

Napa Valley Transportation Authority

625 Burnell Street
Napa, CA 94559



Agenda - Final

Monday, May 18, 2026
5:30 PM

JoAnn Busenbark Board Room

Active Transportation Advisory Committee (ATAC)

The Napa Valley Transportation Authority (NVRTA) Active Transportation Advisory Committee (ATAC) meeting will be held in person. A Zoom option will be available for members of the public to participate. All committee members are expected to participate in person and follow the traditional Brown Act rules.

All materials relating to an agenda item for an open session of a regular meeting of the Active Transportation Advisory Committee (ATAC) are posted on the NVRTA website at: <https://nctpa.legistar.com/Calendar.aspx>

PUBLIC MEETING GUIDELINES FOR PARTICIPATING VIA PHONE/VIDEO CONFERENCING

- 1) To join the meeting via Zoom video conference from your PC, Mac, iPad, iPhone or Android at the noticed meeting time, go to <https://zoom.us/join> and enter meeting ID 92900898715
- 2) To join the Zoom meeting by phone - dial 1-669-900-6833, enter meeting ID: 929 0089 8715 If asked for the participant ID or code, press #.

Public Comments

Members of the public may comment on matters within the purview of the Committee that are not on the meeting agenda during the general public comment item at the beginning of the meeting. Comments related to a specific item on the agenda must be reserved until the time the agenda item is considered and the Chair invites public comment. Members of the public are welcome to address the Committee, however, under the Brown Act Committee members may not deliberate or take action on items not on the agenda, and generally may only listen.

Instructions for submitting a Public Comment are on the next page.

Members of the public may submit a public comment in writing by emailing info@nvta.ca.gov by 12:00 p.m. on the day of the meeting with PUBLIC COMMENT as the subject line (for comments related to an agenda item, please include the item number). All written comments should be 350 words or less, which corresponds to approximately 3 minutes or less of speaking time. Public comments emailed to info@nvta.ca.gov after 12 p.m. the day of the meeting will be entered into the record but not read out loud. If authors of the written correspondence would like to speak, they are free to do so and should raise their hand and the Chair will call upon them at the appropriate time.

1. To comment during a virtual meeting (Zoom), click the “Raise Your Hand” button (click on the “Participants” tab) to request to speak when Public Comment is being taken on the Agenda item. You must unmute yourself when it is your turn to make your comment for up to 3 minutes. After the allotted time, you will then be re-muted. Instructions for how to “Raise Your Hand” are available at <https://support.zoom.us/hc/en-us/articles/205566129-Raise-Hand-In-Webinar>.

2. To comment by phone, press “*9” to request to speak when Public Comment is being taken on the Agenda item. You must unmute yourself by pressing “*6” when it is your turn to make your comment, for up to 3 minutes. After the allotted time, you will be re-muted.

Instructions on how to join a Zoom video conference meeting are available at: <https://support.zoom.us/hc/en-us/articles/201362193-Joining-a-Meeting>

Instructions on how to join a Zoom video conference meeting by phone are available at: <https://support.zoom.us/hc/en-us/articles/201362663-Joining-a-meeting-by-phone>

Note: The methods of observing, listening, or providing public comment to the meeting may be altered due to technical difficulties or the meeting may be cancelled, if needed.

All materials relating to an agenda item for an open session of a regular meeting of the NVTA ATAC are posted on the NVTA website 72 hours prior to the meeting at: <https://nctpa.legistar.com/Calendar.aspx> or by emailing info@nvta.ca.gov to request a copy of the agenda.

Materials distributed to the members of the Committee present at the meeting will be available for public inspection after the meeting. Availability of materials related to agenda items for public inspection does not include materials which are exempt from public disclosure under Government Code sections 6253.5, 6254, 6254.3, 6254.7, 6254.15, 6254.16, or 6254.22.

Americans with Disabilities Act (ADA): This Agenda shall be made available upon request in alternate formats to persons with a disability. Persons requesting a disability-related modification or accommodation should contact Kathy Alexander, NVTA Deputy Board Secretary, at (707) 259-8627 during regular business hours, at least 48 hours prior to the time of the meeting.

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

Acceso y el Título VI: La NVTA puede proveer asistencia/facilitar la comunicación a las personas discapacitadas y los individuos con conocimiento limitado del inglés quienes quieran dirigirse a la Autoridad. Para solicitar asistencia, por favor llame al número (707) 259-8627. Requerimos que solicite asistencia con tres días hábiles de anticipación para poderle proveer asistencia.

Ang Accessibility at Title VI: Ang NVTA ay nagkakaloob ng mga serbisyo/akomodasyon kung hilingin ang mga ito, ng mga taong may kapansanan at mga indibiduwal na may limitadong kaalaman sa wikang Ingles, na nais na matugunan ang mga bagay-bagay na may kinalaman sa NVTA ATAC. Para sa mga tulong sa akomodasyon o pagsasalin-wika, mangyari lang tumawag sa (707) 259-8627. Kakailanganin namin ng paunang abiso na tatlong araw na may pasok sa trabaho para matugunan ang inyong kahilingan.

1. Call To Order
2. Roll Call
3. Public Comment
4. Committee Member Comments
5. Staff Comments

6. STANDING AGENDA ITEMS

6.1 Executive Director's Report (Danielle Schmitz) (Pages 6-8)

Recommendation: Information only

Attachments: [6.1 ED Report.pdf](#)

6.2 Safe Routes to School (SRTS) Update

6.3 Napa Valley Vine Trail Update

6.4 Active Transportation Legislative Updates*

6.5 Caltrans Report (Patrick Band) (Pages 9-17)

Recommendation: Information only

Attachments: [6.5 Caltrans Report.pdf](#)

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

7. PRESENTATIONS

7.1 Active Transportation Projects Update - City of Napa (Lorien Clark)

Recommendation: Information only

Estimated Time: 6:10 p.m.

7.2 Quick Build and Daylighting Policies (Patrick Band)

Recommendation: Information only

Estimated Time: 6:25 p.m.

8. CONSENT AGENDA

8.1 Meeting Minutes of March 23, 2026 (Arcie Alvarado) (Pages 18-20)

Recommendation: ATAC action will approve the March 23, 2026 Meeting Minutes.

Estimated Time: 6:40 p.m.

Attachments: [8.1 Draft Minutes](#)

9. REGULAR AGENDA ITEMS

**9.1 Transportation Development Act Article 3 (TDA-3) Project
Programming Recommendation (Patrick Band) (Pages 21-62)**

Recommendation: That the ATAC review TDA-3 project applications for Fiscal Years (FY) 2025-26 through FY 2026-2027 and provide a recommendation on draft programming to the NVTA Technical Advisory Committee (TAC) and Board of Directors.

Estimated Time: 6:45 p.m.

Attachments: [9.1 Staff Report](#)

**9.2 State Route 29 American Canyon Corridor - Complete Streets
Checklist Review (Jonathan Stanton) (Pages 63-68)**

Recommendation: That the ATAC review and provide comments on the State Route 29 American Canyon Corridor Project for the purposes of Complete Streets Checklist review.

Estimated Time: 6:55 p.m.

Attachments: [9.2 Staff Report.pdf](#)

9.3 Burnell Street Sidewalk Improvements - Complete Streets Checklist Review and Project Funding Recommendation (Patrick Band) (Pages 69-74)

Recommendation: That the ATAC review the proposed Burnell Street Sidewalk Improvements project and provide a recommendation to the NVTA Board of Directors to support efforts to secure funding to complete design engineering and related tasks necessary to advance the project.

Estimated Time: 7:05 p.m.

Attachments: [9.3 Staff Report.pdf](#)

9.4 NVTA Unified Call for Projects - Cycle 1 (Diana Meehan) (Pages 75-87)

Recommendation: NVTA staff has developed the first Unified Call for Projects to create a coordinated process for soliciting projects across multiple funding programs through a single call. This approach is intended to streamline the application process, make it easier for applicants to understand which projects align with available fund sources and reduce administrative burden for both applicants and staff. Information only

Estimated Time: 7:15 p.m.

Attachments: [9.4 Staff Report.pdf](#)

10. FUTURE AGENDA ITEMS

11. ADJOURNMENT

11.1 The next regularly scheduled meeting for the NVTA Active Transportation Advisory Committee is Monday, July 27, 2026 at 5:30 p.m.

I, Kathy Alexander, hereby certify that the agenda for the above stated meeting was posted at a location freely accessible to members of the public at the NVTA offices, 625 Burnell Street, Napa, CA by 5:00 p.m., on May 11, 2026.

Kathy Alexander (e-sign)

Kathy Alexander, Deputy Board Secretary



NAPA VALLEY TRANSPORTATION AUTHORITY Active Transportation Advisory Committee (ATAC) Agenda Memo

TO: Active Transportation Advisory Committee (ATAC)
FROM: Danielle Schmitz, Executive Director
REPORT BY: Danielle Schmitz, Executive Director
(707) 259-5968 / Email: dschmitz@nvta.ca.gov
SUBJECT: Executive Director Report

RECOMMENDATION

That the Napa Valley Transportation Authority Active Transportation Advisory Committee (ATAC) receive the Executive Director Report.

BACKGROUND

Local Update

Bottle Rock Schedules/Free Transit - NVTA staff have released BottleRock schedules – please let your friends and neighbors know there will be free transit all BottleRock weekend!

Outreach- NVTA hosted Valley Oak High School students on a field trip at the Bus Maintenance Facility and provided a tour and hands-on experience. The Maintenance Manager and transit planners provided career path information, and it was an informative and positive experience for the students. Thank you to our Transit team!

On April 18th, NVTA staff participated in Earth Day at the Oxbow Commons. We had a great turn out and community members enjoyed being able to tour our fully electric Art Bus.

Notice- Full closure of SR 29 in Rutherford for the culvert replacement project from 10:00pm to 6:00am with a detour on Silverado Trail began on April 28 and is expected to complete by May 8th.

Vision Zero Update- NVTA is kicking off the Napa Valley Vision Zero data update and progress report – we completed the Vision Zero plan in 2023, and this is a benchmark report.

Join Us - NVTA will be participating in the Vine Trail Month of Movement starting May 1st. If any committee members would like to join the Notorious Valley Transportation Animals team, and walk, bike or roll in the month of May, please let us know and we will add you to our team.

NVTA will also be participating in BikeFest on Sunday May 3rd at the Oxbow Commons and Bike to Wherever Day on Thursday, May 14th. Stop by our energizer station on Soscol Avenue at Vallejo Street from 7:00am – 9:00am.

Regional Update

Metropolitan Transportation Commission Update – The MTC Programming and Allocations committee approved \$11.6 million for the SR 37 Tolay Creek Bridge Project to complete the funding plan on package one of the Sears Point to Mare Island Improvement Project. The project will widen and extend the bridge allowing for more tidal flow to pass through the channel, improving connections for many wildlife species like fish and terrestrial marsh animals.

MTC's Regional Network Management Council approved the transit wayfinding design guidelines to help Bay Area transit agencies establish a uniform look for signs and maps used at regional transit hubs that connect multiple systems. NVTA will be incorporating some of the signage at the Redwood Park and Ride when it updates the transit signage at that hub.

State and Federal

State Update:

State Budget - February revenues modestly exceeded projections, and year-to-date revenues are ahead by \$7 billion. However, this positive trend is tempered by looming financial pressures, including the need to backfill significant federal funding losses tied to H.R. 1, particularly affecting county health systems. Additionally, economic uncertainty linked to geopolitical tensions could negatively impact future state revenues.

The Governor has reshaped the California Air Resources Board (CARB) board through several appointments and replacements, including removing one nominee late in the confirmation process and appointing new members. These changes may influence future climate and emissions policy decisions, though the exact motivations behind some shifts remain unclear.

Caltrans is forming a California Transit Advisory Committee (CTAC) to provide strategic and technical input on transit planning and implementation, with applications open through April. This effort stems from SB 960 (2024), which requires stronger integration of transit and “complete streets” into state planning. In parallel, Caltrans is creating a new Deputy Director of Transit position and reestablishing its Division of Mass Transportation, signaling a renewed emphasis on improving transit speed, reliability, and connectivity, particularly through priority infrastructure like dedicated bus lanes and signal prioritization.

Federal Update:

CFM Advocates are actively pursuing federal earmark funding for two Napa County projects -\$2 million for the American Canyon SR-29 corridor improvements and \$1.3 million for Vine Transit bus shelter safety upgrades. Meetings with congressional offices are ongoing to strengthen support, and decisions on whether these requests advance to the Appropriations Committee are expected soon.

At the national level, transportation advocates are pushing for strong funding of the federal Buses and Bus Facilities grant program, requesting \$2.2 billion annually. This effort has broad bipartisan support, with over 50 members of Congress backing a letter to maintain funding. This is especially important as Congress prepares a long-term transportation reauthorization bill that will set funding levels for the next five years.

A partial Department of Homeland Security shutdown is causing operational disruptions, including airport staffing issues, though negotiations are underway to resolve it. Meanwhile, Congress is considering using budget reconciliation, a process requiring only a simple majority, to advance funding for defense, border security, and election-related policies, though internal political divisions remain.

A proposed rule from the General Services Administration could have major implications for federal grant recipients. The rule would require all entities to re-register in SAM.gov and agree to new federal compliance certifications under penalty of law. If implemented, this could create new nationwide conditions for accessing federal funding. The proposal is still under review, and organizations are encouraged to submit comments before the deadline.

ATTACHMENTS

None

PROJECT INITIATION REPORT

EA 4Y400

Operational Improvement; NAPA 121 PM 7.2 at Hennessy Drive in the City of Napa

Scope: Operational Improvement

EA 2Q510 - Nominated in 2026 SHOPP

Pavement Rehab; NAPA 29 PM 42.1/48.6 in County of Napa

Scope: Pavement rehabilitation and Safety Improvements

EA 0W750

Intersection Improvement; NAPA 29 PM 28.485 at Pope St. in the City of St. Helena

Scope: Intersection Improvement

EA 1X750

Garnett Creek Bridge Replacement; NAPA 29 PM 39.08 in the City of Calistoga

Scope: Bridge Replacement

EA 1X760 - Nominated in 2026 SHOPP

Garnett Creek Branch Bridge Replacement; NAPA 29 PM 38.96 near the City of Calistoga

Scope: Bridge Replacement

Target Delivery Year: FY 2032/2033

ENVIRONMENTAL

EA 2W880

Pavement Preservation; NAP 128 PM 4.56/19.10 in County of Napa from R29 to Knoxville Road

Scope: Pavement Preservation

Cost Estimate: \$27 M Construction Capital

Schedule: **PAED: 04/2027** **PS&E: 11/2028** **RWC: 12/2028** **RTL: 01/2029**

EA 4W370

Bridge Scour Mitigation; NAPA 29 PM 6.99 in County of Napa at the Napa River BOH (aka George Butler Bridge)

Scope: Scour Mitigation and Seismic Retrofit.

