



NAPA VALLEY TRANSPORTATION AUTHORITY

Technical Advisory Committee (TAC) Agenda Memo

TO: Technical Advisory Committee

FROM: Danielle Schmitz, Executive Director

REPORT BY: Patrick Band, Senior Planner
(707) 259-8781 / Email: pband@nvta.ca.gov

SUBJECT: Transportation Development Act Article 3 (TDA-3)
Project Programming Recommendation

RECOMMENDATION

That the TAC review TDA-3 project applications for Fiscal Years (FY) 2026-27 through FY 2027-28 and provide a recommendation on draft programming to the NVTA Board of Directors.

EXECUTIVE SUMMARY

The TDA-3 program provides grants for local bicycle and pedestrian projects. The program is funded by approximately 2% of the ¼ cent statewide sales tax generated in Napa. Due the variability in local economic activity, this generates approximately \$220,000 per year in revenue for Napa jurisdictions.

On April 15, 2026, the NVTA Board released a Call for Projects for TDA-3 funds for Fiscal Year 2026-27 and Fiscal Year 2027-28. The Call for Projects anticipates \$250,000 in funding available for programming in FY 2026-27 and \$200,000 in available funding for FY 2027-28. Estimates of future funding availability will be trued-up annually following the release of TDA revenue totals.

Three (3) project applications were received by the application deadline and are preliminarily eligible for funding consideration. For FY 26-27, NVTA staff received applications totaling \$405,000. No applications requested funding for FY 2027-28. Applications were reviewed by the NVTA ATAC at their May 18 meeting. Due to a lack of quorum, no formal action was taken but the consensus of the committee members present was to support the staff recommendation.

FISCAL IMPACT

None.

BACKGROUND

TDA-3 funds may be used for capital infrastructure, maintenance, and/or Quick Build purposes, as well as limited safety education programs, as outlined in Attachment 1. In 2018, the NVTA Board requested a change to NVTA policy that prioritized infrastructure projects for TDA-3 funds.

As of February 2026, the MTC fund estimate for FY 2026-27 is \$224,481. Funds are held in interest-bearing accounts. Disbursements are made on a reimbursement basis.

Eligible expenditures may be incurred from the start of the fiscal year of award plus two additional fiscal years. Allocations expire at the end of third fiscal year following allocation, unless a time extension is requested and submitted to NVTA consistent with Resolution 4108.

Project Summaries

The City of Calistoga is requesting \$180,000 for PS&E (Project Specifications & Estimates) to support the \$2 million Oak Street Pedestrian Bridge & Community Facilities Access Improvements project. The project will construct a 189-foot multi-use bridge across the Napa River, connecting South Oak Street and North Oak Street, as well as provide 210 feet of off-street multi-use path, 600 feet of sidewalk gap closure, and 6 new curb ramps. The project is within 0.5 miles of two local schools (Calistoga Elementary and Calistoga Junior/Senior High). This project previously received a total of \$300,000 under two prior TDA-3 funding cycles for PS&E.

The Town of Yountville is requesting \$125,000 for planning and design of multimodal improvements on California Drive between Solano Avenue and Washington Street. Concept-level improvements under consideration may include widening the pathway on the north side of California Blvd, modification of curb ramps and corner geometry, adding high visibility striping, and addressing key conflict points. This is a new project.

NVTA is requesting \$100,000 to complete design for approximately 850 feet of sidewalk, curb & gutter as part of the Burnell Sidewalk Improvements project. Project limits are on the east side of Burnell Street from 4th Street to 7th Street in the City of Napa. The project is immediately across from the NVTA Soscol Gateway Transit Center on City of Napa and Napa Expo property. Work is aligned to advance construction prior to anticipated Summer/Fall 2027 paving work on the corridor by the City of Napa. This is also a new project.

Full project applications are included as Attachments 3a, 3b, and 3c. A summary table of applications and available funding by fiscal year is provided in Attachment 4.

Staff Recommendation

Staff recommend that the ATAC support funding of the City of Calistoga Oak Street Bridge project at \$150,000, and the NVTA Burnell Street Sidewalk project at \$100,000 for a total of \$250,000 in funds for Fiscal Year 2026-27.

Additional Discussion

As no applications were received requesting available funding of \$200,000 for Fiscal Year 2027-28, NVTA staff anticipate conducting a new 1-year Call for Projects in Spring 2027. Staff recommend that the Town of Yountville California Drive project be prioritized for funding in the FY 27/28 cycle, pending submission of a complete application consistent with program guidelines.

ATAC funding recommendations will be brought to the NVTA Technical Advisory Committee (TAC) meeting on June 4th, 2026, and to the NVTA Board of Directors for final approval and programming on June 17th.

ATTACHMENT(S)

- 1) TDA-3 Program Local Guidelines
- 2) MTC Resolution 4108
- 3) Project Applications Received by Deadline
 - a. City of American Canyon Application
 - b. Town of Yountville Application
 - c. Napa Valley Transportation Authority Application
- 4) Application Funding Summary by Fiscal Year



Guide and Application for
Transportation Development Act Article 3 (TDA-3)
Funds for Napa County

FY 2026-27 & 2027-28
Applications Due to NVTA:
Friday, May 1st 2026 by 5:00 p.m.

NVTA
625 Burnell Street
Napa, CA 94559
Phone: 707-259-8631
Fax: 707-259-8638
www.nvta.ca.gov

The Napa Valley Transportation Authority (NVTA) is pleased to announce a Call for Projects for Transportation Development Act, Article 3 (TDA-3) funds available to Napa County jurisdictions.

TDA-3 is a grant program under the Metropolitan Transportation Commission (MTC), funded by approximately 2% of the ¼ cent Statewide Sales Tax. This generates approximately \$220,000 per year in revenues for jurisdictions in Napa County. The purpose of the TDA-3 program is to provide funding for local bicycle and pedestrian projects.

The TDA-3 program can fund a wide range of project types including:

- Construction and/or engineering of a bicycle or pedestrian capital project
- Capital purchases for maintenance of a Class I or Class IV facilities
- Enhancement of Class II bicycle lanes
- Bicycle safety education programs (no more than 5% of county total)
- Development of a comprehensive bicycle and/or pedestrian facilities plan (once every 5 years)
- Quick Build Projects

This packet has been created to help guide local jurisdictions in submitting a successful application for funding.

The available funding for Napa County TDA-3 projects for FY 2026-27 and FY 2027-28 will be approximately \$450,000 dollars, with \$250,000 available in FY 2026-27 and \$200,000 in FY 2027-28, Applications are due to NVTA by 5:00 PM on Friday, May 1st 2026.

If you have any questions, you may contact Patrick Band, TDA-3 Program Manager at:

NVTA
625 Burnell Street
Napa, CA 94559
Phone: 707-259-8631

Sincerely,

//SIGNATURE//

Danielle Schmitz
Executive Director
Napa Valley Transportation Authority

The TDA-3 Program

The California State Legislature passed the Transportation Development Act (TDA) in 1971, which was subsequently signed into law by Governor Reagan. The TDA provides one of the major funding sources for public transportation in California. These funds are generated from a statewide ¼ cent sales tax. Article 3 of TDA is a set-aside of approximately 2% of those monies. Under Article 3 of the TDA, funds allocated to Napa County are available to local jurisdictions for bicycle and pedestrian projects.

The Metropolitan Transportation Commission (MTC) administers TDA 3, which is distributed based on population. Each year, an annual fund estimate or “entitlement” is developed for each County. A county’s claim in any given year cannot exceed the sum of their accumulated funds plus their projected entitlement for the following two years.

Funds are obtained by local jurisdictions via a three-step process: (1) apportionment, (2) allocation, and (3) payment (reimbursement). Apportionment in the San Francisco Bay Area follows a Metropolitan Transportation Commission (MTC) formula based upon population. Allocation is the discretionary action by MTC that designates funds for a specific claimant for a specific purpose. NVRTA submits TDA allocation requests to MTC on a regular basis, and unused TDA funds allocated to any project may be rolled over from one fiscal year to the next. No matching funds are required, but the project must meet the funding objectives and be developed in cooperation with the community. The basic objectives of the grant source are to fund projects that increase the safety, security, and efficiency of bicycle and pedestrian travel, and to provide for a coordinated system. MTC requires supporting resolutions from the sponsoring Council.

