be used where feasible to enhance recreational opportunities and appropriate nature-based recreation, including but not limited to (ROS-35):

- The Napa County Transportation Planning Agency to implement the Napa County Bike Plan and other bike and trail plans, with the goal of establishing a comprehensive and seamless network of non-motorized paths and trails connecting population centers to each other and to outdoor recreation opportunities. (ROS-36)

Policy ROS-23: A system of scenic roads, bicycle routes, and hiking trails should connect existing cities, town and other local population centers to outdoor recreation and open space resources and facilities. (ROS-37)

Policy ROS-30: Other than at Lake Berryessa, recreational facilities should be designed and scaled to serve the needs of county residents, recognizing that facilities that serve local residents will also serve visitors, that visitors can help pay for the construction and operation of recreational facilities beneficial to residents, and that the provision of additional nature based recreational opportunities is an important tool for achieving economic development goals while also reducing potential adverse impacts of tourism. In the case of Lake Berryessa, recreational facilities are understood to serve a broad regional market, but should nonetheless be designed to also serve the desire of Napa County residents for water- and nature-based recreation. (ROS-38)

Policy SAF-32: Safety shall be considered in the maintenance and construction of all new roadways and related improvements to provide a safe environment for all modes of transportation. The special needs of elder and disabled persons shall be addressed when designing new or modifying signs. (SAF-22)



Napa County Farm Bureau, 811 Jefferson Street, Napa, CA 94559
Telephone: 707-224-5403 FAX: 707-224-7836

November 20, 2015

Napa Valley Vine Trail
3299 Claremont Way, Suite 4
Napa, CA 94558

Dear Chuck, Phillip & Board Members,

Thank you for the opportunity to comment on the November 11, 2015 draft Vine Trail Coalition letter to the Napa County Board of Supervisors.

Napa County Farm Bureau supports the general concept of the Napa Valley Vine Trail and the positive benefits that a recreational trail can provide.

However, we continue to support only "...the voluntary development of a trail along existing major transportation routes that does not require any modification of the agricultural preserve" as agreed to in 2009.

While the Vine Trail draft letter recognizes the inherent incompatibility of recreational uses with agriculture, it seeks to mitigate agricultural activities instead of keeping recreational users away from agricultural lands and along "existing major transportation routes."

The Vine Trail must stay along the existing major transportation routes to ensure that recreational use does not interfere with nor impede normal agricultural operations as well as to protect the health and safety of trail users.

Napa County Farm Bureau, therefore, does not support the current draft of the Vine Trail Coalition letter to the Napa County Board of Supervisors.

Sincerely,

A handwritten signature in blue ink that reads 'Norma J. Tofanelli'.

Norma Tofanelli
President

A handwritten signature in blue ink that reads 'Peter Nissen'.

Peter Nissen
NCFB Representative to NVVT

A handwritten signature in blue ink that reads 'Cio Perez'.

Cio Perez
NCFB Land Use Chair