Cost Estimate: \$14.6 M Construction Capital

Schedule: **PAED: 10/2027** **PS&E: 4/2029** **RWC: 5/2029** **RTL: 7/2029**

EA 4Q010

NAPA 29 PM 0.6/R2.5 in City of American Canyon

Scope: Multi-Modal Corridor Improvements

Between Napa Junction Rd and American Canyon Rd

Cost Estimate: \$ 53.1 M Construction Capital

Schedule: **PSR/PDS: 2/6/2023** **PAED: 12/2026** **PS&E: 12/2027** **RWC: 6/2028** **RTL: 6/2028**

A PAED coop agreement is executed on 2/29/2024

PIR (Project Initiation Report)	PSR (Project Study Report)	DED (Draft Environmental Document)
PAED (Project Approval/ Environmental Document)		PSE (Plans, Specifications, and Estimate)
RWC (Right of Way Certification)	RTL (Ready to List)	CCA (Construction Contract Acceptance)
ADV (Advertise Contract)	BO (Bid Open)	AWD (Award Contract)

EA 0J890

5-Way Intersection; NAPA 121-PM 7.3 in City of Napa

Scope: Intersection Improvement

At the intersection of Rt 121, Third St, East Ave and Coombsville

Cost Estimate: \$34.95 M Construction Capital (\$3.90 M SHOPP Contribution)

Schedule: DED: 08/28/2025 **PAED: 8/2026** PS&E: 4/2028 RWC: 4/202 **RTL: 4/2028**

A coop agreement is executed on 8/28/2023

EA 0X110

Napa Valley Vine Trail Gap Closure; NAPA 29 PM 19.00/29.25 in County of Napa

Scope: Construct Class I & Class III Bicycle Facilities

From California Drive in the Town of Yountville to Pratt Ave

Cost Estimate: \$25.3 M Construction Capital

Schedule: DED: 09/2026 **PAED: 12/2026** PS&E: 2/202 RWC: 9/2027 **RTL: 11/2028**

DESIGN

EA 2W370

Major Damage; NAPA 29 PM 42.57 in County of Napa

Scope: Replace failed netting with new netting, remove debris, and install additional erosion control.

Cost Estimate: \$1.8 M Construction Capital

Schedule: PAED: 4/28/2025 **PS&E: 4/3/2026** **RWC: 4/6/2026** **RTL: 4/14/2026**

EA 4AA30

Storm Damage; NAPA 128 PM 12.5 in County of Napa

Scope: Storm Damage Restoration – Install Soil Nail Wall

Cost Estimate: \$5.3 M Construction Capital

Schedule: PAED: 12/18/2024 PS&E: 08/2026 **RWC: 10/2026** **RTL: 11/2026**

EA 0Q800

Major Damage; NAPA 121 PM 6.9/12.1 in County of Napa

Scope: Permanent Restoration; Inject grout at sinkhole and install drainage

Cost Estimate: 1 M Construction Capital

Schedule: PA&ED: 10/15/2024 **PS&E: 03/27/2026** **RWC: 03/30/2026** **RTL: 03/30/2026**

EA 0Q82A

Mitigation & Bio Monitoring for Storm Damage; NAPA 29 PM 11.6/13.0 in County of Napa

Scope: Environmental mitigation at Multiple Locations

Cost Estimate: 253K Construction Capital

Schedule: PS&E: 3/04/2026 RWC: 3/13/2026 **RTL: 4/10/2026**

PIR (Project Initiation Report)

PAED (Project Approval/ Environmental Document)

RWC (Right of Way Certification)

ADV (Advertise Contract)

PSR (Project Study Report)

RTL (Ready to List)

BO (Bid Open)

DED (Draft Environmental Document)

PSE (Plans, Specifications, and Estimate)

CCA (Construction Contract Acceptance)

AWD (Award Contract)

EA 0Q79A

Mitigation & Bio Monitoring for Storm Damage; NAPA 121 PM 13.37/20.73 (5 locations) in County of Napa

Scope: Construct RSP at five slip-out locations.

Cost Estimate: \$600 K Construction Capital

Schedule: PS&E: 4/2027 RWC: 6/2027 RTL: 6/2027

EA 4AC80

Pavement Rehab; NAPA 29 PM 0.0/7.0 in American Canyon & County of Napa

Scope: Pavement rehabilitation

Cost Estimate: \$18.91 M Construction Capital

Schedule: PAED: 6/28/2024 PS&E: 9/2026 RWC:10/2026 RTL: 11/2026

EA 4J820

Tulucay Creek Bridge Replacement; NAPA 121 PM 5.9 in City of Napa

Scope: Bridge Replacement

Cost Estimate: \$15.6M Construction Capital

Schedule: DED: 06/30/2022 PAED: 03/27/2023 PS&E: 05/2027 RWC: 07/2027 RTL: 08/2027

EA 1Q620

Pavement Rehab; NAPA 121 PM 4.47/10.7 in City of Napa

Scope: Pavement repair.

Cost Estimate: \$39.6 M Construction Capital

Schedule: PAED: 06/30/2022 PS&E: 06/2027 RWC: 08/2027 RTL: 08/2027

EA 2J88U

No-Name Creek Bridge: NAPA 29-PM 42.83 in County of Napa

Scope: Sub-structure rehabilitation and scour mitigation at one bridge

Cost Estimate: \$2.20M Construction Capital

Schedule: PAED: 2/1/2019 PS&E: 10/09/2025 RWC: 10//09/2025 RTL: 10/13/2025 AWD: 11/2026 AC: 12/2026

EA 4J830

Hopper Slough Creek; NAPA 128 PM 5.1 in County of Napa

Scope: Bridge Replacement

Cost Estimate: 12.2 M Construction Capital

Schedule: DED: 03/18/2022 PAED: 06/29/2022 PS&E: 05/2027 RWC: 07/2027 RTL: 08/2027

EA 2W430

Napa Forward Intersection Improvements; NAPA 29 PM 22.72 in County of Napa

Scope: Operational and Safety Improvements at the intersection of Oakville Cross Rd and Rutherford Rd

Cost Estimate: \$8.5 M Construction Capital

Schedule: DED: 01/31/2024 PAED: 05/16/2025 PS&E: 06/2026 RWC: 07/2026 RTL: 07/2026

PIR (Project Initiation Report)

PAED (Project Approval/ Environmental Document)

RWC (Right of Way Certification)

ADV (Advertise Contract)

PSR (Project Study Report)

RTL (Ready to List)

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PSE (Plans, Specifications, and Estimate)

CCA (Construction Contract Acceptance)

AWD (Award Contract)

EA 4W940

Devlin/ Soscol Ferry Roundabout; NAPA 221-PM 0.00 in County of Napa

Scope: Construct Roundabout (DEER – Oversight by Napa County)

Cost Estimate: \$4.057M Construction Capital

Schedule: PS&E: 07/16/2025 RWC: N/A RTL: Pending Napa County Submission of Encroachment Permit

CONSTRUCTION

EA 0K63A

Plant Establishment and Environmental Mitigation; NAPA 29 PM 1.7/PM 5.1 in County of Napa

Scope: Plant establishment and environmental mitigation and monitoring work for bridge rail upgrade EA 0K630 In and near Yountville, at Dry Creek Bridge, Perfume Creek Bridge and California Drive UC.

Cost Estimate: \$0.31 M Construction Capital

Schedule: PS&E: 03/18/2025 RWC: 04/02/2025 RTL: 04/21/2025 AC: 02/27/2026 CCA: 6/2028

EA 4AC90

Safety; Various Locations in County of Napa

Scope: Install/ Upgrade Horizontal Alignment Warning Signs

Cost Estimate: \$4.47 M Construction Capital

Schedule: PAED: 6/21/2024 PS&E: 6/20/2025 RWC: 6/20/2025 RTL: 6/25/2025 AC: 12/30/2025 CCA: 12/2026

EA 0Q790

Storm Damage; NAPA 121 PM 13.37/20.73 (5 locations) in County of Napa

Scope: Construct RSP at five slip-out locations.

Cost Estimate: \$2.4 M Construction Capital

Schedule: PAED: 02/9/2023 PS&E: 04/16/2025 RWC: 04/24/2025 RTL: 05/05/2025 AC: 11/18/2025 CCA: 12/2027

EA 4J411

Mitigation and Bio monitoring; NAPA 29 PM 1.7/PM 5.1 in American Canyon

Scope: Plant establishment and monitoring work for drainage improvement EA 4J410 at Rio Del Mar

Cost Estimate: \$0.60 M Construction Capital

Schedule: PS&E: 02/4/2025 RWC: 02/11/2025 RTL: 04/9/2025 AC: 11/26/2025 CCA: 12/2035

EA 2Q610

Pavement Rehab; NAPA 29 PM R7.3/13.5 in County of Napa

Scope: Pavement rehabilitation.

Cost Estimate: \$23.3M Construction Capital

Schedule: PAED: 04/20/2022 PS&E: 04/23/2024 RWC: 04/24/2024 RTL: 05/03/2024 AC: 11/26/2024 CCA: 10/2026

Awarded Contractor: Granite Rock Company

PIR (Project Initiation Report)

PAED (Project Approval/ Environmental Document)

RWC (Right of Way Certification)

ADV (Advertise Contract)

PSR (Project Study Report)

RTL (Ready to List)

BO (Bid Open)

DED (Draft Environmental Document)

PSE (Plans, Specifications, and Estimate)

CCA (Construction Contract Acceptance)

AWD (Award Contract)

EA 0Q820

Storm Damage; NAPA 29 PM 11.6/13.0 in City of Napa

Scope: Repair Culvert and stabilize the roadway at Lincoln Ave

Cost Estimate: \$24.475M Construction Capital

Schedule: PAED: 09/10/2021 PS&E: 11/2023 RWC: 11/2023 RTL: 12/2023 AC: 10/2024 CCA: 12/2027

EA 0Q830

Storm Damage; NAPA 29 PM 46.1 in County of Napa

Scope: Construct CIDH segmented pile wall at slip out

Cost Estimate: \$1.7M Construction Capital

Schedule: PAED: 06/29/2022 RWC:1/11/2024 RTL: 1/22/2024 AC: 07/12/2024 CCA: 03/20/2026 EP: 9/2027

EA 3Q760

Rumble Strips; NAPA 29, 121 & 128 Various Locations in County of Napa

Scope: Construct rumble strips at seven locations.

Cost Estimate: \$3.3M Construction Capital

Schedule: PAED: 12/31/2021 RTL: 6/26/2023 AWD: 2/29/2024 AC: 03/27/2024 CCA 12/31/2024 EP: 12/2026

EA 0K630

Bridge Rails; NAPA 29 PM 16.48/19.04 in County of Napa

Scope: Upgrade / Replace Bridge Rails in 3 Bridges

Cost Estimate: \$4.7M Construction Capital

Schedule: PAED:10/22/2020 RWC:12/05/2022 RTL:12/05/2022 AC: 07/14/2023 CCA: 02/02/2026 EP: 04/2027

EA 0Q810

Storm Damage; NAPA 121 PM 16.0/16.1 in County of Napa

Scope: Repair pavement, replace drainage systems and upgrade guardrail.

Cost Estimate: \$1.3M Construction Capital

Schedule: PAED: 02/02/2022 RTL: 06/26/2023 AWD: 12/29/2023 AC: 1/23/2024 CCA:12/2/2024 EP: 05/2026

Awarded Contractor: Argonaut Constructors

EA 4J410

Drainage Improvement; NAPA 29 PM 1.7/5.1 in City of American Canyon

Scope: Rehabilitate Culverts

Cost Estimate: \$3.3M Construction Capital

Schedule: PAED: 2/4/2020 RTL: 10/3/2022 AWD: 3/21/2023 AC: 04/07/2023 CCA: 11/2025 EP: 12/2028

Awarded Contractor: Terracon Constructors Inc.