This “Call for Projects” will be issued on April 18, 2026 upon approval by the NVRTA Board of Directors. In addition to the application, project sponsors must provide documentation of environmental clearance and maps/documents showing project locations and design parameters. Projects must be approved by MTC.

TDA 3 projects are required to meet Caltrans safety design criteria and CEQA requirements; be completed within two years; be maintained; be consistent with adopted active transportation plans; and authorized by a governing council or board. Local authorization is not required at time of application submission, but shall be due within 90 days of NVRTA Board project approval and prior to annual submission of the Countywide TDA-3 claim to MTC.

As part of the grant process, MTC also requires the City Council to adopt a resolution making certain findings as follows:

- (i) There are no legal impediments regarding the project.
- (ii) Jurisdictional or agency staffing resources are adequate to complete the project.
- (iii) There is no pending or threatened litigation that might adversely affect the project or the ability of the project sponsor to carry out the project.
- (iv) Environmental and right-of-way issues have been reviewed and found to be in such a state that fund obligation deadlines will not be jeopardized.
- (v) Adequate local funding is available to complete the project.
- (vi) The project has been conceptually reviewed to the point that all contingent issues have been considered.

Basic Eligibility for TDA-3 Funding

TDA Article 3 funds may be used for the following activities relating to pedestrian and bicycle facilities, including):

- Engineering expenses leading to construction.
- Right-of-way acquisition.
- Construction and reconstruction.
- Retrofitting existing bicycle and pedestrian facilities, including installation of signage, to comply with the Americans with Disabilities Act (ADA).
- Route improvements such as signal controls for cyclists, bicycle loop detectors, rubberized rail crossings and bicycle-friendly drainage grates.
- Purchase and installation of bicycle amenities such as:
 - secure bicycle parking,
 - benches, drinking fountains, changing rooms, rest rooms and showers which are adjacent to bicycle trails, employment centers, park-and-ride lots, and/or transit terminals and are accessible to the general public.
- Maintenance of Class I shared-use path or Class IV separated bikeways.
- Restriping of Class II bikeways. Countywide, the total funds allocated to Class II bikeway maintenance cannot exceed 20% of the total countywide TDA estimate
- Bicycle Safety Education Programs (and not more 5% of the countywide TDA Article 3 funds). Pursuant to NVTA Board policy, infrastructure projects are prioritized.
- Comprehensive Bicycle & Pedestrian Facilities Plans (not more than once per jurisdiction every 5 years)
- Projects identified in a recent (within 5 years) comprehensive local bicycle or pedestrian plan
- Quick-Build (also known as interim capital infrastructure) projects
- Capital purchases for maintenance of Class I or Class IV facilities (compact sweeping machine, blower, etc)
- Annual Audits in fiscal years funds are disbursed. Can be part of annual audit program, but must comply with additional TDA-3 requirements.

TDA Article 3 funds may not be used to fully fund the salary of any one person working on these programs.

Active Transportation Advisory Committee Requirement

Cities and counties may not receive TDA Article 3 funds for projects unless the jurisdiction has established an Active Transportation Advisory Committee (ATAC) and the project is included in an adopted plan as stipulated in the MTC TDA Article 3 Policies and Procedures, [Resolution 4108](#). For Napa County, the NVTA Active Transportation Advisory Committee fulfills this requirement.

Note that for those jurisdictions with a local Active Transportation Advisory Committee, the approval of that committee is also required.

Project Selection Process

The project selection process is as follows:

- NVTA staff will review prospective projects for eligibility based on TDA-3 requirements, and conduct a preliminary evaluation of cost-effectiveness, project readiness, potential to reduce serious/fatal collisions, and increase active transportation use. Staff will present their findings to the NVTA Active Transportation Advisory Committee (ATAC) which will serve as the initial selection and prioritization committee.¹
- The ATAC recommendations will be forwarded to the NVTA Technical Advisory Committee (TAC) for their review and recommendation.
- The recommendation from both Committees will be forwarded to the NVTA Board for their decision.

TDA-3 Project Selection Criteria for Napa County

For All Applications:

- The project provides a gap closure connecting two or more existing facilities
 - Note that this criteria does not apply to Quick Build safety projects
- The project is listed in the jurisdiction's adopted Bicycle or Pedestrian Plan, Local Roadway Safety Plan, the Countywide Vision Zero Plan, Safe Routes to School Plan, and/or related traffic safety or traffic calming program

Preference will be given to projects that meet the following criteria:

- Provides a safe route to school and/or transit are located at or along an identified High Injury Network intersection or corridor
- Provide additional local matching funds (not required)

NVTA intends to prioritize applications for Quick Build projects for funding. Applicants with eligible Quick Build projects are advised to consult Caltrans guidelines for such projects.² NVTA staff are available to provide additional resources and consultation regarding such projects.

Additional screening criteria for Quick Build projects include:

- Limit of \$50,000 per project application
 - Multiple applications for Quick Build projects may be submitted by a single jurisdiction
- Jurisdiction commitment to complete the project within 12 months. Failure to complete project within this timeframe may result in rescission of funds
- Jurisdiction commitment to maintain Quick Build improvements until permanent improvements are made (generally within 3 years). Removal of the project resulting in a return to prior conditions or functional equivalent require prior justification to MTC and NVTA

¹ Pursuant to MTC Memorandum on TDA-3 Bicycle Pedestrian Advisory Committee (BPAC) review dated October 6, 2014, jurisdictions that have a local BPAC or similar advisory committee are generally required to have that body review and prioritization of projects. See https://mtc.ca.gov/sites/default/files/TDA3_BAC_Guidance.pdf

² <https://dot.ca.gov/-/media/dot-media/programs/local-assistance/documents/atp/cy6/cy-6-finalquickbuild-supplementalguidance-v2.pdf>

Application Instructions:

TDA-3 project applications for FY 2026-27 through FY 2027-28 must be submitted to NVT A no later than 5:00 pm on Friday, May 1st, 2026. Applications should be submitted via email to Patick Band, pband@nvta.ca.gov.

Applications must include:

- MTC TDA-3 project application
- An 8.5x11" map of the project area clearly showing location and extent of project improvements
 - Preliminary or conceptual design plans are recommended but not required.
- Minimum of 5 representative photographs of existing conditions

As noted elsewhere in this document, a Resolution of Local Support, identification of approved bicycle, pedestrian or other relevant supporting plan, and other materials will be required subsequent to application submittal for successful projects/programs.

What Happens After Submission of the TDA-3 application?

After applications are submitted to NVTA the evaluation process will begin. NVTA plans on the following action timeline:

ITEM	DATE
TAC Review & Recommend Call for Projects	April 2, 2026
NVTA Board – Issue Call for Projects	April 15, 2026
Applications - Due to NVTA by 5:00 PM	May 1, 2026
Draft Program Review by ATAC	May 18, 2026
Draft Program Review by TAC	June 4, 2026
Board Approval – Program of Projects	June 17, 2026
MTC Project Approval & Obligation of Funds	Estimated August 2026

Contact Information

Napa County TDA-3 Program Manager:
Patrick Band, Senior Planner
625 Burnell Street
Napa, CA 94559
Phone: (707) 259-8781
pband@nvta.ca.gov

MTC
Luis Garcia
Transit Operations Funding Coordinator
MTC, Funding Policy and Programs
375 Beale St., Suite 800
San Francisco, CA 94105
Phone: (415) 778-6616
lgarcia@bayareametro.gov

Date: June 26, 2013
W.I.: 1514
Referred By: PAC
Revised: 02/24/16-C
12/16/20-C
03/27/24-C

ABSTRACT

Resolution No. 4108, Revised

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

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

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

This resolution was revised on December 16, 2020 to add quick builds and separated bikeways as eligible project types and make other minor updates.