EA 0Q690

Storm Damage; NAPA 12 PM 2.1/2.6 in County of Napa

Scope: Construct Rock Slope Protection (RSP) to prevent further slope washout and pavement repair

Cost Estimate: \$1.2M Construction Capital

Schedule: PAED:12/1/2020 RTL: 06/24/2022 AWD: 3/21/2023 AC: 03/03/2023 CCA: 10/30/2024 EP: 12/2026

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ADV (Advertise Contract)

PSR (Project Study Report)

RTL (Ready to List)

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DED (Draft Environmental Document)

PSE (Plans, Specifications, and Estimate)

CCA (Construction Contract Acceptance)

AWD (Award Contract)

EA 1G43A

Env. Mitigation at Conn Creek; NAPA 128 PM R7.4 on Silverado Trail in County of Napa

Scope: Environmental mitigation, monitoring and report at Conn Creek

Cost Estimate: \$0.2M Construction Capital

Schedule: PAED: 10/5/2015 PS&E: 6/28/2021 RWC: 08/10/2021 RTL: 08/23/2021 AC: 07/26/2022 CCA: 10/2031

EA 28120

Soscol Junction Improvement; NAPA 29 PM 5.0/7.1 and NAPA 221 PM 0.0/0.7 in County of Napa

Scope: Construct New Interchange at SR 221/29/12

Cost Estimate: \$36.7M Construction Capital

Schedule: PAED: 2/13/2020 PSE: 08/26/2021 RWC: 08/25/2021 RTL: 08/26/21 AC: 05/13/2022 CCA: 11/2026

EA 2Q260

Napa Valley Vine Trail; NAPA 29-PM 33.4/37.9 in County of Napa

Scope: Construct Class 1 Multiuse Path

Cost Estimate: \$13.2M Construction Capital

Schedule: DED: 6/17/2020 PAED: 01/15/2021 PS&E: 12/10/2021 RWC: 12/10/2021 RTL: 12/10/2021

AWD: 5/20/2022 (Ghilotti Construction Company) AC: 06/15/2022 CCA: 02/27/2026

EA 3G64A

Env. Mitigation & Plant Establishment at Napa River Bridge; NAPA 29 PM 37.0 in City of Calistoga

Scope: Environmental mitigation at Napa River Bridge

Cost Estimate: \$0.5M Construction Capital

Schedule: PAED: 2/9/2015 RTL: 5/29/2019 AWD: 3/26/2020 (Hanford Applied) AC: 05/28/2020 CCA: 12/2028

EA 4G210

Widen Roadway at Huichica Creek; NAPA 121-PM 0.75 in County of Napa

Scope: Remove existing triple box culverts and replace with a new single span bridge

Cost Estimate: \$8.7M Construction Capital

Schedule: PAED: 4/9/2018 RTL: 12/8/2020 AWD: 5/19/2021 (Gordon Ball Inc) CCA: 04/30/2024 EP: 09/2026

EA 4G21A

Env. Mitigation at Huichica Creek; NAPA 121-PM 0.75 in County of Napa

Scope: Environmental mitigation, monitoring and report at Huichica Creek

Cost Estimate: \$1.0M Construction Capital

Schedule: PAED: 4/9/2018 RTL: 06/9/2023 AWD: 11/28/2023 AC: 12/20/2023 CCA: 06/2033

EA 4G84A

Capell Creek Bridge Env Mitigation; NAPA 128-PM 20.2 in County of Napa

Scope: Environmental Permit Mitigation & Plant Establishment to Bridge Replacement

Cost Estimate: \$0.5M Construction Capital

Schedule: PAED: 6/16/2016 RTL: 05/23/2022 AWD: 11/17/2022 CCA: 11/2031

ACTION ITEMS

PIR (Project Initiation Report)

PAED (Project Approval/ Environmental Document)

RWC (Right of Way Certification)

ADV (Advertise Contract)

PSR (Project Study Report)

RTL (Ready to List)

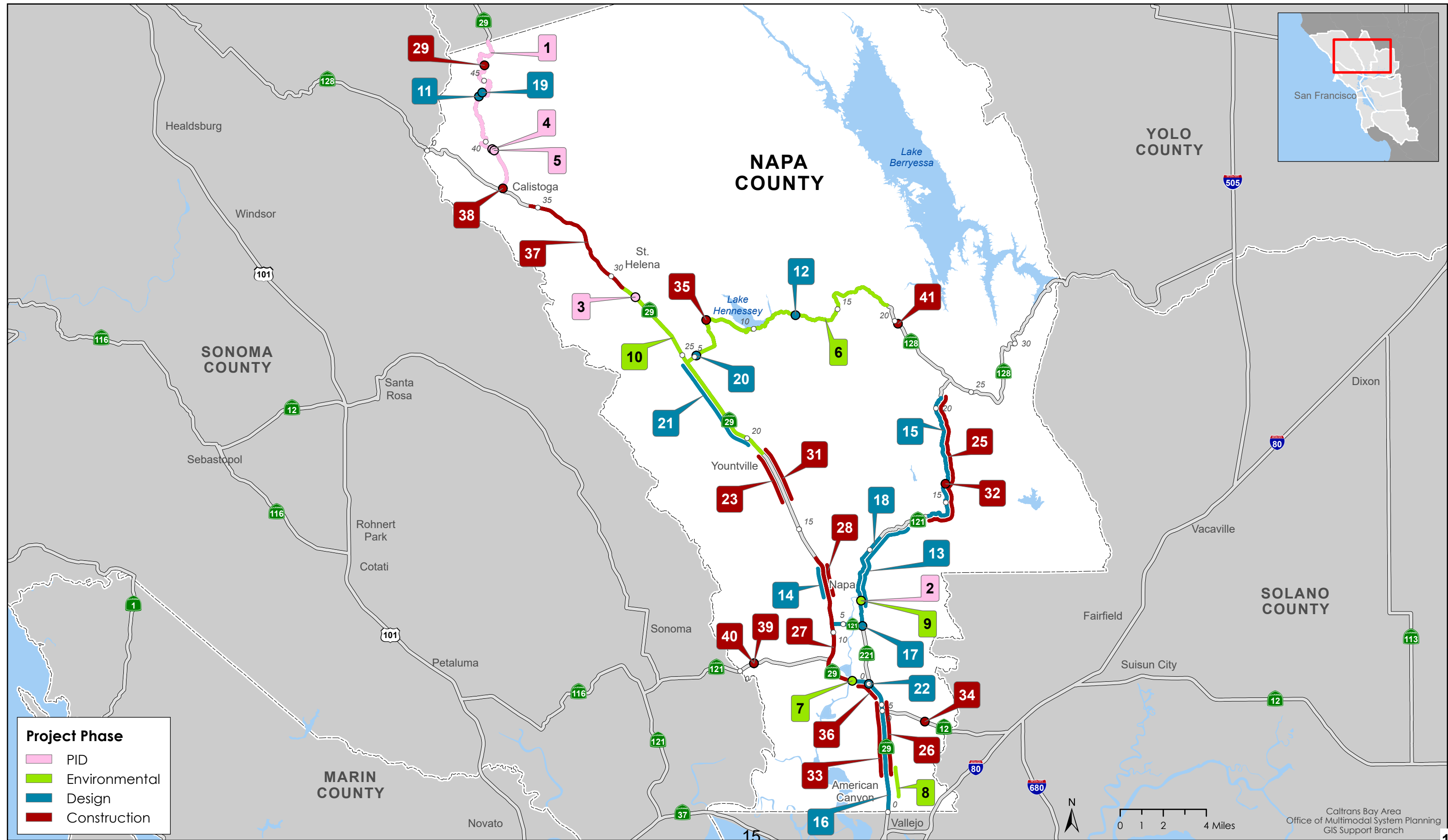
BO (Bid Open)

DED (Draft Environmental Document)

PSE (Plans, Specifications, and Estimate)

CCA (Construction Contract Acceptance)

AWD (Award Contract)



Project Phase

- PID
- Environmental
- Design
- Construction

Caltrans District 4 Active Projects in Napa County - May 2026

MapID	Project Phase	EA	Rte	Postmile	Scope	Construction Capital	PAED	RTL	Construction Begin	Construction End
1	PID	2Q510	29	36.8/48.6	Pavement rehabilitation	TBD	TBD	05/2030	12/2030	05/2031
2	PID	4Y400	121	7.2/7.2	Intersection Improvement	TBD	TBD	TBD	TBD	TBD
3	PID	0W750	29	28.485/28.485	Intersection Improvement	TBD	TBD	TBD	TBD	TBD
4	PID	1X750	29	39.08	Garnett Creek Bridge Replacement	TBD	TBD	TBD	TBD	TBD
5	PID	1X760	29	38.96	Garnett Creek Branch Bridge Replacement	\$18.1M	10/2029	10/2032	04/2033	12/2034
6	Environmental	2W880	128	4.56/19.1	Napa City Pavement Preservation	\$27.0M	04/2027	01/2029	07/2029	11/2031
7	Environmental	4W370	29	6.99/6.99	Bridge Scour Mitigation	\$14.6M	10/2027	07/2029	01/2030	01/2031
8	Environmental	4Q010	29	0.69/R2.054	Multi-Modal Corridor Improvements	\$53.1M	07/2026	06/2028	01/2029	06/2030
9	Environmental	0J890	121	7.20/7.40	Intersection Improvement	\$18.0 M (\$1.0M SHOPP Contribution)	8/1/2026	4/30/2028	12/1/2028	12/2030
10	Environmental	0X110	29	19.00/29.25	Napa Valley Vine Trail gap closure project	\$25.3M	05/2026	11/2028	05/2028	07/2029
11	Design	2W370	29	42.57	Replace failed netting with new netting, remove debris, and install additional erosion control.	\$1.8M	4/28/2025	04/14/2026	02/2027	05/2028
12	Design	4AA30	128	12.5	Storm Damage Restoration	\$5.3M	12/18/2024	11/2026	05/2027	06/2028
13	Design	0Q800	121	6.9/12.1	Permanent Restoration; Inject grout at sinkhole and install drainage	\$997K	10/15/2024	03/30/2026	12/2026	12/2027
14	Design	0Q82A	29	11.6/13	Lincoln Ave Mitigation & Bio Monitoring	\$253K	N/A	04/10/2026	10/2026	09/2030
15	Design	0Q79A	121	13.4/20.7	Env Mitigation for 0Q790	\$600K	N/A	06/2027	12/2027	12/2036
16	Design	4AC80	29	0.0/7.0	Pavement rehabilitation	\$18.9M	6/28/2024	11/2026	06/2027	01/2028
17	Design	4J820	121	5.9	Bridge Replacement	\$15.6M	3/27/2023	08/2028	02/2029	12/2030
18	Design	1Q620	121	4.47/10.7	Pavement repair	\$35M	6/30/2022	08/2027	03/2028	06/2029
19	Design	2J88U	29	42.83	Sub-structure rehabilitation and-One Bridge scour mitigation	\$2.2M	2/1/2019	10/13/2025	12/2026	12/2028
20	Design	4J830	128	5.1	Bridge Replacement	\$12.2M	6/29/2022	08/2027	02/2028	12/2030
21	Design	2W430	29	19.70/24.60	Operational and Safety Improvements	\$8.55M	5/16/2025	07/2026	09/2026	08/2028
22	Design	4W940	221	0	Devlin/ Soscol Ferry Roundabout	\$4.057M	12/17/2021	01/2026	05/2026	10/2027
23	Construction	0K63A	29	16.5/19.00	Plant Establishment and Environmental Mitigation	\$265K	N/A	4/21/2025	10/2025	06/2028
24(Not mapped)	Construction	4AC90	VAR	Var	Install/ Upgrade Horizontal Alignment Warning Signs	\$5.56M	6/21/2024	06/2025	12/2025	04/2028
25	Construction	0Q790	121	13.37/20.73	Construct RSP at five slipout locations.	\$6.4M	2/9/2023	5/5/2025	11/2025	12/2027
26	Construction	4J411	29	1.7/5.1	Sheehy Xrk Plant Mitigation	\$596K	N/A	4/9/2025	11/26/2025	12/2035
27	Construction	2Q610	29	R7.3/13.5	Pavement rehabilitation.	\$23.3M	4/20/2022	5/3/2024	11/27/2024	11/2026
28	Construction	0Q820	29	11.6/13.0	Repair Culvert and stabilize the roadway.	\$24.47M	9/10/2021	12/4/2023	10/1/2024	12/2026
29	Construction	0Q830	29	46.1	Construct CIDH segmented pile wall at slipout	\$1.7M	6/29/2022	1/22/2024	7/12/2024	03/20/2026
30(Not mapped)	Construction	3Q760	29	Var	Construct rumble strips at seven locations.	\$3.3M	12/31/2021	6/26/2023	3/27/2024	12/31/2024
31	Construction	0K630	29	16.48/19.04	Upgrade / Replace Bridge Rails	\$4.7M	10/22/2020	12/5/2022	7/14/2023	11/2025
32	Construction	0Q810	121	16.0/16.1	Repair pavement, replace drainage systems and upgrade guardrail.	\$1.3M	2/2/2022	6/26/2023	1/23/2024	12/2/2024
33	Construction	4J410	29	1.7/5.1	Rehabilitate Culverts	\$3.3M	2/4/2020	10/3/2022	4/7/2023	11/2025
34	Construction	0Q690	12	2.1/2.6	Construct Rock Slope Protection (RSP) to prevent further slope washout and pavement repair	\$1.2M	12/1/2020	6/24/2022	3/3/2023	10/30/2024
35	Construction	1G43A	128	R7.4	Environmental mitigation, monitoring and report at Conn Creek	\$0.2M	10/5/2015	8/23/2021	7/26/2022	10/2031
36	Construction	28120	29	5.45/R6.7	Construct New Interchange at SR 221/29/12	\$36.7M	2/13/2020	8/26/2021	5/13/2022	11/2026
37	Construction	2Q260	29	29.24/35.34	Construct Class 1 Multiuse Path	13.2M	11/6/2020	12/10/2021	6/15/2022	10/2025
38	Construction	3G64A	29	37.0	Environmental mitigation at Napa River Bridge	\$0.5M	2/9/2015	5/29/2019	5/28/2020	12/2028

Caltrans District 4 Active Projects in Napa County - May 2026

MapID	Project Phase	EA	Rte	Postmile	Scope	Construction Capital	PAED	RTL	Construction Begin	Construction End
39	Construction	4G210	121	0.75	Remove existing triple box culverts and replace with a new single span bridge	\$8.7M	4/9/2018	12/8/2020	6/10/2021	4/30/2024
40	Construction	4G21A	121	0.75	Environmental mitigation, monitoring and report at Huichica Creek	\$1M	4/9/2018	6/9/2023	12/20/2023	6/30/2033
41	Construction	4G84A	128	20.2	Environmental Permit Mitigation & Plant Establishment to Bridge Replacement	\$0.5M	6/16/2016	5/23/2022	12/21/2022	11/17/2031

Napa Valley Transportation Authority

625 Burnell Street
Napa, CA 94559

Meeting Minutes - Draft Active Transportation Advisory Committee (ATAC)

Monday, March 23, 2026

5:30 PM

JoAnn Busenbark Board Room

1. Call To Order

Chair Rabinowitz called the meeting to order at 5:32 p.m.

2. Roll Call

Present: 6 - Michael Rabinowitz
Jonathan Schellin
Jason Dominici
Thomas Gorton
Katherine Kittel
Barry Christian

Absent: 1 - Aaron Heth

Excused: 0

3. Public Comment

Public comment made by Carlotta Sainato announcing that there is a new bilingual bike coach at the Bike Coalition. Also, provided information on Earth Day at the Oxbow Commons on April 18th and Bike Fest at the Oxbow Commons on May 3rd.

4. Committee Member Comments

None.

5. Staff Comments

None.

6. STANDING AGENDA ITEMS

6.1 Executive Director's Update (Diana Meehan) (Pages 6-8)

Informational report presented by Executive Director Danielle Schmitz.

Vice-chair Schellin inquired about the hour extensions for American Canyon and how it is funded. Executive Director Danielle Schmitz provided information on the operation services.

Chair Rabinowitz inquired about the Route 29 rider survey.

6.2 Safe Routes to School (SRTS) Update

Carlotta Sainato provided an update on the Bike Safety education program. There are four more three day upcoming sessions planned for schools and helmet observations. Informed the committee on Bike Month and upcoming events, Bike to Work Day May 14th and Bike Fest May 2nd. Also, provided information on AB 382 and the request for the City to reduce speed in the American Canyon High School zone.

6.3 Napa Valley Vine Trail Update

TC Hulseley provided an informational update. Announced that Congressman Thompson presented the Napa Valley Vine trail with a \$850,000 check to help complete the trail between St. Helena and Yountville.

6.4 Active Transportation Legislative Updates*

None.

6.5 Caltrans' Report

None.

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

7. PRESENTATIONS

7.1 County of Napa - Active Transportation Update (Daniel Basore)

Informational presentation provided by Graham Wadsworth.

Member Kittel inquired about pathway shoulder and stripping improvements.
Member Chrisitan made a comment on the green pavement in Napa County.
Vice-chair Schellin asked how Measure G funding helped with the improvements.

7.2 City of St.Helena - Active Transportation Update (Mario Traverso)

Informational presentation provided by Mario Traverso.

Member Christian inquired about tree removal for the sidewalk repair projects.
Vice-chair Schellin inquire about the reduction of trip and fall claims.

Public comment made by Carlotta Sainato commended the City of St. Helena for their improvements and the work they have done for pedestrians.

7.3 Quick Build & Daylighting Policies (Patrick Band)

Presentation rescheduled for May 18, 2026.

8. CONSENT AGENDA

8.1 Meeting Minutes of February 23, 2026 (Arcie Alvarado) (Pages 9-10)

Motion MOVED by Kittel, SECONDED by Christian to APPROVE Item 8.1 Meeting Minutes of February 23, 2026. Motion passed.

Aye: 6 - Chairperson Rabinowitz, Vice Chair Schellin, Member Dominici, Member Gorton, Member Kittel and Member Christian

Absent: 1 - Member Heth

9. REGULAR AGENDA ITEMS

10. FUTURE AGENDA ITEMS

Committee moved Quick Build & Day Lighting Policies to May 18, 2026.

11. ADJOURNMENT

Vice-chair Schellin adjourned meeting at 7:02 p.m.

11.1 The next regularly scheduled meeting for the NVTA Active Transportation Advisory Committee is Monday, May 18, 2026 at 5:30 p.m.

I, Arcie Alvarado, hereby certify that the agenda for the above stated meeting was posted at a location freely accessible to members of the public at the NVTA offices, 625 Burnell Street, Napa, CA by 5:00 p.m., on March 16, 2026.

Arcie Alvarado, Administrative Assistant



NAPA VALLEY TRANSPORTATION AUTHORITY

Active Transportation Advisory Committee Agenda Memo

TO: Active Transportation Advisory Committee (ATAC)
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 ATAC review TDA-3 project applications for Fiscal Years (FY) 2025-26 through FY 2026-2027 and provide a recommendation on draft programming to the NVRTA Technical Advisory Committee (TAC) and 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 NVRTA Board released a Call for Projects for TDA-3 funds for Fiscal Year 2026-27 and Fiscal Year 2027-28. This 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 25-26, NVRTA staff received applications totaling \$405,000. No applications requested funding for FY 2027-28. Applications are provided to the ATAC for review and consideration as part of this item and can be found in Attachment 3, inclusive.

FISCAL IMPACT

None.

BACKGROUND AND DISCUSSION

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 2025-26 is \$224,481. Funds are held in interest-bearing accounts. Disbursements are made on a reimbursement basis.

Table 1. Napa County TDA-3 Fund Estimate (Simplified)

	As of 6/30/2025	Outstanding Commitments*	Annual Estimate	Anticipated for Programming**
FUND BALANCE	\$776,642	(\$750,000)	\$224,481	\$450,000
*This amount includes \$600,000 in project programming through FY 2025-26, as well as \$150,000 in prior obligations paid out subsequent to the 6/30/25 fund balance date. **Actual funding available is based upon statewide sales tax receipts through FY 2026-27. NVTA staff will work with applicants should revenue projections come in lower than anticipated.				

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

Full project applications are included as Attachments 3a, 3b, and 3c.

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.

For a breakdown of applications and available funding by fiscal year, please see 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 planned 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.

ATTACHMENTS

- 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 NVTa no later than 5:00 pm on Friday, May 1st, 2026. Applications should be submitted via email to Patrick Band, pband@nvtac.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

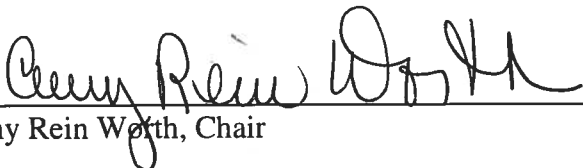
WHEREAS, the Metropolitan Transportation Commission (MTC), as the Transportation Planning Agency for the San Francisco Bay Region, adopted MTC Resolution No. 875 entitled "Transportation Development Act, Article 3, Pedestrian/Bicycle Projects", that delineates procedures and criteria for submission of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

This PDF is generated with the [Google Forms Notification](#) add-on.

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:

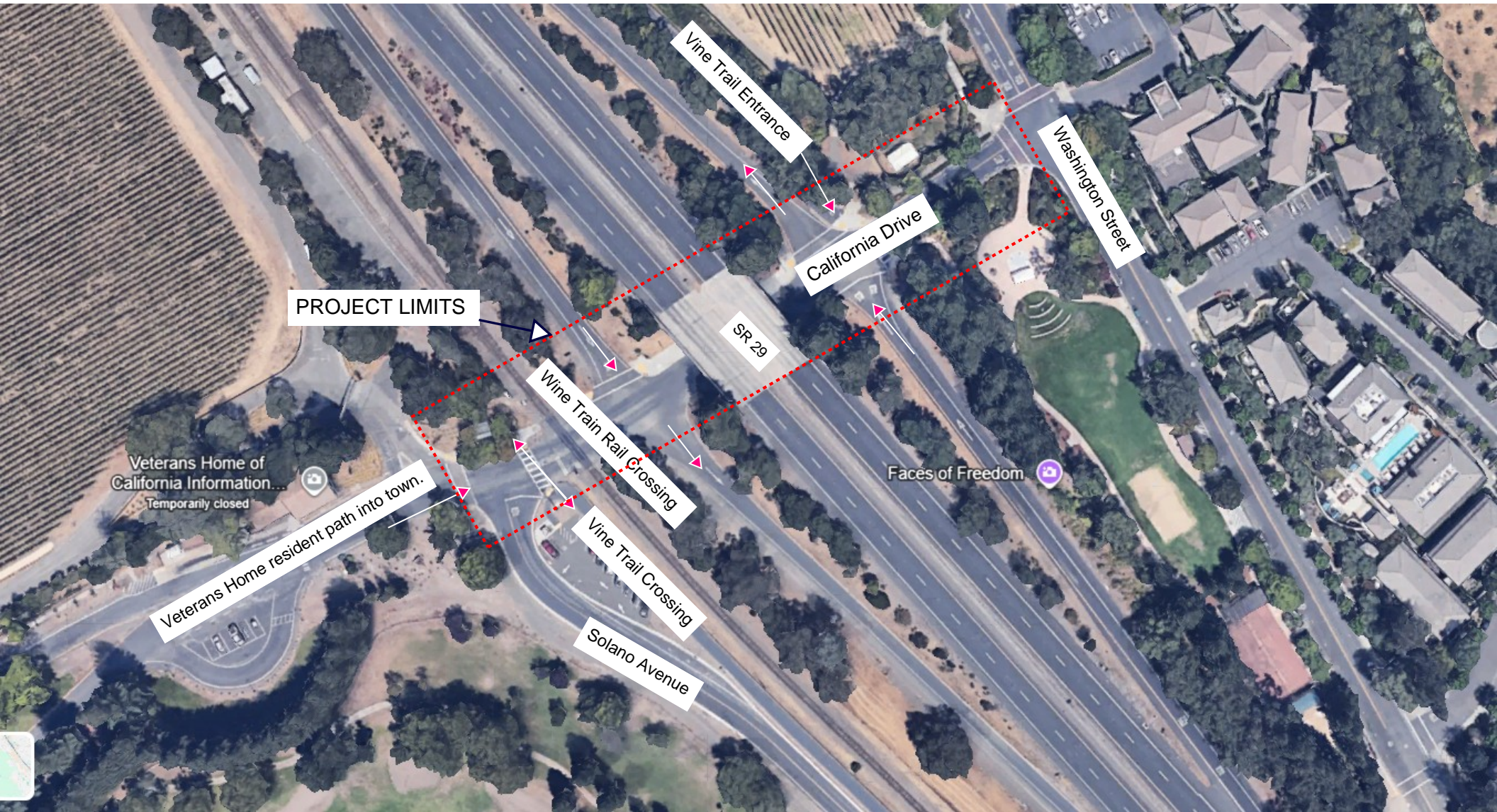
AYES:

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)

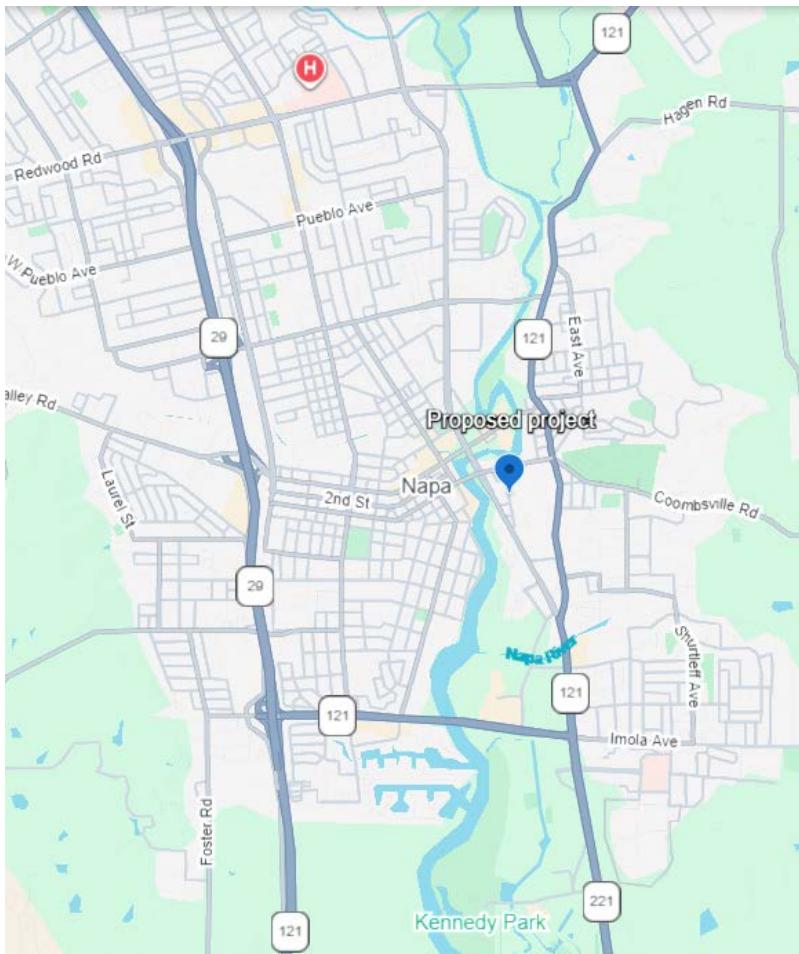
17. Is the project in an MTC Identified [Equity Priority Community](#)? Yes No
18. Is this project in a [Priority Development Area](#) or a [Transit-Oriented Community](#)? Yes No

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. N/A
- 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.



NAPA VALLEY TRANSPORTATION AUTHORITY
Active Transportation Advisory Committee (ATAC) Agenda Memo

TO: Active Transportation Advisory Committee
FROM: Danielle Schmitz, Executive Director
REPORT BY: Jonathan Stanton, Associate Planner
(707) 259-8634 / Email: jstanton@nvta.ca.gov
SUBJECT: State Route 29 American Canyon Corridor – Complete Streets Checklist Review

RECOMMENDATION

That the ATAC review and provide comments on the State Route 29 American Canyon Corridor Project for the purposes of Complete Streets Checklist review.

EXECUTIVE SUMMARY

The State Route 29 American Canyon Corridor Project seeks to implement coordinated signal and intersection improvements along SR 29 between Napa Junction Road and American Canyon Road in the City of American Canyon to improve safety, reduce congestion, and provide continuous multimodal facilities.

The project is anticipated to have a total cost of \$65 million, with roughly \$10 million in pre-construction costs addressing design, right-of-way, environmental review, and associated activities, with construction costs of approximately \$55 million. NVTA staff are currently pursuing local, state and federal funding opportunities to complete design and right-of-way, including potential funding through the One Bay Area Grant (OBAG) Cycle 4.

Projects that are within the public right-of-way and which are requesting \$250,000 or more in regional discretionary funding (including OBAG 4) are subject to the Metropolitan Transportation Commission (MTC) Complete Streets (CS) Policy. The CS Policy required local Bicycle and Pedestrian Advisory Committee/Commission review of the project CS Checklist. This agenda item fulfills that requirement.