This resolution was revised on March 27, 2024 to add maintenance equipment capital purchases as an eligible project type, include the procedure for time extension on projects, and other minor updates.

Further discussion of these procedures and criteria are contained in the Programming and Allocations Summary Sheet dated June 12, 2013, February 10, 2016, December 9, 2020, and March 13, 2024.

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

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

METROPOLITAN TRANSPORTATION COMMISSION

RESOLUTION NO. 4108

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

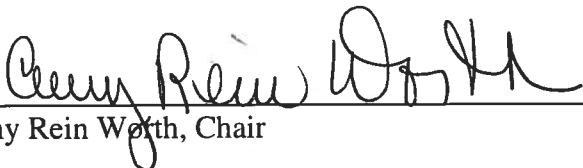
WHEREAS, the Metropolitan Transportation Commission (MTC), as the Transportation Planning Agency for the San Francisco Bay Region, adopted MTC Resolution No. 875 entitled "Transportation Development Act, Article 3, Pedestrian/Bicycle Projects", that delineates procedures and criteria for submission of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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION



Amy Rein Worth, Chair

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

Date: June 26, 2013
W.I.: 1514
Referred By: PAC
Revised: 02/24/16-C 12/16/20-C
03/27/24-C

Attachment A
Resolution No. 4108
Page 1 of 7

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

Eligible Claimants

The Transportation Development Act (TDA), Public Utilities Code Sections 99233.3 and 99234, makes funds available in the nine-county Metropolitan Transportation Commission (MTC) Region for the exclusive use of pedestrian and bicycle projects. MTC makes annual allocations of TDA Article 3 funds to eligible claimants after review of applications submitted by county coordinator which may be the county, County Transportation Agency (CTA) or Congestion Management Agency (CMA) of the county.

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

Application

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

5. Adequate local funding is available to complete the project.
 6. The project has been conceptually reviewed to the point that all contingent issues have been considered.
- b. The funding requested is for one or more of the following purposes:
1. Construction and/or engineering of a bicycle or pedestrian capital or quick build projects.
 2. Maintenance of a Class I shared-use path and Class IV separated bikeways.
 3. Bicycle and/or pedestrian safety education program (no more than 5% of county total).
 4. Development of a comprehensive bicycle or pedestrian facilities plan(s) (allocations to a claimant for this purpose may not be made more than once every five years).
 5. Restriping Class II bicycle lanes and buffered bicycle lanes.
 6. Purchase of maintenance equipment for exclusive use on Class I and/or Class IV facilities.
- Refer to Appendix A for examples of eligible projects.
- c. The claimant is eligible to claim TDA Article 3 funds under Sections 99233.3 or 99234 of the Public Utilities Code.
- d. If it is a Class I, II, III, or IV bikeway project, it must meet the mandatory minimum safety design criteria published in [Chapter 1000 of the California Highway Design Manual](#) (Available via Caltrans website); or if it is a pedestrian facility, it must meet the mandatory minimum safety design criteria published in [Chapter 100 of the California Highway Design Manual](#). Funds may not be used for Class III projects on arterials or streets with posted speed limits above 25 mph.
- e. The project is ready to implement and can be completed within the three-year eligibility period.
- f. If the project includes construction, that it meets the requirements of the California Environmental Quality Act (CEQA, Public Resources Code Sections 21000 et seq.) and project sponsor submits an environmental document that has been stamped by the County Clerk within the past three years.
- g. A jurisdiction agrees to maintain the facility. If the project is a quick build project, the jurisdiction agrees to maintain the project until permanent improvements are implemented. If the project is removed before such time, justification shall be provided to MTC.
- h. The project is included in a locally approved bicycle, pedestrian, transit, multimodal, complete streets, or other relevant plan.

Priority Setting

1. The county coordinator shall create a process for establishing project priorities in order to prepare an annual list of projects being recommended for funding.
2. Each county and city is required to have a Bicycle and Pedestrian Advisory Committee (BPAC) or equivalent body review and prioritize TDA Article 3 bicycle and pedestrian projects and to participate in the development and review of comprehensive bicycle pedestrian, or active transportation plans. BPACs should be composed of both bicyclists and pedestrians.

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

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

A countywide BPAC shall be composed of at least 5 members who live or work in the county. More members may be added as desired. The countywide agency will appoint BPAC members. The county or congestion management agency executive/administrator will designate staff to provide administration and technical support to the Committee.

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

MTC Staff Evaluation

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

Allocation

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

Eligible Expenditures

Eligible expenditures may be incurred from the start of the fiscal year of award plus two additional fiscal years. Allocations expire at the end of third fiscal year following allocation. For example, if funds are allocated to a project in October 2021, a claimant may be reimbursed for eligible expenses that were incurred on or after July 1, 2021. The allocation expires on June 30, 2024 and all eligible expenses must be incurred before this date. All disbursement requests should be submitted by August 31, 2024.

Disbursement

1. The claimant shall submit to MTC the following, no later than two months after the grant expiration date:
 - a) A copy of the allocation instructions along with a dated cover letter referring to the project by name, dollar amount and allocation instruction number and the request for a disbursement of funds;
 - b) Documents showing that costs have been incurred during the period of time covered by the allocation.
 - c) With the final invoice, the claimant shall submit a one paragraph summary of work completed with the allocated funds and photos of the project before and after completion. This information may be included in the cover letter identified in bullet “a” above and is required before final disbursement is made.

Reimbursement requests should be emailed to acctpay@bayareametro.gov.

2. MTC will approve the disbursement and, if the disbursement request was received in a timely fashion and the allocation instruction has not expired, been totally drawn down nor been rescinded, issue an authorization to the County Auditor to disburse funds to the claimant.

Rescissions and Expired Allocations

Funds will be allocated to claimants for specific projects, so transfers of funds to other projects sponsored by the same claimant may not be made. If a claimant has to abandon a project or cannot complete it within the time allowed, it should ask the county or congestion management agency to request that MTC rescind the allocation. Rescission requests may be submitted to and acted upon by MTC at any time during the year. Rescinded funds will be returned to the county's apportionment.

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

Time Extensions

If a project cannot be completed within the time allowed, a claimant may request an extension through the county coordinator. County coordinators will coordinate time extensions with claimants by requesting a written status update of the given project and a summary of all expenditures to date. County coordinators will submit a list of extension requests with status update and summary materials to MTC no later than March 31th of the given year. MTC staff will review the list of extension requests and recommend extensions for the project.

Fiscal Audit

All claimants that have received a disbursement of TDA funds are required to submit an annual certified fiscal and compliance audit for that fiscal year to MTC and to the Secretary of Business and Transportation Agency within 180 days after the close of the fiscal year, in accordance with PUC Section 99245. Article 3 applicants need not file a fiscal audit if TDA funds were not disbursed (that is, reimbursed by MTC) during a given fiscal year. Reimbursement may cover eligible expenditures from a previous fiscal year. Failure to submit the required audit for any TDA article will preclude MTC from making a new Article 3 allocation. For example, a delinquent Article 4.5 fiscal audit will delay any other TDA allocation to the city/county with an outstanding audit. Until the audit requirement is met, no new Article 3 allocations will be made.

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

Appendix A: Examples of Eligible Projects

Below are some examples of eligible projects. If you have questions about whether a proposed project is eligible for funding, please contact the MTC Program Coordinator.