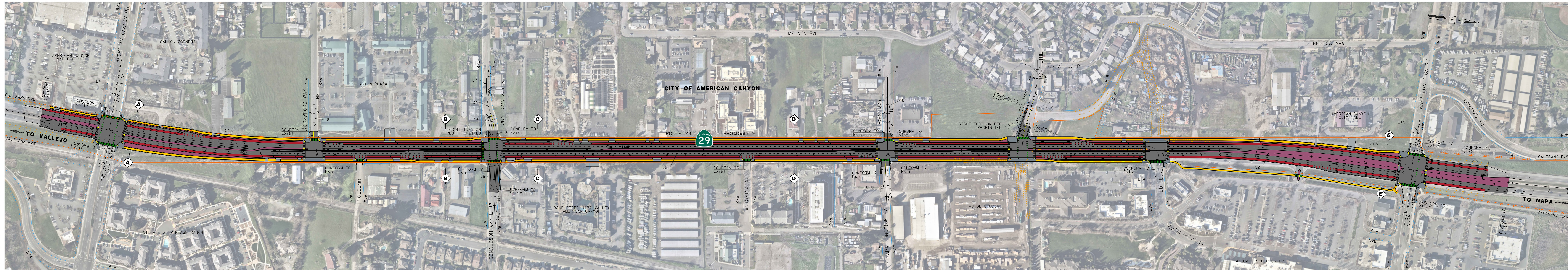
BACKGROUND

SR 29 through American Canyon is a high-volume, congested arterial with closely spaced signals, numerous driveways, and limited dedicated space for pedestrians and bicyclists. These conditions contribute to rear-end, angle, and turning collisions, and create exposure risks for people walking, biking, and accessing transit.

The project applies Vision Zero-aligned countermeasures: coordinated signal upgrades with improved phasing and transit priority; access management and driveway consolidation to reduce conflict points; median treatments to manage turning movements and provide refuge; ADA-compliant sidewalks, crossings, and curb ramps; high-comfort bicycle facilities; enhanced lighting and visibility; and multimodal connectivity improvements. Together, these measures are intended to reduce crash risk, calm operations, and improve safety for all users.

ATTACHMENT(S)

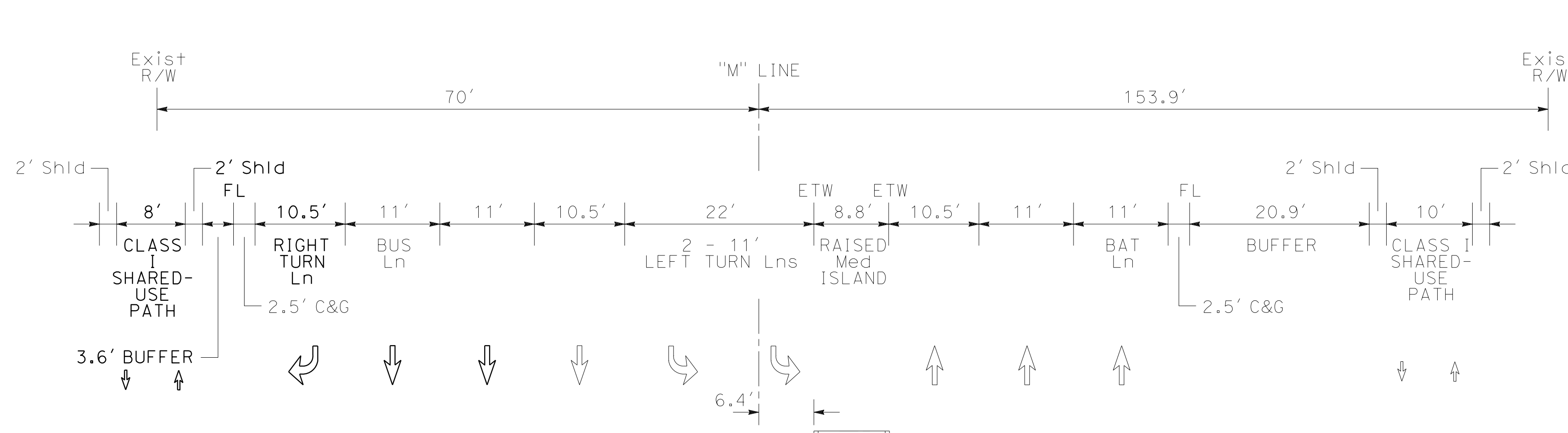
- 1) SR 29 American Canyon Corridor – Conceptual Plans
- 2) SR 29 American Canyon Corridor – Complete Streets Checklist



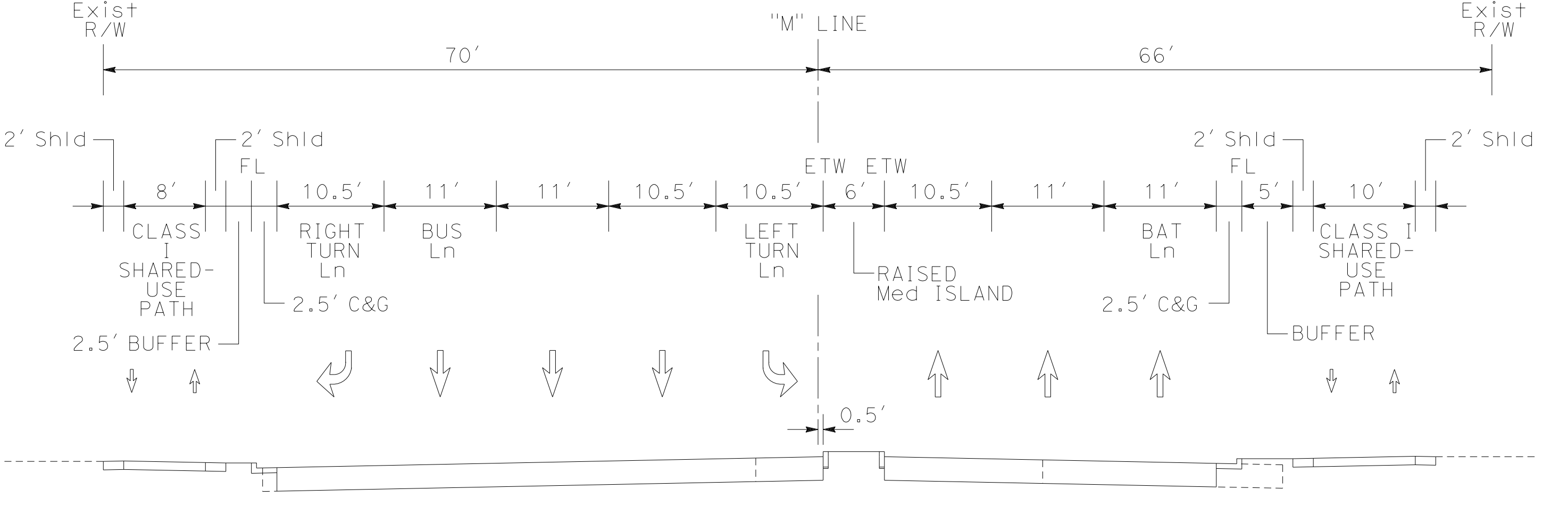
- LEGEND:**
- EXISTING CALTRANS RIGHT OF WAY/ACCESS CONTROL
 - EXISTING CITY OF AMERICAN CANYON RIGHT OF WAY
 - PROPOSED BUS LANE/BAT LANE
 - PROPOSED SIDEWALK
 - PROPOSED CLASS 1 TRAIL
 - PROPOSED DRIVEWAY
 - PROPOSED RAISED MEDIAN/BUFFER
 - PROPOSED BIKE CROSSINGS
- ABBREVIATIONS:**
- BAT BUSINESS ACCESS AND TRANSIT

LINE INDEX

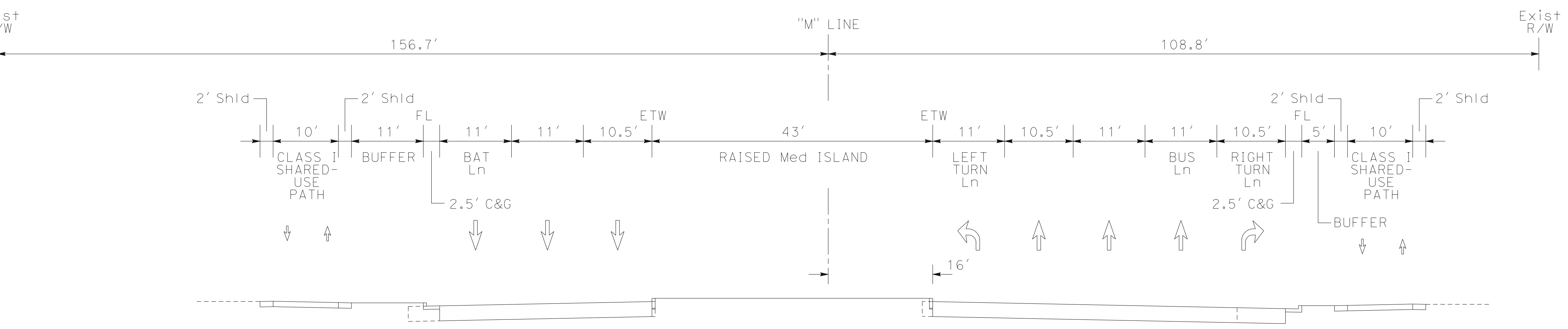
ALG NAME	ALIGNMENT DESCRIPTION
"M"	STATE ROUTE 29
"ACRW"	AMERICAN CANYON ROAD WEST
"ACRE"	AMERICAN CANYON ROAD EAST
"CW"	CRAWFORD WAY
"DWR"	DONALDSON WAY WEST
"DWE"	DONALDSON WAY EAST
"SNJR"	SOUTH NAPA JUNCTION ROAD
"PW"	POCO WAY
"RDM"	RIO DEL MAR
"ED"	EUCALYPTUS DRIVE
"NJRW"	NAPA JUNCTION ROAD WEST
"NJRE"	NAPA JUNCTION ROAD EAST



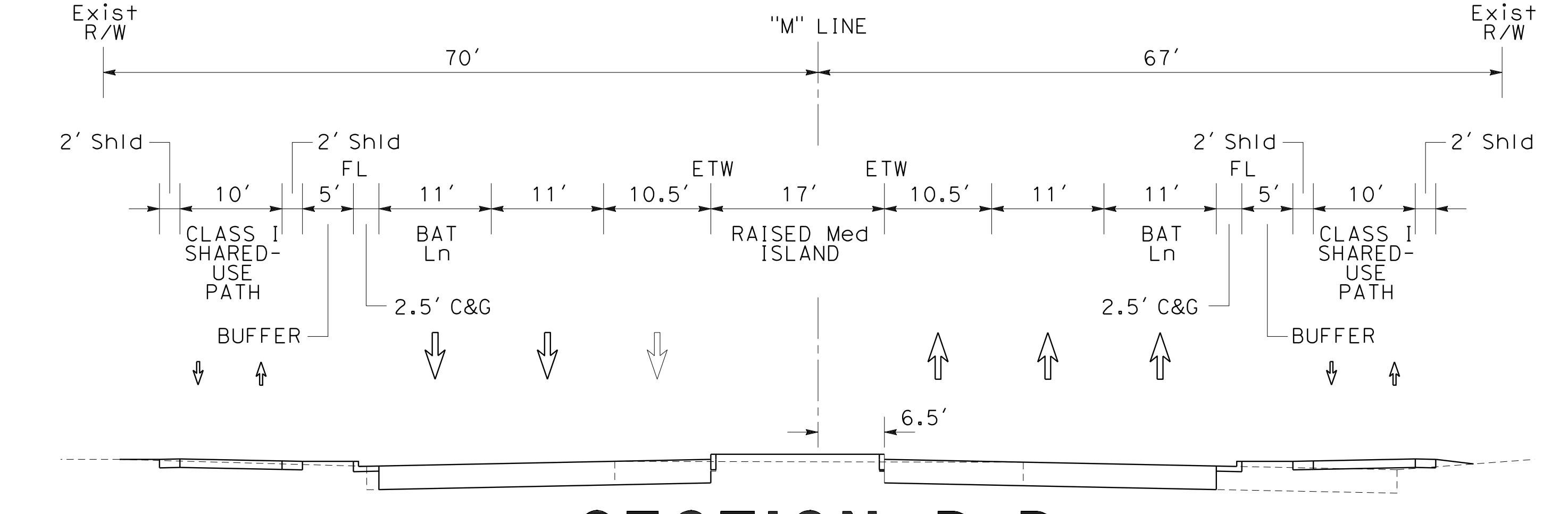
SECTION A-A
ROUTE 29



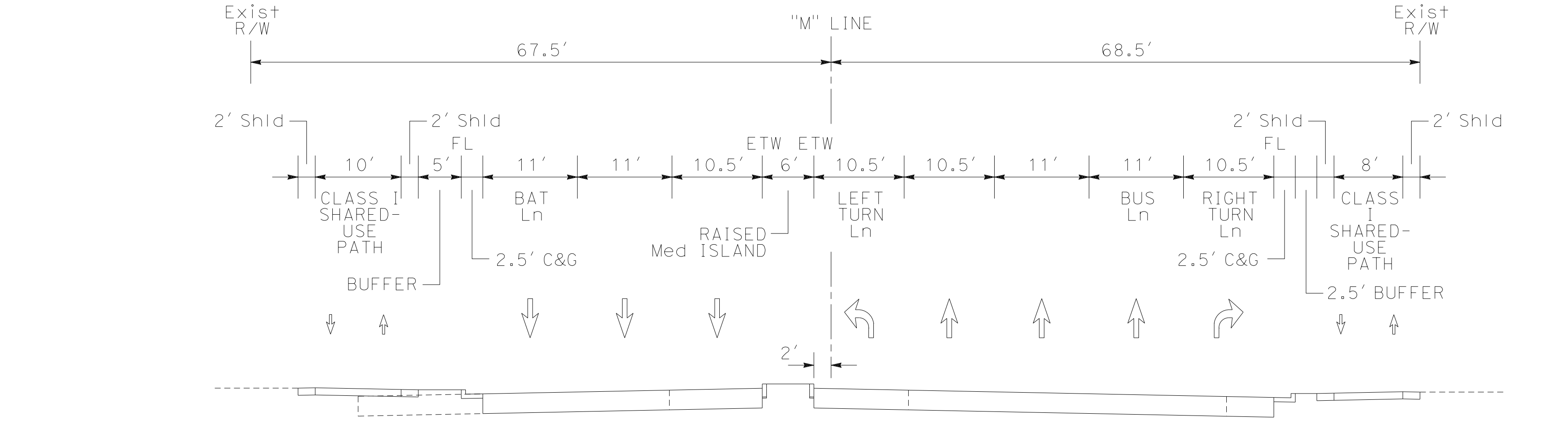
SECTION C-C
ROUTE 29



SECTION E-E
ROUTE 29



SECTION D-D
ROUTE 29



SECTION B-B
ROUTE 29

LINE TABLE

No. #	LENGTH	BEARING
L1	3397.05'	N3°31'05.00"E
L2	4836.57'	N7°20'55.00"W
L3	614.54'	N0°30'05.00"E
L4	400.00'	S87°30'45.28"E
L5	300.00'	S87°08'17.71"E
L6	400.00'	N82°35'16.30"E
L7	60.91'	N83°01'05.29"E
L8	107.06'	N82°39'05.00"E
L9	400.00'	N84°48'46.71"E
L10	300.00'	N80°39'23.13"E
L11	400.00'	N82°38'00.62"E
L12	80.28'	N82°55'25.53"E
L13	150.06'	S80°56'57.44"E
L14	200.00'	N82°39'05.00"E
L15	300.00'	S88°06'38.41"E
L16	300.00'	S87°50'44.61"E