1. Projects that eliminate or improve an identified problem area (specific safety hazards such as high-traffic narrow roadways or barriers to travel) on routes that would otherwise provide relatively safe and direct bicycle or pedestrian travel use. For example, restriping or parking removal to provide space for bicycles; a bicycle/pedestrian bridge across a stream or railroad tracks on an otherwise useful route; a segment of multi-purpose path to divert young bicyclists from a high traffic arterial; a multi-purpose path to provide safe access to a school or other activity center; replacement of substandard grates or culverts; adjustment of traffic-actuated signals to make them bicycle sensitive. Projects based on NACTO (National Association of City Transportation Officials) guidance or similar best practices guidance.
2. Roadway improvements or construction of a continuous interconnected route to provide reasonably direct access to activity centers (employment, educational, cultural, recreational) where access did not previously exist or was hazardous. For example, development of multi-purpose paths on continuous rights-of-way with few intersections (such as abandoned railroad rights-of-way) which lead to activity centers; an appropriate combination of shared-use paths (Class I), bike lanes (Class II), Class III, or separated bikeways (Class IV)
3. Secure bicycle parking facilities, especially in high use activity areas, at transit terminals, and at park-and-ride lots. Desirable facilities include lockers, sheltered and guarded check-in areas; self-locking sheltered racks that eliminate the need to carry a chain and racks that accept U-shaped locks.
4. Other provisions that facilitate bicycle/transit trips and walk/transit. For example, bike racks on buses, paratransit/trailer combinations, and bicycle loan or check-in facilities at transit terminals, bus stop improvements, wayfinding signage.
5. Maintenance of multiple purpose pathways that are closed to motorized traffic or for the purposes of restriping Class II bicycle lanes (provided that the total amount for Class II bicycle lane restriping does not exceed twenty percent of the county's total TDA Article 3 allocation).
6. Funds may be used for construction and plans, specification, and estimates (PS&E) phases of work. Funds may be used for quick build projects. Quick build projects are interim capital improvements that are built with durable, low to moderate cost material to immediately address pedestrian and bicycle needs until capital upgrades are possible. Project level environmental, planning, and right-of-way phases are not eligible uses of funds.

7. Projects that enhance or encourage bicycle or pedestrian commutes, including Safe Routes to Schools projects.
8. Projects that address bicycle and pedestrian safety such as those in the [Local Roadway Safety Manual](#). Intersection safety improvements including protected intersections, bulb-outs/curb extensions, transit stop extensions, installation of pedestrian countdown or accessible pedestrian signals, or pedestrian signal timing adjustments. Striping high-visibility crosswalks or advanced stop-back lines, where warranted.
9. Purchase and installation of pedestrian traffic control devices, such as High-intensity Activated crossWalk (HAWK) beacons, rectangular rapid flashing beacons (RRFB), or pedestrian safety “refuge” islands, where warranted.
10. The project may be part of a larger roadway improvement project as long as the funds are used only for the bicycle and/or pedestrian component of the larger project.
11. Bicycle and Pedestrian Safety Education Programs. Up to five percent of a county's Article 3 fund may be expended to supplement monies from other sources to fund public bicycle and pedestrian safety education programs and staffing.
12. Comprehensive Bicycle and Pedestrian Facilities Plan. Funds may be allocated for these plans (emphasis should be for accommodation of bicycle and walking commuters rather than recreational uses). A city or county may not receive allocations for these plans more than once every five years. Environmental documentation and approval necessary for plan adoption is an eligible expense.

TDA Article 3 Project Application Form

1. Agency	City of Calistoga		
2. Primary Contact	Derek Rayner, Public Works Director		
3. Mailing Address	414 Washington Street, Calistoga, CA 94515		
4. Email Address	drayner@calistogaca.gov	5. Phone Number	707-942-2828
6. Secondary Contact (in the event primary is not available)	David Fradelizio, Deputy Public Works Director		
7. Mailing address (if different) N/A <input checked="" type="checkbox"/>			
8. Email Address	dfradelizio@calistogaca.gov	9. Phone Number	707-339-3938
10. Send allocation instructions to (if different from above):	N/A		
11. Project Title	Oak St Pedestrian Bridge and Community Facilities Access Improvement		
12. Amount requested	\$180,000	13. Fiscal Year of Claim	2026/2027

14. Description of Overall Project:

See Attachment #14

15. Project Scope Proposed for Funding: (Project level environmental, preliminary planning, and ROW are ineligible uses of TDA funds.)

See Attachment #15

16. Project Location: A map of the project location is attached or a link to a online map of the project location is provided below:

Project Map Attached to Application.

Project Relation to Regional Policies (for information only)

17. Is the project in an MTC Identified [Equity Priority Community](#)? Yes No
18. Is this project in a [Priority Development Area](#) or a [Transit-Oriented Community](#)? Yes No

19. Project Budget and Schedule

Project Phase	TDA 3	Other Funds	Total Cost	Estimated Completion (month/year)
Bike/Ped Plan				
ENV				
PA&ED		165,000		
PS&E	\$180,000	300,000*		
ROW		255,000		
CON		1,305,950		
Total Cost	\$180,000	2,025,950	2,205,950	7/2029

*** PREVIOUS TDA-3 AWARD**

Project Eligibility

- A.** Has the project been reviewed by the Bicycle and Pedestrian Advisory Committee? Yes No
 If "YES," identify the date and provide a copy or link to the agenda.
 If "NO," provide an explanation).

- B.** Has the project been approved by the claimant's governing body? Yes No
 If "NO," provide expected date: _____

- C.** Has this project previously received TDA Article 3 funding? Yes No
 (If "YES," provide an explanation on a separate page)

- D.** For "bikeways," does the project meet Caltrans minimum safety design criteria pursuant to [Chapter 1000 of the California Highway Design Manual](#)? Yes No

- E. 1.** Is the project categorically exempt from CEQA, pursuant to CCR Section 15301(c), Existing Facility? Yes No

- 2.** If "NO" above, is the project is exempt from CEQA for another reason? Yes No
 Cite the basis for the exemption. See Attachment #E2 N/A
 If the project is not exempt, please check "NO," and provide environmental documentation, as appropriate.

- F.** Estimated Completion Date of project (month and year): July 2029

- G.** Have provisions been made by the claimant to maintain the project or facility, or has the claimant arranged for such maintenance by another agency? (If an agency other than the Claimant is to maintain the facility, please identify below and provide the agreement. Yes No

- H.** Is a Complete Streets Checklist required for this project ? Yes No
 If the amount requested is over \$250,000 or if the total project phase or construction phase is over \$250,000, a Complete Streets checklist is likely required. Please attach the Complete Streets checklist or record of review, as applicable. More information and the form may be found here: <https://mtc.ca.gov/planning/transportation/complete-streets>

Attachment # 14

The Project will construct an off-street Class I Multi-Use Path connecting South Oak Street and North Oak Street and enhance pedestrian facilities along Cedar Street to extend the reach of the pedestrian bridge. In total, the Project will construct 210 feet of multi-use path, 600 feet of sidewalk, and 6 curb ramps.

The proposed pedestrian bridge will consist of 189 feet of multi-use path that spans across the Napa River. The Project targets deficiencies in the City's active transportation network, where cyclists currently share the road with motorized vehicles along Berry Street and Lincoln Avenue, the City's primary routes across the Napa River. By providing a safer crossing over the Napa River, the Project will enhance bicycle and pedestrian access for students, families, and seniors to schools, community centers, parks, religious institutions, and residential single- and multi-family.

The Project will close 600 feet of sidewalk gaps and install 6 Americans with Disabilities Act (ADA) compliant curb ramps along Oak Street and Cedar Street to extend the reach of the pedestrian bridge and provide dedicated walking facilities. These improvements will provide separation between vehicles and pedestrians, establishing a safe pathway for students traveling by bike or foot to Calistoga Elementary School and Calistoga Junior/High School. The project is within 0.15 mile from Calistoga Elementary School and 0.5 mile to the Calistoga Junior/High School.

The Project addresses a significant gap in Calistoga's active transportation network by enhancing connectivity over the Napa River, which currently serves as a barrier between the north and south areas of the community. The residents and students living on the south side of the River have limited options for connecting to public facilities on the north side of the River, such as the Calistoga Junior-Senior High School, Logvy Park, Calistoga Community Pool, Boys & Girls Club, and the County Fairgrounds. Similarly, students and families living north of the river have limited access to Calistoga Elementary School, the only K-8 school in the City. The Project will provide a significant reduction in time and improve walkability to access the following facilities and amenities located within a ½ mile from the project area.

1. Logvy Park
2. Calistoga Community Pool
3. Calistoga Art Center
4. Sattui Preschool
5. Mt St Helena Golf Course
6. Boys and Girls Club
7. Calistoga Fairgrounds
8. Calistoga Elementary School

9. Calistoga Junior/High School

10. Logvy Softball Field

The Project is designated as a Proposed Safe Routes to School under the City's 2014 Active Transportation Plan and 2020 Walk Audit Report. Over 721 residences would directly benefit by gaining shortened walking or biking paths to Calistoga Junior-Senior High School and Calistoga Elementary School, avoiding longer routes via Berry Street, Highway 29, and the Heather Oaks Park bridge.

The Project will also extend access across the City for senior residents of the Rancho de Calistoga mobile home park. Currently, senior residents have direct access to neighborhoods south of the City via an existing Class I Multi Use Path along Cedar St. The Project will extend the reach to the north side and avoid a longer commute along Berry Street.

15. Project Scope Proposed for Funding:

The South Oak Street Pedestrian/Bicycle Bridge Project has been programmed in the City's FY 2025/26 adopted budget and is positioned to proceed into design. The City has completed a competitive consultant selection process and anticipates awarding the design contract to Mark Thomas. While initial funding supports near-term progress, the City anticipates requiring the requested \$180,000 in TDA-3 grant funds to sustain design and related work beyond March 2027 and advance the project toward construction readiness.

(Project level environmental, preliminary planning, and ROW are ineligible uses of TDA funds.)

Task 1 - Overall Project Management. The City will manage the consultant in the execution of all tasks. This includes budget management and tracking and updating the project schedule to prioritize task deliverables critical to project implementation.

Task 2 - Hire Consultant to Prepare Construction Plans, Specifications and Estimate; and to Obtain Regulatory Permits. The City will issue a request for proposals to qualified professionals to prepare construction plans, specifications and estimate and to obtain regulatory permits. The City will enter into a contract for services with the selected consultant.

Task 3 - Project Coordination. The consultant will provide ongoing coordination and communication with the project team to organize and facilitate project deliverables. Consultant will schedule and

lead progress meetings to summarize completed work, next steps, and adapt to changing project conditions, as required.

Task 4 - Prepare Construction Plans, Specifications and Cost Estimate. Consultant will prepare complete construction bid documents including design drawings, technical specifications and estimate of construction costs for the Project. The Project documents will include structural design sheets, structural calculations, tree removals, construction of the bridge abutments, placement of the bridge, and native plant revegetation, civil/site features, and ramps.

Attachment #E2

E2. If “NO” above, is the project is exempt from CEQA for another reason? Yes No

Cite the basis for the exemption. **CEQA Statute Section 21080.25(b)(1): *Pedestrian and bicycle facilities that improve safety, access, or mobility, including new facilities within the public right-of-way***

1. Contact Name	David Fradelizio
2. Email Address	dfradelizio@ci.calistoga.ca.us
3. Contact Phone Number	7073393928
4. City/Jurisdiction/Agency (If your option is not listed, select "Other")	Calistoga
6. County	Napa
8. Is your project seeking regional discretionary funds or an endorsement?	Regional discretionary funding
9. If your project is seeking regional discretionary funding, please choose which funding program. Please reach out to the grant Program Manager for confirmation.	Transportation Development Act (TDA) Article 3
10. Project Name/Title	Sout Oak Street Pedestrian/Bicycle Footbridge
Project Location	Calistoga
11. Project Area/Location - Please include jurisdiction name(s), project extents, length of segment, street names, transit stop/stations, etc.	S. Oak St. crossing the Napa River to existing ped/bike facilities at Logvy Park,
12. Project Area Map (Attach if applicable) Please save the file "Project Name_YourJurisdictionName_Map." Add the name of the file being uploaded below. Then Click Here to upload your file.	Attached through Box
13. Project Description (200 character limit). Please provide a short description of your project.	The Project will construct an off-street Class I Multi-Use Path connecting South Oak Street and North Oak Street and enhance pedestrian facilities along Cedar Street to extend the reach of the pedestrian bridge. In total, the Project will construct 210 feet of multi-use path, 600 feet of sidewalk, and 6 curb ramps.
14. Please choose the project phase(s).	Environmental (ENV) Design Engineering (PSE)
15. Please check all the modes that the project includes:	bicycle pedestrian

16. Do you think your project qualifies for a Statement of Exception?

No

Topic: Bicycle, Pedestrian and Transit Planning

17. Please check all of the relevant plans that this project helps to implement.

City/County General + Specific Area Plans
Bicycle, Pedestrian and/or Active Transportation Plan(s)
Community-Based Transportation Plan
ADA Transition Plan
Vision Zero/Systematic Safety Plan

19. Does the project area contain segments of the regional Active Transportation (AT) Network? [See MTC's AT Network map here]

Yes

20. If yes, describe how the project adheres to the National Association of City Transportation Officials (NACTO's) "Designing for All Ages & Abilities Contextual Guidance for High-Comfort Bicycle Facilities" and/or the Architectural and Transportation Barriers Compliance Board's "Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way." Background: MTC's Complete Streets Policy states, "Projects on the AT Network shall incorporate design principles based on designing for "All Ages and Abilities" contextual guidance provided by the National Association of City Transportation Officials (NACTO), and consistent with state and national best practices. The Proposed Public Rights-of-Way Accessibility Guidelines (PROWAG) (adopted July 2024,) by the U.S. Access Board should also be referenced during design."

The proposed project exemplifies the design principles of the National Association of City Transportation Officials' (NACTO) "Designing for All Ages & Abilities" contextual guidance by creating a safe, comfortable, and accessible active transportation corridor that accommodates users of varying ages and mobility levels. Specifically, the construction of a new Class I multi-use path and pedestrian bridge across the Napa River provides a high-comfort, physically separated route for cyclists and pedestrians, thereby addressing critical safety gaps on Berry Street and Lincoln Avenue, where no separated infrastructure currently exists.

The project design aligns with NACTO's key recommendations for All Ages & Abilities facilities by:

Providing complete separation from motor vehicle traffic, including a fully off-street multi-use path and bridge, to protect vulnerable users such as children, older adults, and individuals with disabilities.

Minimizing conflict points at intersections and driveways, particularly through the installation of ADA-compliant curb ramps and enhanced pedestrian facilities along Cedar Street and Oak Street.

Ensuring network connectivity and short, direct routes to major destinations, including Calistoga Elementary and Junior/Senior High Schools, community parks, and senior housing at Rancho de Calistoga.

In addition, the Project incorporates the July 2024 Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way (PROWAG), as adopted by the U.S. Access Board. Specifically, the project ensures:

ADA-compliant curb ramps at all crossings, designed to meet current slope, width, and landing specifications for accessibility.

Continuous, obstruction-free sidewalks with appropriate width and surface treatment to accommodate individuals using mobility devices. Accessible pedestrian crossings and connections that comply with PROWAG design criteria, including detectable warning surfaces and accessible pedestrian access routes.

By integrating both NACTO and PROWAG standards, the project will establish a safe, inclusive, and connected environment that enables children, families, older adults, and people with disabilities to walk or bike to key destinations throughout Calistoga with confidence and ease.

21. Is the project on a known High Injury Network (HIN) or has a local traffic safety analysis found a high incidence of bicyclist/pedestrian-involved crashes within the project area?

No

22. Please summarize the traffic safety conditions and describe the project's traffic safety measures. The Bay Area Vision Zero System may be a helpful resource.

The project area currently exhibits several critical traffic safety concerns for vulnerable road users: Lack of dedicated bicycle and pedestrian infrastructure: Cyclists and pedestrians must navigate Berry Street and Lincoln Avenue—two high-traffic corridors that serve as the City's primary crossings over the Napa River—without physical separation from vehicles.

Gaps in sidewalk infrastructure: Approximately 600 feet of missing sidewalk and a lack of ADA-compliant curb ramps limit safe and continuous pedestrian access, particularly for children, seniors, and individuals with disabilities.