CURVE DATA

No. #	R	Δ	T	L	LINE	BC	EC
C1	5000.00'	10° 52' 00"	475.57'	948.30'	M	38+80.80	48+29.10
C2	6000.00'	7° 51' 00"	411.67'	822.05'	M	96+65.67	104+87.72
C3	12000.00'	3° 55' 53"	411.86'	823.39'	M	111+02.26	119+25.65
C4	400.00'	20° 56' 18"	73.91'	146.18'	DWR	6+60.91	8+07.09
C5	249.00'	19° 45' 17"	43.36'	85.85'	DWR	8+07.09	8+92.94
C6	470.00'	16° 07' 37"	66.59'	132.29'	RDM	5+80.28	7+12.57
C7	500.00'	15° 44' 29"	69.12'	137.37'	RDM	8+62.63	10+00.00

GEOMETRIC ENGINEERING DRAWINGS
 ALTERNATIVE 1: TRAFFIC SIGNALS
 EA 04-40010
 AMERICAN CANYON SR 29
 CORRIDOR IMPROVEMENT
 PROJECT
 SCALE: 1" = 100'



PRELIMINARY
 FOR DISCUSSION PURPOSES ONLY

MTC Complete Streets Checklist

Section 1: Contact and Project Information

Contact Name:

Grant Bailey

Email Address:

gbailey@nvta.ca.gov

Contact Phone Number:

7072595951

Project Sponsor:

Napa Valley Transportation Authority (NVTA) / Vine Transit

County:

Napa

Is your project seeking regional discretionary funds or an endorsement?

Regional discretionary funding

Regional Funding Program(s):

Senate Bill 1 (SB1) Competitive Programs - (SCCP, TCEP, LPP-C)

Project Name/Title:

SR 29 American Canyon Corridor Improvements

Project Location:

American Canyon

Project Description:

The SR 29 American Canyon Corridor Improvements Project will improve safety, mobility, and multimodal access along approximately 1.35 miles of SR 29 between American Canyon Road and Napa Junction Road in the City of American Canyon. The project includes operational and intersection improvements, upgraded traffic signals, transit priority features, pedestrian and bicycle facilities, ADA improvements, roadway reconfiguration, landscaping, and drainage enhancements to support a safer, more reliable complete streets corridor.

Project Phase(s):

Construction (CON), Design Engineering (PSE)

Project Mode(s):

Bicycle, Pedestrian, Roadway Transit (bus, light rail, streetcar), Driver/Automobile

Do you think your project qualifies for a Statement of Exception from the Complete Streets Policy?

No

Do you think your project qualifies for a Statement of Exception from the Transit Priority Policy for Roadways?

No

Section 2: Pedestrian, Bicycle, and Transit Planning

Relevant plans this project helps to implement:

Bicycle, Pedestrian and/or Active Transportation Plan(s), Bicycle, Pedestrian and/or Active Transportation Plan(s), Vision Zero/Local Roadway Safety Plan/Systemic Safety Analysis Report/Comprehensive Safety Action Plan

Details on plan recommendations affecting the project area (with adoption date):

Napa AT Plan Identifies class I shared use path along this project corridor:
<https://ghdengagement.com/napa-atplan-proposed-ped-network>. Adopted 4/15/26

Does the project area contain segments of the regional Active Transportation (AT) Network?

Yes

If yes, describe how the project adheres to NACTO and/or PROWAG guidelines:

The project incorporates design principles consistent with National Association of City Transportation Officials "All Ages and Abilities" guidance and the U.S. Access Board Public Rights-of-Way Accessibility Guidelines (PROWAG). High-comfort bicycle facilities are provided through physically separated bikeways or shared-use paths, minimizing exposure to high-speed traffic and reducing conflict points at intersections.

Pedestrian improvements are designed to meet PROWAG standards, including continuous ADA-compliant sidewalks, accessible curb ramps, appropriate cross slopes and running grades, detectable warning surfaces, and enhanced crossing treatments. Intersection improvements, signal upgrades, and median enhancements further improve accessibility, safety, and comfort for users of all ages and abilities, consistent with current state and national best practices.

Is there a MTC Mobility Hub within the project area?

No

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?

Yes

Summary of traffic safety conditions and traffic safety countermeasures:

SR 29 through American Canyon is a high-volume, congested arterial with closely spaced signals, numerous driveways, and limited dedicated space for pedestrians and bicyclists. These conditions contribute to rear-end, angle, and turning collisions, and create exposure risks for people walking, biking, and accessing transit.

The project applies Vision Zero-aligned countermeasures: coordinated signal upgrades with improved phasing and transit priority; access management and driveway consolidation to reduce conflict points; median treatments to manage turning movements and provide refuge; ADA-compliant sidewalks, crossings, and curb ramps; high-comfort bicycle facilities; enhanced lighting and visibility; and multimodal connectivity improvements. Together, these measures are intended to reduce crash risk, calm operations, and improve safety for all users.

Infrastructure elements included in this phase of the project:

Class I Multi-Use Trail or Path, Sidewalk Gap Closure, Sidewalk Widening, New Crosswalk, Updated Crosswalk/Crosswalk Enhancements, Pedestrian Safety Island(s), Curb Extensions (including Bus Bulbs), Speed Limit Reduction, New Traffic Signal or Control Device, Upgrade to Existing Traffic Signal or Other Control Device, Other: Mobility hub and Business Access & Transit (BAT) lanes

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

No

Will the project integrate green infrastructure?

Yes

Section 3: Compliance and Exception Review

Is this project in compliance with MTC Complete Streets Policy (Resolution 4493)?

Yes

Is this project in compliance with the MTC Transit Priority Policy for Roadways (Resolution 4739)?

Yes

Transit agency (or agencies) serving the project community:

Vine Transit (Napa Valley Transportation Authority)

Did the transit agency notify you that they do NOT have service in your project area?

No

Description of transit routes/stations and measures to mitigate impacts:

The SR 29 American Canyon Corridor Improvements Project corridor is served by Vine Transit local and regional bus routes operating along SR 29, including transit stops providing connections between American Canyon, the City of Napa, Vallejo, and broader regional destinations. Existing transit stops within the corridor provide access to nearby residential neighborhoods, commercial areas, schools, and employment centers.

The project includes several transit-supportive design elements intended to improve transit reliability, accessibility, and rider safety. Planned improvements include upgraded traffic signals with transit signal priority features, operational improvements to reduce corridor delay, ADA-compliant pedestrian improvements to improve access to transit stops, enhanced bicycle and pedestrian connectivity, and multimodal corridor enhancements that support first- and last-mile access. Construction staging and traffic management plans will be developed to maintain transit operations and minimize disruptions to existing bus service during construction.

Have all potentially affected transit agencies had the opportunity to review this project?

Yes

Has a local BPAC reviewed this Checklist?

No

BPAC meeting date(s):

2026-05-18

Summary of BPAC meeting comments:

NVTA ATAC has not reviewed this project but will at the May 18, 2026 meeting.

Generated on: 5/7/2026

MTC Complete Streets Checklist - Implementation of Resolution 4493



NAPA VALLEY TRANSPORTATION AUTHORITY
Active Transportation Advisory Committee (ATAC) Agenda Memo

TO: Active Transportation Advisory Committee
FROM: Danielle Schmitz, Executive Director
REPORT BY: Jonathan Stanton, Associate Planner
(707) 259-8634 / Email: jstanton@nvta.ca.gov
SUBJECT: Burnell Street Sidewalk Improvements – Complete Streets Checklist Review and Project Funding Recommendation

RECOMMENDATION

That the ATAC review the proposed Burnell Street Sidewalk Improvements project and associated Complete Streets Checklist, and provide a recommendation to the NVRTA Board of Directors to support efforts to secure funding to complete design engineering and related tasks necessary to advance the project.

EXECUTIVE SUMMARY

Immediately adjacent to the Soscol Gateway Transit Center (SGTC), Burnell Street lacks sidewalks on the east side of the street between 4th Street and 7th Street, presenting an accessibility and safety hazard for pedestrians, and an operational challenge for the more than 200 transit buses that traverse the corridor every weekday.

NVRTA is restarting earlier efforts to address this gap in the pedestrian network through a sidewalk gap closure project, in coordination with the City of Napa and Napa Expo.

Projects that are within the public right-of-way and which are requesting \$250,000 or more in regional discretionary funding (including OBAG 4) are subject to the Metropolitan Transportation Commission (MTC) Complete Streets (CS) Policy. The CS Policy required local Bicycle and Pedestrian Advisory Committee/Commission review of the project CS Checklist. This agenda item fulfills that requirement.

BACKGROUND

The section of Burnell Street between 4th St. and 7th St. in the City of Napa currently lacks sidewalks on the eastern side of the street, presenting a barrier to safe access to key destinations. The corridor is proximate to numerous trip generators (origins or

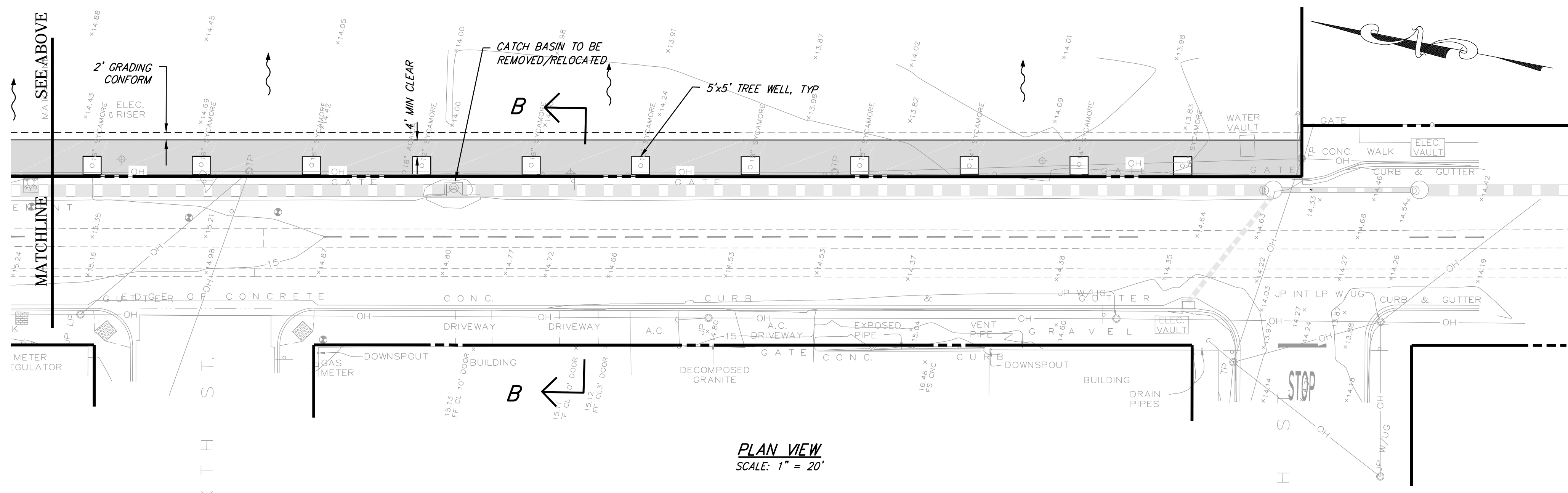
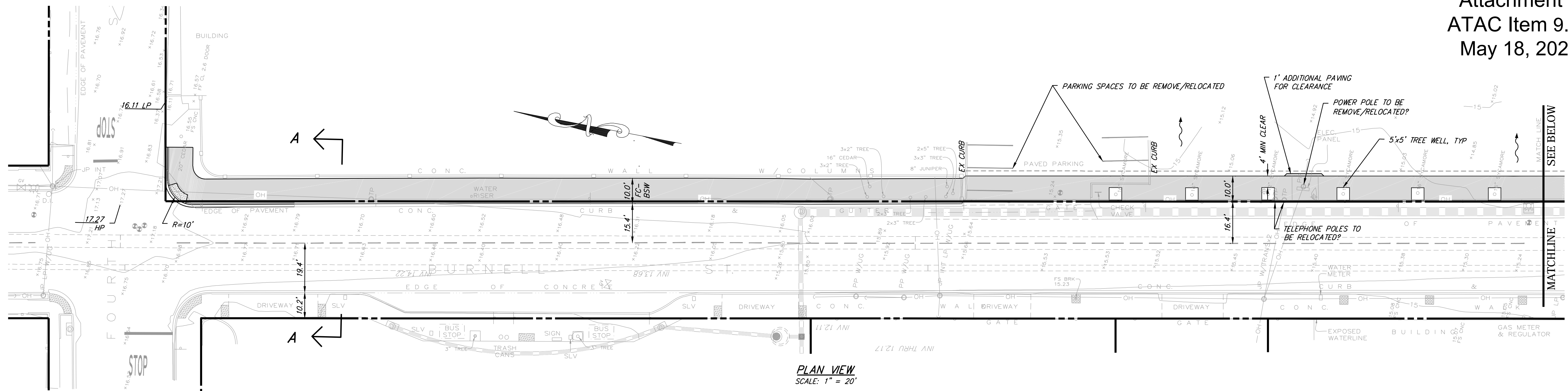
destinations) including the Soscol Gateway Transit Center (SGTC), Napa Exposition grounds, and nearby housing and small businesses. The existing unimproved dirt shoulder presents accessibility and safety issues to all users traveling along Burnell, including the 200+ daily transit trips along the corridor.