Unsafe school routes: Students walking or biking to Calistoga Elementary School and Calistoga Junior/Senior High School must use longer, less safe routes that include high-speed traffic corridors and indirect crossings.

Disconnected neighborhoods: The Napa River acts as a physical barrier that separates residential communities from key public amenities and schools, forcing pedestrians and cyclists onto routes that prioritize motor vehicle flow over safety. These conditions conflict with the Vision Zero goal of eliminating traffic-related fatalities and serious injuries by failing to prioritize the safety of non-motorized users in the street design.

In response, the project introduces a comprehensive set of safety improvements aligned with Vision Zero principles:

Construction of a Class I Multi-Use Path and Pedestrian Bridge:

Provides 189 feet of off-street, physically separated path across the Napa River, eliminating the need for pedestrians and cyclists to share road space with vehicles.

Reduces exposure to vehicle conflict points and creates an all-ages-and-abilities connection between north and south Calistoga.

Sidewalk Gap Closures (600 feet):

Completes critical links in the pedestrian network along Oak Street and Cedar Street.

Enhances walkability and reduces mid-block crossings and unsafe walking behavior.

Installation of Six ADA-Compliant Curb Ramps:

Facilitates safe crossings for individuals using wheelchairs, strollers, or other mobility devices.

Ensures intersections are accessible, visible, and easier to navigate, in line with PROWAG and Vision Zero design guidance.

Improved Access to Schools and Community Facilities:

Establishes a safer, more direct route for students traveling to nearby schools.

Encourages mode shift from car trips to walking and biking, reducing school-related congestion and crash risk.

Prioritization of High-Risk Users:

The project directly benefits over 721 residences, including senior residents at Rancho de Calistoga and families with school-aged children, groups identified as high-priority under Vision Zero equity frameworks.

23. Does the project area include existing or planned public, fixed route transit service? Fixed route transit is defined as scheduled, publicly accessible transit where vehicles operate along established routes with designated stops at predetermined times or on a predetermined headway. This would exclude private shuttle services, special event services, and demand-responsive/paratransit services.

No

25. Have all potentially affected transit agencies had the opportunity to review this project? If yes, please save the email from transit operator(s) below.

No

26. Please provide a 2-4 sentence overview of the project's estimated benefits and impacts to transit, once implemented (e.g., transit

The project will improve first- and last-mile access to regional and local transit services by enhancing pedestrian and bicycle connectivity across the Napa River, making it safer and more convenient

travel time impacts, changes to transit stop access). For projects in construction phase: please list project's temporary impacts to transit during construction (e.g., changes to transit stop location or access, transit travel time impacts).

for residents, especially students, seniors, and low-income households, to reach nearby transit stops.

27. Is there a MTC Mobility Hub (map) within the project area?

No

If the project has completed conceptual design, please check all the infrastructure elements that will be included in this phase of the Project:

Class I Multi-Use Trail or Path
Sidewalk Gap Closure
New Crosswalk
Updated Crosswalk
Ped/Bike Bridge

Will the project help to improve active transportation or transit in an Equity Priority Community (EPC)?

Yes

Please list census tracts that are designated as EPCs and affected by this project.

202000

Compliance and Exemption with Bicycle and Pedestrian Committee (or Equivalent) Review

Is this project in compliance with MTC Complete Street's Policy (Resolution 4493)? If Yes, please move to BPAC review. If No, please fill out the Statement of Exception section.

Yes

Has a local (city or county) Bicycle and Pedestrian Advisory Commission (BPAC) reviewed this Checklist? The CS Checklist will begin review once the BPAC meeting notes are included in this form. If a project is seeking an exception, a BPAC review is still required.

Yes

Please provide the meeting date(s).

June 5, 2024

Please provide a summary of meeting comments. If meeting date hasn't occurred yet, please share BPAC meeting comments here.

Active Transportation Advisory Committee Members unanimously supported the project without exceptions

1. The affected roadway is legally prohibited for use by bicyclists and/or pedestrians. Yes/No? No

2. The costs of providing Complete Streets improvements are excessively disproportionate to the need or probable use (defined as more than 20 percent for Complete Streets elements of the total project cost). No

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To generate customized PDFs from Google Forms, download [Document Studio](#) ([video demo](#)).

These messages are not added in the [premium version](#).

TDA Article 3 Project Application Form

1. Agency	Town of Yountville		
2. Primary Contact	Rosalba Ramirez, Deputy Public Works Director		
3. Mailing Address	6550 Yount Street Yountville, CA 94599		
4. Email Address	rramirez@yville.com	5. Phone Number	(707) 944-9851
6. Secondary Contact (in the event primary is not available)	John Ferons, Public Works Director		
7. Mailing address (if different) N/A <input type="checkbox"/>			
8. Email Address	jferons@yville.com	9. Phone Number	707-944-8851
10. Send allocation instructions to (if different from above):			
11. Project Title	Multi- Modal Improvements on California Drive		
12. Amount requested	\$125,000	13. Fiscal Year of Claim	2026-2027

14. Description of Overall Project:

California Drive is a heavily used corridor for cyclists and pedestrians traveling on the Vine Trail into the Town of Yountville from the south. It is also the primary entry route for wheelchair users, including veterans traveling from the Cal-Vet Yountville to the west. Grant funds will be used to advance a contract for the design of multi-modal mobility improvements, coordinated with facilities and right-of-way controlled by Caltrans and the Napa Valley Wine Train.

15. Project Scope Proposed for Funding: (Project level environmental, preliminary planning, and ROW are ineligible uses of TDA funds.)

The Town has an active on-call contract with a transportation design engineering firm, and has begun evaluating improvements to the California Drive corridor. Due to the corridor s complex conditions, preliminary design cost estimates are higher than initially anticipated. Requested grant funds will be used to refine and finalize the project scope and complete design services with the on-call consulting firm. Once design is complete, the Town will advance the project to construction using other secured funding sources.

16. Project Location: A map of the project location is attached or a link to a online map of the project location is provided below:

See map attached.

Project Relation to Regional Policies (for information only)

17. Is the project in an MTC Identified [Equity Priority Community](#)? Yes No

18. Is this project in a [Priority Development Area](#) or a [Transit-Oriented Community](#)? Yes No

19. Project Budget and Schedule

Project Phase	TDA 3	Other Funds	Total Cost	Estimated Completion (month/year)
Bike/Ped Plan				
ENV				
PA&ED				
PS&E	\$125,000	\$25,000	\$150,000	
ROW				
CON				
Total Cost				

Project Eligibility

- A. Has the project been reviewed by the Bicycle and Pedestrian Advisory Committee? Yes No
 If "YES," identify the date and provide a copy or link to the agenda.
 If "NO," provide an explanation).

- B. Has the project been approved by the claimant's governing body? Yes No
 If "NO," provide expected date: Council Meeting May 5,2026

- C. Has this project previously received TDA Article 3 funding? Yes No
 (If "YES," provide an explanation on a separate page)

- D. For "bikeways," does the project meet Caltrans minimum safety design criteria pursuant to [Chapter 1000 of the California Highway Design Manual](#)? Yes No

- E. 1. Is the project categorically exempt from CEQA, pursuant to CCR Section 15301(c), Existing Facility? Yes No
 2. If "NO" above, is the project is exempt from CEQA for another reason? Yes No
 Cite the basis for the exemption. _____ N/A
 If the project is not exempt, please check "NO," and provide environmental documentation, as appropriate.

- F. Estimated Completion Date of project (month and year): March 1, 2027

- G. Have provisions been made by the claimant to maintain the project or facility, or has the claimant arranged for such maintenance by another agency? (If an agency other than the Claimant is to maintain the facility, please identify below and provide the agreement. Yes No

- H. Is a Complete Streets Checklist required for this project ? Yes No
 If the amount requested is over \$250,000 or if the total project phase or construction phase is over \$250,000, a Complete Streets checklist is likely required. Please attach the Complete Streets checklist or record of review, as applicable. More information and the form may be found here: <https://mtc.ca.gov/planning/transportation/complete-streets>

Town of Yountville
Resolution Number 26-XXXX

A RESOLUTION OF THE TOWN COUNCIL OF THE TOWN OF YOUNTVILLE 26-XXXX TO REQUEST THE METROPOLITAN TRANSPORTATION COMMISSION FOR THE ALLOCATION OFF FISCAL YEAR 2026/2027 TRANSPORTATION DEVELOPMENT ACT ARTICLE 3 PEDESTRIAN/BICYCLE PROJECT FUNDING FOR THE DESIGN OF MULTI-MODAL IMPROVEMENTS ON CALIFORNIA DRIVE.

Recitals

- A. Article 3 of the Transportation Development Act (TDA), Public Utilities Code (PUC) Section 99200 et seq., authorizes the submission of claims to a regional transportation planning agency for the funding of projects exclusively for the benefit and/or use of pedestrians and bicyclists; and
- B. The Metropolitan Transportation Commission (MTC), as the regional transportation planning agency for the San Francisco Bay region, has adopted MTC Resolution No. 4108, Revised, entitled "Transportation Development Act, Article 3, Pedestrian/Bicycle Projects," which delineates procedures and criteria for submission of requests for the allocation of "TDA Article 3" funding; and
- C. MTC Resolution No. 4108, Revised requires that requests for the allocation of TDA Article 3 funding be submitted as part of a single, countywide coordinated claim from each county in the San Francisco Bay region; and
- D. The Town of Yountville is eligible to request an allocation of TDA Article 3 funds pursuant to Section 99234 of the Public Utilities Code, and desires to submit a request to MTC for the allocation of TDA Article 3 funds to support a project for the exclusive benefit and/or use of pedestrians and/or bicyclists.
- E. A certified copy of this resolution and its attachments, and any accompanying supporting materials shall be forwarded to the congestion management agency, countywide transportation planning agency, or county association of governments, as the case may be, of Napa County for submission to MTC as part of the countywide coordinated TDA Article 3 claim.

Now, therefore, the Town Council of the Town of Yountville does resolve as follows:

- 1. The Town of Yountville declares it is eligible to request an allocation of TDA Article 3 funds pursuant to Section 99234 of the Public Utilities Code
- 2. There is no pending or threatened litigation that might adversely affect the project or projects described in this resolution, or that might impair the ability of the Town of Yountville to carry out the project
- 3. The Town of Yountville attests to the accuracy of and approves the statements in Attachment A to this resolution.
- 4. A certified copy of this resolution and its attachments, and any accompanying supporting materials shall be forwarded to the congestion management agency, countywide transportation planning agency, or county association of governments, as the case may be, of Napa Count for submission to MTC as part of the countywide TDA Article 3 claim.
- 5. The Resolution is hereby adopted and becomes effective and in full force immediately upon adoption.

PASSED AND ADOPTED at a regular meeting of the Town Council of the Town of Yountville, State of California, held on this 5 day of May 2026 by the following vote:

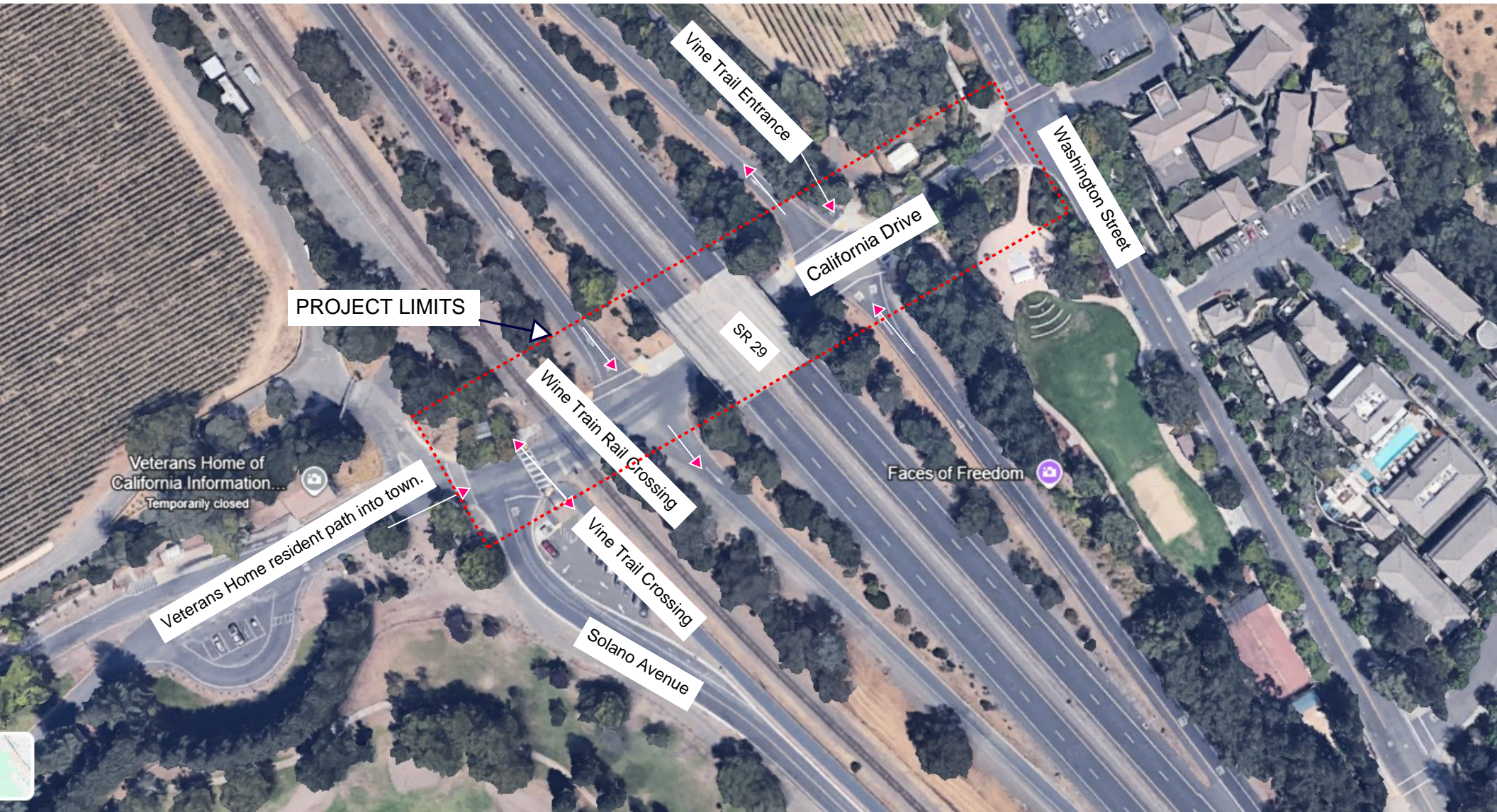
AYES:

NOES:
ABSENT:
ABSTAIN:

Margie Mohler, Mayor

ATTEST:

Hilary Gaede, Communications Director/Town Clerk



**TDA 3-FY 26/27
PROJECT LOCATION MAP
CALIFORNIA DRIVE FROM WASHINGTON STREET TO SOLANO AVENUE
TOWN OF YOUNTVILLE**

Town of Yountville

12 participants responded to the Town of Yountville prioritization list.

8. Town of Yountville. Below are the street segments where we believe improved bike infrastructure is most needed in Yountville to improve connectivity. They are arranged so...

12 Responses



1. SR 29 undercrossing at California Boulevard – connections between town, Vine Trail, and the Veterans Home

- Desired improvement:
 - SR 29 on/off ramps where Vine Trail crosses: high-visibility crosswalks with green conflict markings (see example from City of Davis below), signage warning drivers of bicyclists/pedestrians ahead on off-ramps, shorten crossings/narrow ramps to improve visibility/crossing
 - Class II bike lane eastbound connecting Vine Trail to Class II heading into downtown Yountville. Conflict markings at on/off ramps

2. Madison Street (from the Vine Trail to Yount St) with a focus on intersections

- Desired improvement:
 - Washington St intersection: Conflict markings adjacent to crosswalks throughout intersection to facilitate two-step left turns
 - Yount St intersection: Bulb-out at northwest corner, move southbound stop up
 - Throughout corridor: Conflict markings where bike lanes become dotted, crosswalks on all four legs of intersections

The Town of Yountville was not evaluated in the People for Bikes Bicycle Network Analysis.