NVTA has in the past undertaken preliminary work to study the corridor. Preliminary design conducted in 2016 (see Attachment 1) identified preliminary sidewalk alignment, and accommodation for the existing large sycamore trees along the Napa Expo frontage. NVTA staff are currently preparing a Scope of Work to advance these plans to 100% design and complete remaining right of way and environmental work.

The City of Napa is currently scheduled to complete repaving along this section of Burnell and adjacent streets in Fall of 2027, presenting an opportunity to incorporate sidewalk, curb and gutter in advance of that work. NVTA is in preliminary conversation with the City of Napa and Napa Valley Expo to support shared goals around this project.

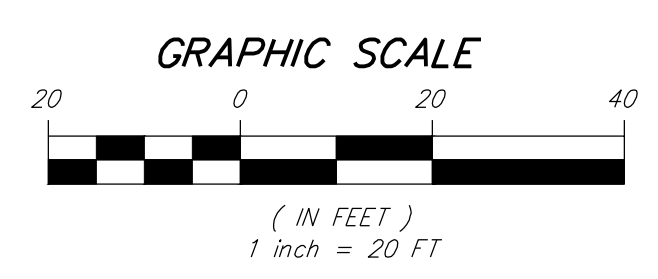
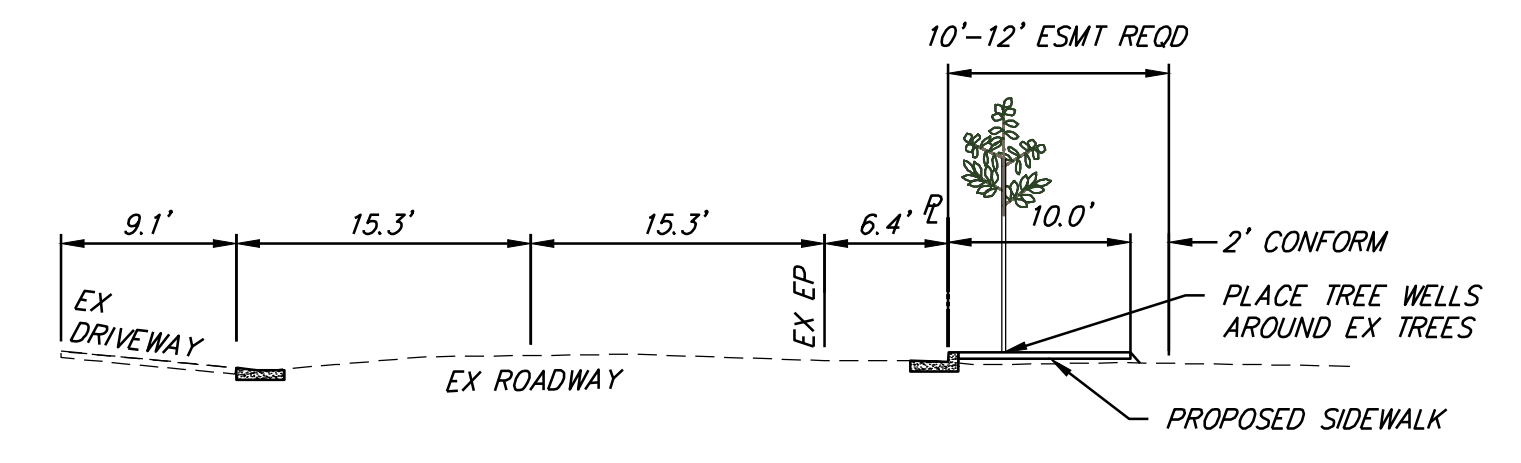
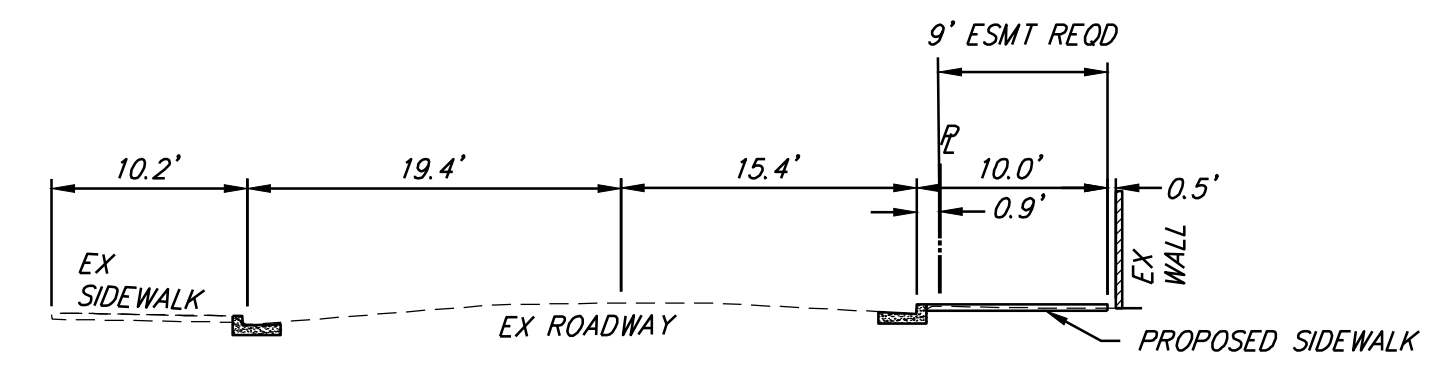
ATTACHMENT(S)

- 1) Burnell Street Sidewalk – Conceptual Plans
- 2) Burnell Street Sidewalk – Complete Streets Checklist



LEGEND

	SIGN		FLOWLINE
	LIGHT		WOOD FENCE
	GUY WIRE		GRADEBREAK
	HOSE BIB		TOP OF BANK
	GAS VALVE		PROPERTY LINE
	DRAIN INLET		BRICK SURFACE
	WATER VALVE		CHAINLINK FENCE
	FIRE HYDRANT		OVERHEAD UTILITY LINES
	SEWER MANHOLE		TRUNCATED DOME SURFACE
	TREE (AS NOTED)		DIRECTION FLOW ARROW
	SEWER CLEANOUT		
	STORM DRAIN MANHOLE		
	SURVEY CONTROL STATION		



NO.	DATE	REVISIONS	BY	APPD

**BURNELL STREET SIDEWALK
 SITE PLAN**

CALIFORNIA
 NAPA COUNTY

DATE	AUG. 17, 2015
DRAWN	CEC
DESIGNED	PS
CHECKED	JNS
JOB NO.	4113004.4.0
SHEET NO.	C1
1 OF 1 SHEETS	

MTC Complete Streets Checklist

Section 1: Contact and Project Information

Contact Name:

Grant Bailey

Email Address:

gbailey@nvta.ca.gov

Contact Phone Number:

(707) 259-5951

Project Sponsor:

Napa Valley Transportation Authority (NVTA) / Vine Transit

County:

Napa

Is your project seeking regional discretionary funds or an endorsement?

Endorsement

Project Name/Title:

Burnell St Sidewalk Improvements

Project Location:

Napa

Project Description:

The Burnell Street Sidewalk Improvements Project will construct a continuous, ADA-compliant sidewalk along Burnell Street from 4th Street to 7th Street (approximately 800 feet), closing an existing sidewalk gap in the City of Napa.

The project includes installation of curb, gutter, a standard ~10-foot-wide sidewalk, ADA curb ramps, and associated drainage and lighting improvements along the east side of Burnell Street.

The corridor serves the Napa Valley Expo and is located across from the Soscol Gateway Transit Center, providing key pedestrian access to major event destinations and regional transit services.

Project Phase(s):

Design Engineering (PSE)

Project Mode(s):

Bicycle, Pedestrian

Do you think your project qualifies for a Statement of Exception from the Complete Streets Policy?

No

Do you think your project qualifies for a Statement of Exception from the Transit Priority Policy for Roadways?

No

Section 2: Pedestrian, Bicycle, and Transit Planning

Relevant plans this project helps to implement:

Bicycle, Pedestrian and/or Active Transportation Plan(s)

Details on plan recommendations affecting the project area (with adoption date):

Napa Countywide Active Transportation Plan identifies this area as a proposed sidewalk improvement, adopted April 15, 2026.

Does the project area contain segments of the regional Active Transportation (AT) Network?

No

Is there a MTC Mobility Hub within the project area?

No

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?

No

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

Yes

Census tract(s) designated as EPCs affected by this project:

200301

Will the project integrate green infrastructure?

No

Section 3: Compliance and Exception Review

Is this project in compliance with MTC Complete Streets Policy (Resolution 4493)?

Yes

Is this project in compliance with the MTC Transit Priority Policy for Roadways (Resolution 4739)?

Yes

Transit agency (or agencies) serving the project community:

Vine Transit (Napa Valley Transportation Authority)

Did the transit agency notify you that they do NOT have service in your project area?

No

Description of transit routes/stations and measures to mitigate impacts:

Please describe the transit routes and stations in the project area, and include information about measures to mitigate project impacts to transit and/or transit-supportive design elements included in the project: *

Has a local BPAC reviewed this Checklist?

No

BPAC meeting date(s):

2026-05-18

Summary of BPAC meeting comments:

NVTA Active Transportation Advisory Committee has not reviewed the checklist but will at the next meeting on May 18, 2026.

Generated on: 5/7/2026

MTC Complete Streets Checklist - Implementation of Resolution 4493



NAPA VALLEY TRANSPORTATION AUTHORITY

Active Transportation Advisory Committee (ATAC) Agenda Memo

TO: Active Transportation Advisory Committee
FROM: Danielle Schmitz, Executive Director
REPORT BY: Diana Meehan, Planning and Programming Manager
(707) 259-8327 / Email: dmeehan@nvta.ca.gov
SUBJECT: NVTA Unified Call for Projects – Cycle 1

RECOMMENDATION

Information Only.

EXECUTIVE SUMMARY

NVTA staff has developed the first Unified Call for Projects to create a coordinated process for soliciting projects across multiple funding programs through a single call. This approach is intended to streamline the application process, make it easier for applicants to understand which projects are eligible for available funding opportunities and how those projects align with available fund sources and reduce administrative burden for both applicants and staff.

BACKGROUND

NVTA administers multiple transportation funding programs that support a range of project types throughout Napa County. Historically, these funding opportunities have often been released separately, each with their own schedule, application materials, and requirements. The Unified Call for Projects is intended to bring participating programs into a single application cycle while preserving the specific eligibility requirements, screening considerations, and conditions of each individual program.

Through the Unified Call, project sponsors will be able to review participating funding programs in one place through [NVTA's Funding Programs webpage](#), including program descriptions, eligibility information, and links to guidance materials. Applicants will also be required to submit a project screening criteria form for each funding program they are pursuing. This form is intended to help applicants understand program-specific

requirements and assist staff in evaluating project eligibility, readiness, and overall fit with available funding sources.

One Bay Area Grant – Cycle 4 (OBAG 4) is the primary driver of the NVTU Unified Call for Projects. OBAG 4 is the fourth cycle of MTC’s regional funding program and uses federal Surface Transportation Block Grant (STBG) and Congestion Mitigation and Air Quality (CMAQ) Improvement funds to support regional transportation, land use, housing, climate, equity, and environmental goals. MTC formally adopted the OBAG 4 framework and [Resolution No. 4740](#) in February 2026, establishing the policy and programming framework for OBAG 4 investments in Fiscal Years 2027 through 2030. Accordingly, this Unified Call has been structured to align with OBAG 4 requirements and MTC’s county nomination schedule. The funding sources included in the Unified Call for Projects reflect anticipated funding availability across Fiscal Years 2026-27 through 2030-31. These funding sources are summarized in Table 1 below.

Table 1: Funding Available

Funding Program		Funding Type / Source	Eligible Projects	Fiscal Year(s)	Est. total Available
One Bay Area Grant – Cycle 4 (OBAG 4)		Federal	Active Transportation, Local Streets and Roads, Complete Streets, Transit Capital, Multimodal Improvement Projects	FYs 2027-31	\$7,288,000*
Community Action Resource & Empowerment (CARE) Program	Community Based Transportation Plan Technical Assistance (CBTP TA)	Regional	Funds 100% design for community identified projects	FY 2026-27	\$562,000
	Participatory Budgeting and Implementation (PB&I)	Regional	Funds construction for community identified projects	FY 2026-27	\$562,000

Funding Program		Funding Type / Source	Eligible Projects	Fiscal Year(s)	Est. total Available
Transportation For Clean Air (TFCA)	40% Formula Program	Regional	Bike/Ped Facilities, TDM Programs, Alternative Fuel Vehicles / Vehicle Infrastructure	FYs 2027-31	\$700,000
	Bikeways Program	Regional	Bicycle Facility Projects: Bike Paths, Lanes, Routes, Lockers/Parking.	FY 2026-27	\$1,000,000
Local Partnership Program Formulaic (LPP-F	Cycle 5	State	Local Roadway, Highway, Complete Streets, Active Transportation, Transit Capital Projects	FYs 2025-27	\$638,000
	Cycle 6	State		FYs 2027-29	\$550,000
	Cycle 7	State		FYs 2029-31	\$550,000
* 120% of Napa County's Nomination Targets					

Table 2 below summarizes the timeline for the Unified Call and highlights the major steps in the process.