Figure 1. Napa County Bicycle Coalition Priority Improvements Recommendations.



Figure 2- Conceptual Improvement rendering by GHD for the Budget Council Meeting April 2026



Figure 3- Conceptual Improvement rendering by GHD for the Budget Council Meeting April 2026

TDA Article 3 Project Application Form

1. Agency	Napa Valley Transportation Authority (NVTA)		
2. Primary Contact	Jonathan Stanton		
3. Mailing Address	625 Burnell St. Napa, CA 94559		
4. Email Address	jstanton@nvta.ca.gov	5. Phone Number	(707) 259-8634
6. Secondary Contact (in the event primary is not available)	Grant Bailey		
7. Mailing address (if different) N/A <input checked="" type="checkbox"/>			
8. Email Address	gbailey@nvta.ca.gov	9. Phone Number	(707) 259-5951
10. Send allocation instructions to (if different from above):			
11. Project Title	Burnell St. Sidewalk Improvements		
12. Amount requested	\$100,000	13. Fiscal Year of Claim	2027

14. Description of Overall Project:

The Burnell st. Sidewalk Improvements project proposes to construct sidewalks, curb & gutter on the east side of Burnell st. between 4th st. and 7th st. There are sidewalks on the east side of Burnell North of 4th st., and south of 7th. st. The portion where the project proposes to build sidewalk is currently an unimproved shoulder, adjacent to Napa Valley Expo property.

15. Project Scope Proposed for Funding: (Project level environmental, preliminary planning, and ROW are ineligible uses of TDA funds.)

The proposed scope for TDA-3 funding would be for PS&E and to bring project to 100% design completion.

16. Project Location: A map of the project location is attached or a link to a online map of the project location is provided below:

Burnell st. from 4th st. to 7th st. See attached maps

Project Relation to Regional Policies (for information only)

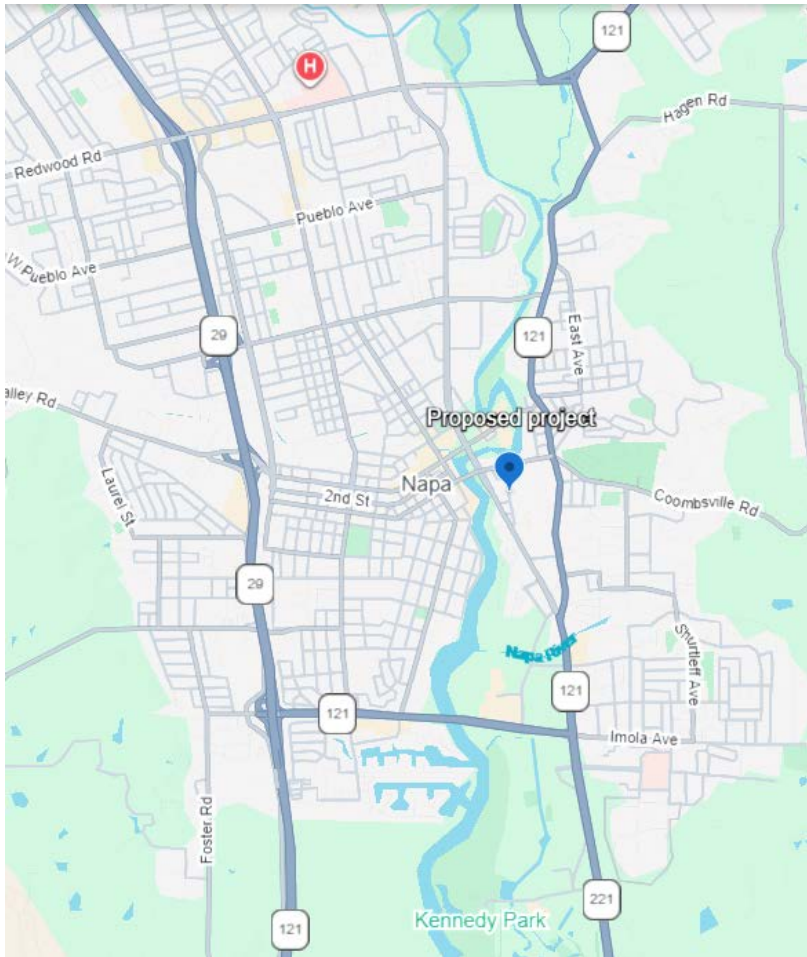
17. Is the project in an MTC Identified [Equity Priority Community](#)? Yes No
18. Is this project in a [Priority Development Area](#) or a [Transit-Oriented Community](#)? Yes No

19. Project Budget and Schedule

Project Phase	TDA 3	Other Funds	Total Cost	Estimated Completion (month/year)
Bike/Ped Plan				
ENV				
PA&ED				
PS&E	\$100,000		\$100,000	
ROW		\$25,000	\$25,000	
CON		\$500,000	\$500,000	
Total Cost	\$100,000	\$525,000	\$625,000	12/2027

Project Eligibility

- A.** Has the project been reviewed by the Bicycle and Pedestrian Advisory Committee? Yes No
 If "YES," identify the date and provide a copy or link to the agenda.
 If "NO," provide an explanation). Project will be reviewed at June 2026 ATAC
- B.** Has the project been approved by the claimant's governing body? Yes No
 If "NO," provide expected date: July 15 2026
- C.** Has this project previously received TDA Article 3 funding? Yes No
 (If "YES," provide an explanation on a separate page)
- D.** For "bikeways," does the project meet Caltrans minimum safety design criteria pursuant to [Chapter 1000 of the California Highway Design Manual](#)? Yes No
 N/A
- E. 1.** Is the project categorically exempt from CEQA, pursuant to CCR Section 15301(c), Existing Facility? Yes No
- 2.** If "NO" above, is the project is exempt from CEQA for another reason? Yes No
 Cite the basis for the exemption. Pedestrian and Bicycle Facilities
 If the project is not exempt, please check "NO," and provide environmental documentation, as appropriate.
- F.** Estimated Completion Date of project (month and year): 07/2027
- G.** Have provisions been made by the claimant to maintain the project or facility, or has the claimant arranged for such maintenance by another agency? (If an agency other than the Claimant is to maintain the facility, please identify below and provide the agreement. **Maintenance agreement discussions in progress**) Yes No
- H.** Is a Complete Streets Checklist required for this project ? Yes No
 If the amount requested is over \$250,000 or if the total project phase or construction phase is over \$250,000, a Complete Streets checklist is likely required. Please attach the Complete Streets checklist or record of review, as applicable. More information and the form may be found here: <https://mtc.ca.gov/planning/transportation/complete-streets>



NVTA TDA-3 Program: Application Funding Summary by Fiscal Year

Project Sponsor	Project Description	Total Requested	NVTA Staff Recommendation	Available & Requested Funding by Year		Prior TDA-3 Project Funding
				FY 26-27	FY 27-28	
				\$250,000	\$200,000	
City of Calistoga	Fund PS&E for off-street Class I path connecting Logvy Park to South Oak Street including new bike/ped bridge over the Napa River.	\$180,000	\$150,000	\$180,000	\$0	\$300,000
Town of Yountville	Fund concept development & design of multimodal improvements to California Drive between Solano Ave and Washington Street.	\$125,000	\$0*	\$125,000	\$0	\$0
Napa Valley Transportation Authority	Fund PS&E for ~875 feet of sidewalk, curb & gutter for gap closure on Burnell Street in City of Napa from 4th Street to approx 7th Street.	\$100,000	\$100,000	\$100,000	\$0	\$0
Totals		\$405,000		(\$155,000)	\$200,000	

*Staff recommend that this project be prioritized in the planned FY 27/28 cycle, pending submission of a complete application consistent with program guidelines.