Table 2: Timeline Summary

NVTA Funding Program Timeline	
April-Early May 2026	NVTA Release Project Screening Criteria Intake Form NVTA Staff Office Hours Available
May 7, 2026	TAC recommends release of Unified Call for Projects
May 18, 2026	ATAC Information
May 20, 2026	NVTA Board Opens Unified Call for Projects
June 19, 2026	Unified Call for Projects, along with Project Screening Criteria Intake Form due to NVTA
July 8, 2026	CAC Review - Feedback

July 9, 2026	PCC Review – Feedback
July 27, 2026	ATAC Review – Feedback & Complete Streets Checklist
September 3, 2026	TAC reviews NVTA staff project recommendations for Board approval
September 16, 2026	NVTA Board project nomination approval
September 30, 2026	NVTA staff submit OBAG 4, CARE project nomination to MTC
November 1, 2026	NVTA staff submit FYE 27 TFCA 40% (previously programmed) and TFCA Bikeways project nominations to Air District
November – December 2026	OBAG 4 County & Local program – Regional Project Evaluation & Project Prioritization: <ul style="list-style-type: none"> - MTC evaluation of nominations - CMAQ emissions benefits & cost effectiveness (for eligible projects) - MTC &CTA discussions of preliminary staff recommendation
January 2027	OBAG 4 County & Local Program – MTC Project Selection <ul style="list-style-type: none"> - MTC staff recommendations for Commission considerations & approval - Programming of County & Local Program projects into 2023 TIP (est. February 2027)
October 1, 2027	First year of OBAG 4 funding availability for County & Local Program projects
November 1, 2027	NVTA Staff submit FYE 28 TFCA 40% project nominations to Air District
Dec 1, 2027	Deadline to submit LPP-F Cycle 5 Nomination and Allocation packages to CTC and Caltrans for review to January 2028 CTC Meeting Agenda

ATTACHMENTS

- 1) Project Screening Criteria Intake Form

NVTA Unified Call for Projects – Cycle 1
Project Screening Criteria

Napa Valley Transportation Authority – Unified Call for Projects

Introduction

NVTA is issuing a unified Call for Projects for multiple transportation funding programs, including federal, state, and regional fund sources. This effort will support project screening and future programming for fiscal years 2026–27 through 2030–31.

Project sponsors are asked to submit intake forms for projects to NVTA for consideration through available funding opportunities. Funding programs in this call include the One Bay Area Grant, Cycle 4 (OBAG 4), Community Action Resource & Empowerment (CARE) Program, Transportation Fund for Clean Air (TFCA), and Local Partnership Program Formulaic (LPP-F). Identifying projects early will allow NVTA to assess project readiness, align projects with funding requirements, and position projects for successful delivery.

Instructions

Eligible project sponsors must complete and submit one screening form for each project proposed for funding consideration under NVTA’s Unified Call for Projects. Sponsors may identify all applicable funding sources being pursued for the project. This form is intended for initial eligibility screening only and does not constitute a **full application**. Projects determined to be eligible may be required to submit additional information and/or a full application for the applicable funding program. In addition, projects seeking One Bay Area Grant, Cycle 4 (OBAG 4) funding will be evaluated using program-specific scoring criteria.

Submission of the project screening criteria form is required. Applicants pursuing OBAG 4 or TFCA funding must submit a completed screening criteria form with their application materials. For LPP and CARE funding, submission of the screening criteria form is the first step in the application process.

Additional information on the Unified Call for Projects is available on [NVTA’s Funding Program webpage](#).

If you have any questions or need assistance completing this form, please contact NVTA staff:

NVTA Contact Information	
<p>Diana Meehan Planning and Programming Manager Email: dmeehan@nvta.ca.gov Phone: 707-259-8327</p>	<p>Adrell Coleman Associate Planner Email: acoleman@nvta.ca.gov Phone: (707) 259-8235</p>

Information

Jurisdiction	
Contact Name/Title	
Contact Email	
Contact Phone	

Project Name

Project Description

Funding Source(s) being pursued as Part of this Call	Check all that apply
One Bay Area Grant (OBAG 4)	
Community Action Resource & Empowerment (CARE) Program <ul style="list-style-type: none"> ▪ Community Based Transportation Plan Technical Assistance (CBTP TA) ▪ Participatory Budgeting and Implementation (PB&I) 	
Transportation Fund for Clean Air (TFCA)	
TFCA Bikeways Program	
Local Partnership program Formula Funds (LPP-F)	

Project Phase

Est. Phase Start Date

Est. Total Project Cost

Other Funding Sources, Amount

OBAG 4 Screening Criteria

The One Bay Area Grant, or OBAG 4, is a federal funding program administered by the Metropolitan Transportation Commission. It provides Surface Transportation Block Grant (STP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds to support eligible transportation projects that advance Plan Bay Area 2050+ and related regional priorities. **OBAG 4 county funds are to provide funding for local transportation needs, including capital, planning, and implementation activities.**

Reference: [MTC Resolution No. 4740](#)

Projects must meet all screening criteria to be considered for OBAG 4 funding. These criteria serve as the basic eligibility requirements. NVTA will first review projects for eligibility and consistency with local and regional goals, then prioritize eligible projects using evaluation (scoring) criteria largely guided by MTC’s OBAG 4 Guidelines.

Est. OBAG 4 Funding Available: \$7,288,000*
<i>* 120% of Napa County’s Nomination Targets</i>

OBAG 4 Screening Criteria	All boxes must be checked
Project is a stand-alone project	
Project is eligible for federal Surface Transportation Block Grant Program (STP) or Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds	
Project fits into one of the following categories: <ul style="list-style-type: none"> • Planning and Implementation • Growth Framework • Environment • Complete Streets • Transit Priority • Multimodal Network 	
Project sponsor is eligible to apply	
Project sponsor is requesting a minimum of \$250,000 in OBAG 4 funds	
Project is consistent with: Plan Bay Area (PBA) 2050+ NVTA Countywide Transportation Plan (CTP) 2050 (currently under development)	
Project complies with applicable federal and state requirements	
Project sponsor has identified the minimum federal match requirement of 11.47%	
Project can meet federal timely use of funds requirements	

Supplemental OBAG 4 Prioritization Criteria

Projects that meet all of the OBAG screening criteria will be prioritized for OBAG funding based on, but not limited to the factors listed below. Project prioritization may also consider the ability to match recommended projects with available fund sources.

Category	Yes	No	N/A	Score
1: Project addresses transportation needs and provides benefits such as improved safety, implementation of strategies from NVTA Vision Zero Active Transportation Plan, emissions reduction, etc. (10 pts)				
2: Project addresses resilience, stormwater management or state of good repair. (10 pts)				
3: Project demonstrates community support identified through adopted plans, other local planning or project prioritization processes, letters of support, etc. (10pts)				
4: Project is included in the 2025 Community Based Transportation Plan (CBTP) and benefits locally or regionally identified Equity Priority Communities (EPCs). (10 pts)				
5: Project improves connectivity and multimodal accessibility, including bicycle and pedestrian facilities consistent with the Active Transportation Plan, ADA facilities and transition plans, and aligns with Complete Streets policy. (10 pts)				
6: Project Improves transit access (such as sidewalk gap closure, red curbs, curb ramps, shelters, lighting etc.) (10 pts)				
7: Project Improves transit reliability (Queue jumps, TSP, Boarding Islands, bus only lanes). (10 pts)				
8: Project includes a local funding contribution above the 11.47% required match (Not a requirement). (5 pts)				
9: For project sponsors that submit multiple projects; this project has been given priority. (N/A if only one project is submitted)				NO POINTS
Total Score				

Priority Development Areas (PDAs) and Transit-Oriented Communities (TOCs) Geographic Considerations

Under OBAG 4 program policies, a minimum share of county program funding must support Priority Development Areas (PDAs) or Transit-Oriented Communities (TOCs). For North Bay counties, including Napa County, at least 50% of nominated funding must be located in, or within one mile of, these areas. Priority Development Areas are locally designated areas identified through Plan Bay Area where cities and counties plan to accommodate future housing and job growth. Transit-Oriented Communities are areas located near major transit stations, typically within one-half mile of rail, ferry, or bus rapid transit stops, where policies encourage higher-density housing, improved transit access, and walkable neighborhoods.

Reference: [PBA 2050+ PDA Map](#)

PDAs and TOCs	Yes	No
Project is located in or within 1 mile of a Priority Development Area (PDA) or Transit-Oriented Community (TOC)		
PDA Location:		

Community Action Resource and Empowerment (CARE) Program Screening Criteria

The CARE Program includes the Community Based Transportation Plan Technical Assistance (CBTP TA) and Participatory Budgeting and Implementation (PBI) components, which are intended to advance community identified transportation projects from concept through implementation. CBTP TA funds support early project development activities that help move community priority projects toward implementation readiness, while PBI funds support the implementation or construction of eligible projects. Both components are intended to address needs identified through [Community Based Transportation Plans \(CBTPs\)](#). Screening criteria are used to confirm that a project meets the basic eligibility requirements before it can move forward for further consideration under the CARE Program.

Reference: [MTC Resolution No. 4604](#)

CARE Program CBTP TA Funding Available: \$562,000
CARE Program PBI Funding Available: \$562,000

Community Action Resource and Empowerment (CARE) Program	All boxes must be checked
Project is a stand-alone capital project*	
Project is located in a regionally or locally defined Equity Priority Community (EPC)	
Originate from a CBTP, MTC-funded participatory budgeting effort, a locally led participatory budgeting process or comparable community-driven planning effort	
Project sponsor is an eligible public agency	
Project sponsor is requesting a minimum of \$250,000	
Provide clear and verifiable evidence of community support. If originating from a participatory budgeting process that was completed in: <ul style="list-style-type: none"> ▪ 2022 or later: provides the originating planning or engagement document ▪ 2021 or earlier: provides the originating planning or engagement document and at least one additional form of supplemental documentation If originating from a CBTP or other community-driven planning process from: <ul style="list-style-type: none"> ▪ 2022 or later: provides the originating planning or engagement document and at least one additional form of supplemental documentation 2021 or earlier: provides the originating planning or engagement document and at least two additional forms of supplemental documentation 	
<i>*Operational studies may be eligible for funding, subject to MTC review.</i>	

CARE Program Evaluation Criteria

Projects that meet all applicable screening criteria will be prioritized for CARE funding under either the CBTP TA or PBI components, based on, but not limited to, the factors listed below.

Category	Yes	No
1: Applicant is pursuing CARE CBTP TA funding		
2: Applicant is pursuing CARE PBI funding		
3: Project is consistent with one or more of the following: <ul style="list-style-type: none"> ▪ Plan Bay Area 2050+ ▪ Coordinated Public Transit-Human Services Transportation Plan ▪ Regional Safety/Vision Zero Policy ▪ Equity Platform 		
4: Project demonstrates community support identified through adopted plans, other local planning or project prioritization processes, letters of support, etc.		
5: Project aims to advance the project through 100% PS&E phase. <i>(Only applies to CARE CBTP TA funding)</i>		
6: Project aims to advance and complete construction of the project. <i>(Only applies to CARE PBI funding)</i>		
7: Project is feasible and capable of being delivered within the proposed scope, schedule, and funding constraints.		

Transportation Fund for Clean Air (TFCA) Screening Criteria

The Transportation Fund for Clean Air (TFCA) Program is a regional funding program administered by the Bay Area Air District to support projects that reduce motor vehicle emissions. TFCA is funded through a vehicle registration surcharge, with a portion of funds returned to counties on a formula basis. NVTA administers these funds locally through the County 40% Fund and one-time Bikeways funding (New this cycle) and programs them to eligible projects that improve air quality, such as bicycle and pedestrian improvements, transit enhancements, trip reduction programs, and other transportation control measures.

Reference: [FY 2026-27 TFCA 40% Fund Expenditure Plan Guidance](#)

Projects must meet all screening criteria in order to be considered further for TFCA 40% funds or one-time allocation of TFCA Bikeway Program funding. The screening criteria are the basic eligibility requirements established by the Air District.

Est. TFCA 40% Program Funding Available: \$700,000
TFCA Bikeway Program Funding Available: \$1,000,000

Transportation Fund for Clean Air (TFCA)	All boxes must be checked
Project sponsor is an eligible applicant (public agency or public agency sponsor for another entity)	
Project reduces motor vehicle emissions	
Project falls within one of the eligible TFCA project categories listed in California Health and Safety Code Section 44241, including: <ul style="list-style-type: none"> ▪ Ridesharing programs ▪ Transit service and transit improvements ▪ Shuttle and feeder services ▪ Traffic flow improvements (including signal coordination) ▪ Bicycle and pedestrian facility improvements ▪ Transportation control measures ▪ Vehicle emission reduction projects 	
Project is publicly accessible	
Project can be implemented and open for public use within 2 years of funding year	
Project sponsor has the ability to operate and maintain the project for the required effectiveness period	
TFCA Bikeways - Additional Screening Criteria	
<i>Complete only if applying for TFCA Bikeways funding</i>	
Project is an eligible bicycle project under TFCA, including bikeway infrastructure (bike lanes, paths) or supporting bicycle facilities (bike lockers, racks, bike share)	
If the project is a bikeway infrastructure project, it is included in an adopted countywide bicycle plan (<i>NVTA Active Transportation Plan</i>)	

Local Partnership Program-Formula Funds (LPP-F) Screening Criteria

The Local Partnership Program-Formula Funding (LPP-F) is a state funding program established under Senate Bill 1 (SB 1) and administered by the California Transportation Commission (CTC). NVTA receives formula funding through this program based on its status as a self-help county, having passed a voter-approved local transportation sales tax measure. LPP funds may be used for a range of capital projects, including roadway projects, transit capital improvements, safety, active transportation, and complete streets projects.

Reference: [2024 Local Partnership Formula Program Guidelines](#)

Projects must meet all screening criteria in order to be considered further for LPP funding. The screening criteria are the basic eligibility requirements for SB 1 LPP formula funds.

LPP-F Cycle 5 (2024 Program) Funding Available: \$638,000
Est. LPP-F Cycle 6 (2026 Program) Funding Available: \$550,000
Est. LPP-F Cycle 7 (2028 Program) Funding Available: \$550,000

Local Partnership Program (LPP)	All boxes must be checked
Project is a capital improvement project eligible under the Local Partnership Program	
Project includes a complete funding plan for all phases, including total project cost	
Project identifies all fund sources as committed or uncommitted	
Project includes a minimum 1:1 local match for the phase LPP funds are requested	
If uncommitted funds are included, a plan to secure those funds is identified	
Local Match Source(s):	
Project can meet NVTA and CTC deadlines for programming and allocation, including readiness for nomination and allocation by January 2028	
Project can meet LPP timely use of funds requirements	
Project schedule and delivery approach are identified	
Risks to project delivery and schedule have been identified and considered	
Phase Applying For (check one): <ul style="list-style-type: none"> ▪ PA&ED ▪ PS&E ▪ Right-of-Way ▪ Construction 	
Estimated Phase Completion Date:	
If requesting LPP funds for a pre-construction phase (PA&ED or PS&E): Project can meet the 10-year requirement to initiate ROW or Construction	